



## COUNCIL REPORT

Report Date: May 30, 2024  
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Meeting Date: June 26, 2024  
[Submit comments to Council](#)

TO: Standing Committee on City Finance and Services

FROM: General Manager of Engineering Services and  
General Manager of Planning, Urban Design, and Sustainability

SUBJECT: Updates to the Parking By-Law in Response to Provincial Bills 44 and 47, and On-Street Parking Management

### Recommendations

- A. THAT Council approve, in principle, amendments to the Parking By-law to eliminate minimum vehicle parking requirements for all land uses citywide, and other amendments as shown in Appendix A, to be effective June 30, 2024;
- FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment the necessary amending By-law generally in accordance with Appendix A.
- B. THAT Council receive for information the approach to managing on-street parking resulting from the elimination of minimum vehicle parking requirements.
- C. THAT Council approve allotting \$685,000 of incremental new parking permit and by-law ticket revenue towards staff and equipment to manage and enforce permit areas, as outlined in this report.

### Purpose and Executive Summary

The Provincial government enacted two pieces of legislation in November 2023:

- Bill 44: Housing Statutes (Residential Development) Amendment Act, 2023
- Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023

Both Bill 44 on Small-Scale Multi-Unit Housing (SSMUH) and Bill 47 on Transit Oriented Areas (TOAs) prohibit the City of Vancouver from setting minimum parking requirements for residential uses in certain areas of the city. To comply with the legislation, the Parking By-law must be

amended by June 30, 2024 to eliminate residential parking minimums in TOAs and for SSMUH. This report includes the by-law amendments necessary to comply with the legislation.

The recommended approach in this report goes beyond the minimum compliance required for Provincial legislation by recommending the elimination of minimum parking requirements for all land uses, citywide. This will simplify and accelerate the development review process, and advance the City's transportation and Climate Emergency objectives.

The elimination of minimum parking requirements recommended in this report is limited to general purpose parking only. This report does not recommend any changes to the number of required accessible parking or visitor parking spaces. A summary of the proposed changes and rationale are included in Appendix B.

The elimination of minimum off-street parking requirements has the potential to increase demand for on-street parking. Staff will utilize existing tools such as time-limited parking, pay parking and permit parking to help manage demand, and to initiate the conversion of Residential Parking Only areas to Residential Permit Parking to better manage parking in these areas. The addition of five staff and three vehicles equipped with licence plate recognition cameras is recommended to support parking permit applications and inquiries and to facilitate enforcement. These are expected to be funded by additional permit and ticket revenues.

### **Council Authority/Previous Decisions**

The Vancouver Charter provides authority for Council to regulate parking spaces for vehicles and bicycles in buildings.

Recent Council decisions that support or complement the recommended Parking By-law amendments provided herein include:

- [Parking By-law Updates to Achieve Transportation 2040 Actions](#) (2018) ("Phase 1")
- [Climate Emergency Action Plan \(CEAP\)](#) (2020)
- [3-3-3-1 Permit Approval Framework](#) (2023)
- [Adding Missing Middle Housing and Simplifying Regulations](#) (2023)
- [Elimination of Minimum Parking Requirements – Phase 2](#) (2023)
- [Childcare Strategy Implementation Phase 1 Update and Next Steps – Removal of off-street parking requirements](#) (2023)

The City Engineer has the delegated authority to regulate on-street parking as per the Street and Traffic By-law.

### **City Manager's Comments**

The City Manager concurs with the foregoing recommendations.

### **Context and Background**

Minimum off-street parking requirements in the Parking By-law have historically been in place to

ensure that all the vehicles associated with each building can park on that property and do not rely on street parking. While they have been removed for all land uses in the Downtown and Broadway Plan area and for multiplexes in the R1-1 Residential Zone, there are 28 residential and 35 non-residential minimum parking requirements remaining in the by-law. Outside the Downtown and Broadway Plan Area, practically every rezoning and development application requires the applicant to calculate their minimum parking requirement and requires City staff to conduct a review to evaluate the minimum parking requirements.

Effective November 30, 2023 when Bills 44 and 47 received Royal Assent, the City is prohibited from setting minimum parking requirements for residential uses in TOAs or for SSMUH. The City is legislatively required to update the Parking By-law to reflect this change in authority by June 30, 2024. Rather than further dividing the existing 63 different minimum parking requirements and layering new geographic areas, this report recommends a major simplification to the City’s parking regulation by eliminating all minimum parking requirements for all land uses, citywide. This will advance the City’s objectives towards simplifying regulations and accelerating permit approval times, as well as transportation and climate emergency goals.

The shift to eliminate minimum parking requirements is generally aligned with several of the City’s priorities, and Council has consistently directed this trajectory over several years:

- In 2018, minimum parking requirements were eliminated for all land uses in the Downtown, and for non-residential uses in the West End.
- In September 2023, parking minimums were eliminated for multiplexes in the R1-1 zone, which covers a large majority of the City.
- In November 2023, parking minimums were eliminated for all land uses across the entire Downtown peninsula, as well as in the Broadway Plan Area.

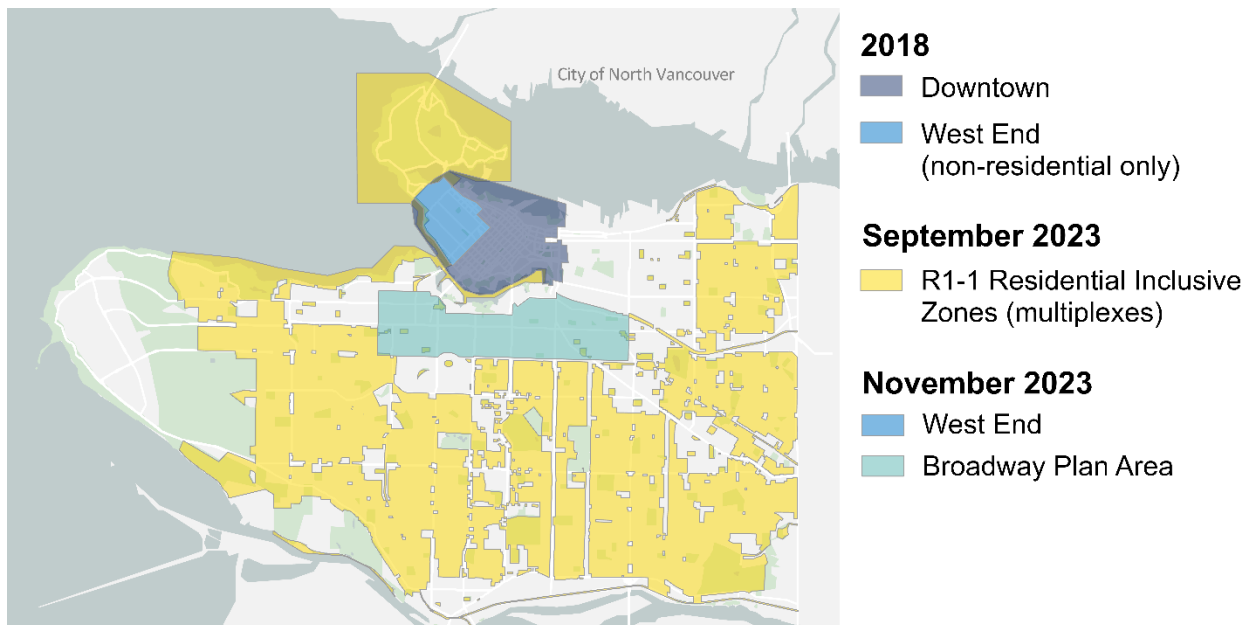


Figure 1 Recent Council decisions to eliminate minimum parking requirements, as reflected in the current Parking By-law.

The November 15, 2023 report eliminated minimum parking requirements in the Downtown and Broadway Plan area. These areas were considered the most well suited for moving person trips towards more sustainable modes and the lowest risk for parking spillover concerns. That report also directed staff to report back by the end of 2024 with a phasing plan and the next phase

(“Phase 3”) of eliminating minimum parking requirements across the city, along with a complementary framework for improving regulation of on-street parking. The Provincial legislation in Bills 44 and 47 accelerated that timeline to June 30, 2024, and established a requirement that Phase 3 include SSMUH and the TOAs.

Other by-law changes triggered by Bills 44 and 47 are provided in separate reports:

- RTS 16350 Amendments to the First Shaughnessy District Schedule and Heritage Conservation Area Official Development Plan (HCA ODP) to Comply with Bill 44 – Provincial Small-Scale Multi-Unit Housing (SSMUH) Legislation
- RTS 16349 Amendments to Restricted Zones (RT-7, RT-9, CD-1 371 and CD-1 463) to Comply with Bill 44 - Provincial Small-Scale Multi-Unit Housing (SSMUH) Legislation
- RTS 16268 Implementation of Transit-Oriented Areas (New Provincial Legislation: Bill 47)

### Comparison to other jurisdictions across North America

Several cities in North America have removed minimum parking requirements in recent years. In Canada, the City of Edmonton eliminated city-wide parking minimums in 2020 and the City of Toronto followed in 2021. In the United States, dozens of cities have eliminated minimum parking requirements in part or all of their jurisdictions, including: New York City, Portland, Buffalo, Anchorage, Austin, and Minneapolis-St. Paul. Similar to Bills 44 and 47, the states of California and Oregon prohibit minimum parking requirements near rapid transit anywhere in the state. More detail on other jurisdictions is available in the [November 15, 2023 Council Report](#).

## **Discussion**

### Implications of Eliminating Minimum Parking Requirements

#### *Process Simplification and De-regulation*

Outside the Downtown and Broadway Plan Area, practically every development application requires the applicant to calculate their minimum parking requirement and requires City staff to conduct a review to evaluate whether the application is meeting those requirements. Parking requirement calculations are detailed and contribute to a significant amount of time in the preparation and review of a development application.

There are 63 different and unique parking requirements based on a variety of factors such as zoning district, geographic area, land use, and particular project characteristics. Eliminating the need to calculate and validate whether these complex requirements are being met is expected to simplify and accelerate the development application and review process.

Currently, a significant portion of development applications proposing additions and/or changes of use to existing buildings trigger the need to conduct a parking review to ensure that the existing parking supply meets the minimum parking requirements under the new proposed use. With no minimum parking requirements, many of these applications may not be necessary at all, which reduces the overall quantity of applications that staff review. It also removes requirements to notify nearby neighbours of a proposed change.

### *Housing, Transportation and Climate*

Where minimum off-street parking requirements are removed, some of the expected positive outcomes for housing delivery include:

- Increasing the number of projects that are financially attractive, especially for smaller and more challenging sites, which could help increase housing and job space supply.
- Helping to increase viability or affordability of non-market rental projects, and lowering the unit prices at particular strata projects.

Where the developer chooses to provide less parking than may otherwise have been required, additional benefits may be realised:

- Prioritizing investment in walking, cycling, transit, and car share rather than private vehicle parking.
- Enabling a reduction in embodied carbon by reducing excavation, concrete, and rebar associated with underground parking infrastructure.

Residential parking supply is most dependent on tenure. Second to tenure, rental projects are sensitive to a site's location characteristics such as proximity to transit and other amenities; whereas strata projects are insensitive to most amenity and mobility factors. In the Downtown where there have been no minimum parking requirements since 2019, strata projects continue to supply parking at about 1.15 spaces per dwelling unit, which is above the pre-2019 parking minimum. Parking provided for rental projects decreased substantially from pre-2019 minimums, providing close to zero parking spaces for over 700 new dwelling units.

Details on the above summary is provided in the November 15, 2023 Council report, including the Technical Rationale in Appendix D and the consultant reports in Appendix E and F.

### *On-Street Pressures*

With the elimination of minimum off-street parking requirements, over time there may be an increased demand for on-street parking, should developers choose to build insufficient parking for the demand. Staff will utilize existing tools to help manage this demand. This includes introducing time-limited or pay parking in commercial and industrial areas, and permit parking in residential areas.

In residential areas, residents will continue to be able to request permit parking and a survey would be conducted to gauge support from households on the block. Staff will also initiate surveys for areas currently regulated by Resident Parking Only (RPO) regulations to convert these areas to residential permit parking regulations or to become unregulated. The RPO regulations are enforced by complaint only and the program was discontinued in 2010, but many legacy RPO regulations still exist. Permit parking regulations are easier to enforce as all vehicles permitted to park in a certain neighbourhood are registered. Starting on June 1, 2025, the West End parking permit zone will be divided into 3 zones as recommended in the [2017 West End Parking Strategy](#), to improve parking availability for residents living close to commercial streets and to encourage trips within the permit zone to be by sustainable modes.

Over the past few years, residential parking permit fees have been raised incrementally as the permit fees in most areas are significantly less expensive than surrounding off-street parking, resulting in some residents parking on-street rather than making use of parking within their building. The incremental increases will likely continue until permit fees are closer to market rates to help shift parking into off-street facilities. Other tools, such as limits on the number of permits per household or the number of permits sold per zone, may be considered in the future

based on parking demand.

Developers would be strongly encouraged to supply the amount of parking their building needs, as the amount of on-street parking is finite and there is not enough space to accommodate all vehicles. In addition, curb space could be converted to other uses, such as bike lanes, bus lanes or patios, which would further reduce on-street parking supply.

#### Maximum Parking Allowances

In the CEAP (2020) and the November 15, 2023 report, Council directed staff to report back on implementing parking maximums to limit the amount of parking that can be constructed in new developments. Recent Provincial legislation may have impacted the City's authority to set maximum parking allowances and further clarification is required to ensure clear interpretation. The recommended amendments in this report retain the 14 parking maximums that currently exist in the by-law, and remove any residential maximums within the TOAs per Provincial guidance. Staff expect to report back to Council in early 2025.

#### Transportation Demand Management (TDM)

To advance the city's objectives to streamline development processes, the TDM was significantly simplified as part of the November 15, 2023 Council report which came into effect January 1, 2024. With such a recent and significant change, another major iteration is not recommended at this time. TDM adjustments with this Parking By-law amendment are limited to responding to the elimination of parking minimums and reducing financial burden.

TDM Plans are currently mandatory in the Downtown and Broadway Plan Area, and optional everywhere else to reduce the minimum parking requirement. With the elimination of minimums citywide, the TDM requirements will become independent from parking supply. Based on feedback from the development community, changes to the program are planned to lower the financial expectation on applicants within the Downtown, Broadway Plan Area, and TOAs.

Provincial Bill 16-2024 received Royal Assent on April 25, 2024, and grants new authorities to the City related to transportation demand management in support of improving the movement of people and goods, reducing motor vehicle dependence, and increasing sustainable transportation. The Province is expected to publish further guidance on how local governments can use these new tools starting in fall 2024 which may impact the City's approach moving forward.

#### Other Miscellaneous Amendments

##### *Retirement of the Childcare Design Guidelines*

In response to Council direction to harmonize the City's childcare guidelines and policies with the Province, this report includes bringing childcare parking requirements into the Parking By-law. As with all other land uses, there will be no requirement for general purpose parking. However, the requirement for passenger spaces (pick-up/drop-off) will migrate from the Childcare Design Guidelines into the Parking By-law. The by-law will also introduce bike parking requirements in-line with other similar uses, in recognition of the elimination of vehicle parking requirements for employees.

##### *Simplifying Requirements for low-density housing*

The recommended Parking By-law amendments remove some detailed built-form requirements that apply specifically to duplexes and laneway houses only. This is to improve processing efficiencies and remove duplicated requirements in Parking By-law.

**Financial Implications**

The elimination of minimum vehicle parking requirements can lower the cost of construction and enhance development viability, particularly for rental projects and projects on smaller or more challenging sites. With the improved development economics on some development types, there may be opportunities to secure additional development contributions to deliver the necessary infrastructure and amenities to support growth. These considerations along with market trends related to parking provision will be factored into future comprehensive development contribution updates.

Permit processing

The elimination of parking minimums has been received positively by the development industry through prior engagements and it is expected that many applications could benefit from reducing the parking supply. For a short period of time after the by-law is amended, this could result in in-stream applications making changes to their applications which could trigger additional staff review time.

If development applications received prior to June 30, 2024 elect to modify the proposed parking supply based on the new by-law, they would be required to submit a new application with the associated fee to cover the additional review time.

On-street impacts

Through the conversion of Resident Parking Only areas to residential permit parking, it is anticipated that \$250,000 in additional annual revenue would be generated. It is recommended that the additional revenue be used to fund 2 new positions (an Office Support Clerk III and an Engineering Assistant III) and part of an existing Civil Engineer II, to process the additional residential parking permit requests across the city.

To support the efficient enforcement of residential permit parking, it is recommended that 3 Parking Enforcement Officers be added along with 3 vehicles equipped with licence plate recognition (LPR) cameras. This would require \$370,000 in one-time capital expenditures (funded from the Multiyear Approved Capital Budget of the Curbside Vehicle Management program) and \$435,000 in additional annual operating expenses, to be funded from an estimated \$1.9M in additional parking ticket revenue.

**Legal Implications**

The recommendations direct Legal Services to prepare amendments to the Parking By-law.

\* \* \* \* \*

**APPENDIX A**  
**DRAFT By-law to amend Parking By-law No. 6059**  
**regarding parking minimums and other miscellaneous amendments**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law amends the indicated provisions of Parking By-law No. 6059.
2. In section 2, Council:
  - (a) in the definition of “Accessible Parking Space”, strikes out “means a Parking Space for the use of a person who has a loss, or a reduction, of functional ability and activity and includes a person in a wheelchair and a person with a sensory disability which includes visual impairment” and substitutes “means a parking space reserved for use by disabled persons”;
  - (b) adds a new definition for “Broadway Station Precinct” in the correct alphabetical order as follows:

“**Broadway Station Precinct** means that area outlined in black on Map 2A set out at the end of this section 2;”;
  - (c) strikes out the definition of “Rowhouse” in its entirety;
  - (d) adds a new definition of “Southeast False Creek ODP Area” as follows:

“**Southeast False Creek ODP Area** means the area outlined in black on Figure 1 of the Southeast False Creek Official Development Plan;”;
  - (e) adds a new definition for “Visitor Parking Space” in the correct alphanumerical order as follows:

“**Visitor Parking Space** means a parking space reserved for use by visitors;”;
  - (f) adds a new map 2A in the correct alphanumerical order, as set out in Schedule A attached to this by-law.
3. In section 3.2.1, Council strikes out “section 4.8.4” and substitutes “section 4.1.4”.
4. In section 4, Council:
  - (a) In the title of section 4, strikes out “**Off street**” and substitutes “**Off-street**”;
  - (b) strikes out sections 4.1.1 through 4.1.4 and substitutes the following:

“4.1.1 Required Parking Spaces  
No parking spaces are required for the off-street parking of motor vehicles accessory to any development in the City, except for the following:

    - (a) visitor parking spaces, in accordance with section 4.1.3; and



- (b) accessible parking spaces, in accordance with section 4.1.4.

#### 4.1.2 Permitted Parking Spaces

The maximum number of parking spaces permitted for the off-street parking of motor vehicles accessory to any development, not including visitor or accessible parking spaces, must be calculated according to section 4.2.

#### 4.1.3 Required Visitor Parking Spaces

The following number of visitor parking spaces must be provided:

- (a) for dwelling uses, including live-work use, a minimum of 0.05 spaces and a maximum of 0.1 spaces per dwelling unit; and
- (b) despite subsection (a), for multiple dwelling or infill multiple dwelling use in the RM-10 and RM-10N districts, a minimum of 0.075 spaces and a maximum of 0.15 spaces per dwelling unit, unless the Director of Planning and General Manager of Engineering Services allow visitor parking off site at a location and on terms and conditions satisfactory to them.

#### 4.1.4 Required Accessible Parking Spaces

The following number of accessible parking spaces must be provided:

- (a) for multiple dwelling or live-work use in buildings that contain at least seven dwelling units, a minimum of 1.0 spaces plus an additional 0.034 spaces for each additional dwelling unit; and
- (b) for non-residential uses in buildings that contain at least 500 m<sup>2</sup> of gross floor area, a minimum of 1.0 spaces plus an additional 0.4 spaces for each 1,000 m<sup>2</sup> of gross floor area,

and the first accessible parking space provided, plus every tenth accessible parking space provided, must be a van accessible parking space.”;

- (c) strikes out section 4.1.6 and substitutes the following:

#### “4.1.6 Transportation Demand Management Plan

The following development sites must provide a transportation demand management plan satisfactory to the Director of Planning:

- (a) residential developments of 12 or more dwelling units and non-residential developments of 500 m<sup>2</sup> gross floor area or more, if the development site is located in the Downtown and Broadway Plan Area or a transit-oriented area; and
- (b) development sites involving a land parcel or parcels having a total site size of 8,000 m<sup>2</sup> or more, or containing 45,000 m<sup>2</sup> or more of new development floor area.”;

- (d) strikes out section 4.1.7 and substitutes the following:

“4.1.7 Number of Small Car Spaces

For each use on a site, the number of small car parking spaces may not exceed 25% of the parking spaces provided for that use, except that:

- (a) if the parking spaces on a site are primarily reserved and clearly designated for employee parking in association with office, industrial, or similar uses, the number of such small car parking spaces may increase to no more than 40% of the parking spaces provided for those uses; and
  - (b) if only two or three parking spaces are provided for a use, one of them may be a small car space.”;
- (e) strikes out section 4.1.8;
- (f) renumbers sections 4.1.9, 4.1.10 and 4.1.11 as sections 4.1.8, 4.1.9 and 4.1.10, respectively;
- (g) strikes out section 4.1.12;
- (h) renumbers section 4.1.13 as section 4.1.11;
- (i) in section 4.1.11, strikes out “sections 4.2, 4.3, or 4.4 prescribe” and substitutes “section 4.2 prescribes”;
- (j) strikes out sections 4.1.14 and 4.1.15;
- (k) strikes out sections 4.2, 4.3, 4.4, 4.5, 4.5A, and 4.5B in their entirety, including any maps, and substitutes the following:“

#### 4.2 Table of Number of Permitted Accessory Parking Spaces in R, C, M, I, DEOD, First Shaughnessy District except for heritage sites, the Broadway Station Precinct, the Southeast False Creek ODP Area, and the Downtown and Broadway Plan Area

In the R, C, M and I districts, the DEOD, the First Shaughnessy District except for heritage sites, the Broadway Station Precinct, the Southeast False Creek ODP Area, and the Downtown and Broadway Plan Area, parking spaces for any building classified in Column 1 must meet the corresponding standard listed in Column 2.

	<b>COLUMN 1 BUILDING CLASSIFICATION</b>	<b>COLUMN 2 MAXIMUM PERMITTED PARKING SPACES</b>										
<b>4.2.1</b>	<b>In the R districts, the C districts, the M districts, the I districts, the DEOD except for sub-area 1, the First Shaughnessy District except for heritage sites, the Broadway Station Precinct except for uses set out in section 4.2.3, and the Southeast False Creek ODP Area except for uses set out in section 4.2.4, but not including the Downtown and Broadway Plan Area:</b>											
(a)	Single Detached House, Duplex, Infill Single Detached House, or Infill Duplex in the following districts, except if located in a transit-oriented area:  R, C, and DEOD	<table border="1"> <thead> <tr> <th><u>Site width at rear property line</u></th> <th><u>Spaces</u></th> </tr> </thead> <tbody> <tr> <td>Less than 10.0 m</td> <td>2</td> </tr> <tr> <td>At least 10.0 m but less than 12.2 m</td> <td>3</td> </tr> <tr> <td>At least 12.2 m but less than 14.5 m</td> <td>4</td> </tr> <tr> <td>14.5 m or more</td> <td>5</td> </tr> </tbody> </table>	<u>Site width at rear property line</u>	<u>Spaces</u>	Less than 10.0 m	2	At least 10.0 m but less than 12.2 m	3	At least 12.2 m but less than 14.5 m	4	14.5 m or more	5
<u>Site width at rear property line</u>	<u>Spaces</u>											
Less than 10.0 m	2											
At least 10.0 m but less than 12.2 m	3											
At least 12.2 m but less than 14.5 m	4											
14.5 m or more	5											
(b)	Duplex with Secondary Suite, provided that it is the only use on the site other than an accessory use, except if located in a transit-oriented area	<table border="1"> <thead> <tr> <th><u>Site width at rear property line</u></th> <th><u>Spaces</u></th> </tr> </thead> <tbody> <tr> <td>At least 10.0 m but less than 12.2 m</td> <td>3</td> </tr> <tr> <td>At least 12.2 m but less than 14.5 m</td> <td>4</td> </tr> <tr> <td>14.5 m or more</td> <td>5</td> </tr> </tbody> </table>	<u>Site width at rear property line</u>	<u>Spaces</u>	At least 10.0 m but less than 12.2 m	3	At least 12.2 m but less than 14.5 m	4	14.5 m or more	5		
<u>Site width at rear property line</u>	<u>Spaces</u>											
At least 10.0 m but less than 12.2 m	3											
At least 12.2 m but less than 14.5 m	4											
14.5 m or more	5											
(c)	Multiple Dwelling in the following districts, except if located in a transit-oriented area:  RM-9A, RM-9AN, RM-11, RM-11N, and RM-12N	2 spaces for each dwelling unit										
(d)	Three or more dwelling units designated solely as social housing low end of market units, except if located in a transit-oriented area	1 space for each 125 m <sup>2</sup> of gross floor area, plus 0.5 spaces per dwelling unit										
(e)	Office Uses in the following district:  FC-1	1 space for each 46.5 m <sup>2</sup> of gross floor area										

(f)	Manufacturing Uses, Office Uses, Laboratory, Production or Rehearsal Studio, Utility and Communication Uses, Transportation and Storage Uses, Wholesale Uses, and Work Shop, but not including Mini-storage Warehouse, in the following district:  I-3	1 space for each 42 m <sup>2</sup> of gross floor area
<b>4.2.2 In Sub-Area 1 of the DEOD:</b>		
	Office commercial, live-work, and residential uses, except any residential uses located in a transit-oriented area	1 space for each 93 m <sup>2</sup> of gross floor area of such uses
<b>4.2.3 In the Broadway Station Precinct:</b>		
	Retail Uses, Office Uses, and Service Uses	1 space for each 46.5 m <sup>2</sup> of gross floor area
<b>4.2.4 In the Southeast False Creek ODP Area:</b>		
(a)	Live-Work Use	1 space for each unit that has up to 250 m <sup>2</sup> of gross floor area, 1 additional space for each additional 100 m <sup>2</sup> of gross floor area or more above 250 m <sup>2</sup> up to 300 m <sup>2</sup> of gross floor area, and 1 additional space for each additional 70 m <sup>2</sup> of gross floor area over 300 m <sup>2</sup> , plus 10%
(b)	Grocery or Drug Store, except for Neighbourhood Grocery Store	1 space for each 100 m <sup>2</sup> of gross floor area or more up to 300 m <sup>2</sup> of gross floor area, and 1 additional space for each additional 50 m <sup>2</sup> of gross floor area, plus 10%
(c)	Restaurant that has a gross floor area of 250 m <sup>2</sup> or more, and Restaurant – Drive-in	1 space for each 50 m <sup>2</sup> of gross floor area up to 100 m <sup>2</sup> of gross floor area, 1 additional space for each additional 10 m <sup>2</sup> of gross floor area up to 500 m <sup>2</sup> of gross floor area, and 1 additional space for each additional 20 m <sup>2</sup> of gross floor area over 500 m <sup>2</sup> , plus 10%
(d)	All other non-residential uses	1 space for each 115 m <sup>2</sup> of gross floor area
<b>4.2.5 In the Downtown and Broadway Plan Area:</b>		
	Non-residential uses	1 space for each 115 m <sup>2</sup> of gross floor area
<b>4.2.6 Despite anything to the contrary in this By-law, except for relaxations set out in section 3.2:</b>		
	Secured market rental housing, except in the Downtown and Broadway Plan Area, the Southeast False Creek area described in the	1 space for each 125 m <sup>2</sup> of gross floor area, plus 0.5 spaces per dwelling unit

	<p>Southeast False Creek ODP By-law, or the East Fraser Lands area described in the East Fraser Lands ODP By-law, and except if located in a transit-oriented area</p>	
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- (l) renumbers sections 4.6, 4.6.1 through 4.6.7, 4.7, 4.7.1 through 4.7.5, 4.8, 4.8.1, 4.8.2, 4.8.2A, 4.8.3, 4.8.4, 4.8.4A, 4.8.5 through 4.8.13, 4.9, 4.9.1 through 4.9.7, 4.10, 4.10.1 through 4.10.4, 4.11, 4.11.1, 4.12, 4.12.1 through 4.12.6, 4.13, 4.13.1 through 4.13.5, 4.14, and 4.14.1 through 4.14.7, as sections 4.3, 4.3.1 through 4.3.7, 4.4, 4.4.1 through 4.4.5, 4.5, 4.5.1, 4.5.2, 4.5.3, 4.5.4, 4.5.5, 4.5.6, 4.5.7 through 4.5.15, 4.6, 4.6.1 through 4.6.7, 4.7, 4.7.1 through 4.7.4, 4.8, 4.8.1, 4.9, 4.9.1 through 4.9.6, 4.10, 4.10.1 through 4.10.5, 4.11, and 4.11.1 through 4.11.7;
- (m) in section 4.3.3, strikes out “section 4.6.1 or, if the site is within the heavy black outline on Map 4.3.1, in accordance with section 4.6.2” and substitutes “section 4.3.1 or, if the site is located within the DD, CWD or HA Districts, in accordance with section 4.3.2”;
- (n) in section 4.3.4, strikes out “sections 4.6.1, or 4.6.2” and substitutes “sections 4.3.1 or 4.3.2”;
- (o) in section 4.3.5, strikes out “section 4.12” and substitutes “section 4.9”;
- (p) in section 4.3.7, strikes out “he” and substitutes “the Director of Planning”;
- (q) adds new sections 4.3.8 and 4.3.9 in the correct numerical order as follows:
  - “4.3.8 Accessible Parking Spaces  
The Director of Planning, in consultation with the City Engineer, is to determine the location of all accessible car spaces.
  - 4.3.9 Small Car Spaces  
The Director of Planning, in consultation with the City Engineer, is to determine the location of all small car spaces.”;
- (r) strikes out section 4.4.2 and substitutes the following:
  - “4.4.2 Access to Parking Spaces in the R1-1 District  
  
Access by a vehicle to any off-street parking space on any site in the R1-1 District must be from a lane abutting the site unless the City Engineer issues a crossing permit in conjunction with issuance of a development permit for the site, in which case access to the site may be from the front street.”;
- (s) in section 4.4.3, strikes out “he” and substitutes “the Director of Planning”;
- (t) in section 4.5.1:
  - (i) strikes out “and Location”, and

- (ii) in (c)(v), strikes out “and located”;
- (u) in section 4.5.3, strikes out “City Engineer” and substitutes “the City Engineer and the Chief Building Officer”;
- (v) strikes out section 4.5.5;
- (w) renumbers sections 4.5.6 through 4.5.15 as sections 4.5.5 through 4.5.14, respectively;
- (x) in section 4.5.6, strikes out “offstreet” and substitutes “off-street”;
- (y) in section 4.5.7(a), adds “, except in the RT-7 and RT-9 districts where vehicular access from the front street has been permitted” after “in which it is located”;
- (z) in section 4.5.11, strikes out “section 4.8” and substitutes “section 4.5”;
- (aa) strikes out sections 4.5.13 and 4.5.14;
- (bb) in section 4.6.1, strikes out “sections 4.8.1, 4.8.2, 4.8.2A, 4.8.3, 4.8.4, 4.8.4A, 4.8.5, 4.8.8 and 4.8.11” and substitutes “sections 4.5.1, 4.5.2, 4.5.3, 4.5.4, 4.5.5, 4.5.6, 4.5.9 and 4.5.12”;
- (cc) in section 4.6.5, strikes out “4.9.7” and substitutes “section 4.6.7”;
- (dd) in section 4.8.1:
  - (i) strikes out “section 4.8” and substitutes “section 4.5”, and
  - (i) strikes out “section 4.9” and substitutes “section 4.6”;
- (ee) in section 4.9.1:
  - (i) strikes out “section 4.1.1, 4.1.2, 4.1.3, 4.1.4, or 4.1.5” and substitutes “section 4.1.3 or 4.1.4”, and
  - (ii) in (a), strikes out “Map 4.12.1” and substitutes “Map 4.9.1”;
- (ff) in section 4.9.2, strikes out “section 4.12.1” and substitutes “section 4.9.1”;
- (gg) in section 4.9.3, strikes out “section 4.12.2” and substitutes “section 4.9.2”;
- (hh) in section 4.9.4:
  - (i) strikes out “section 4.12.2” and substitutes “section 4.9.2”, and
  - (ii) strikes out “section 4.1.1, 4.1.2, 4.1.3, 4.1.4, or 4.1.5” and substitutes “section 4.1.3 or 4.1.4”;
- (ii) in section 4.9.6, strikes out “section 4.12 wishes to receive a refund, he” and substitutes “section 4.9 wishes to receive a refund, that person”;

- (jj) strikes out Map 4.12.1 and substitutes a new map after section 4.9.6 as set out in Schedule B attached to this by-law;
- (kk) in section 4.11.4, strikes out “sections 4.14.1, 4.14.2, and 4.14.3” and substitutes “sections 4.11.1, 4.11.2, and 4.11.3”;
- (ll) in section 4.11.6, strikes out “sections 4.14.2 and 4.14.3” and substitutes “sections 4.11.2 and 4.11.3” in both places it appears;
- (mm) in section 4.11.7, strikes out “sections 4.14.1 through 4.14.3” and substitutes “sections 4.11.1 through 4.11.3”;
- (nn) strikes out section 4.15; and
- (oo) renumbers sections 4.16 and 4.16.1 as sections 4.12 and 4.12.1, respectively.

5. In section 5, Council:

- (a) in section 5.2.1, strikes out “(For the purpose of calculating loading spaces in the Southeast False Creek area illustrated in Map 4.5A, the number of dwelling units is to include the number of livework units under section 4.5A.5 and social housing units under sections 4.5A.6, 4.5A.7, and 4.5A.8.)” and substitutes “(For the purpose of calculating loading spaces in the Southeast False Creek ODP Area, the number of dwelling units is to include live-work units, dwelling units designated solely for senior citizens’ housing under the National Housing Act or other similar use, dwelling units designated solely for families of low income under the National Housing Act, and any other social housing dwelling units)”;
- (b) in section 5.2.11, strikes out “in the Southeast False Creek area illustrated in map 4.5A” and substitutes “in the Southeast False Creek ODP Area”; and
- (c) in section 5.4.3, strikes out “section 4.6.4” and substitutes “section 4.4.4”.

6. In section 6, Council:

- (a) in section 6.2.2.5, strikes out “Child Day Care Facility;” and
- (b) adds a new section 6.2.2.6 in the correct numerical order as follows:

“6.2.2.6 Child Day Care Facility.	A minimum of 1 space for every 17 employees.	A minimum of 1 space for every 6 full-time equivalent child care spaces.”.
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7. In section 7, Council:

- (a) adds a new section 7.1.2 as follows:

“7.1.2 Rounding of Fractional Numbers

Where the calculation of total required passenger spaces results in a fractional number, the nearest whole number shall be taken. A fraction of one-half shall be rounded up to the next whole number.”; and

- (b) in section 7.2.2, Council adds a new section 7.2.2.3 in the correct numerical order as follows:

“

7.2.2.3	Child Day Care Facility	A minimum of one space for every eight full-time equivalent childcare spaces, except that eight spaces designated for the purpose of parking and securely storing strollers or bicycle trailers may be provided instead of one of the required spaces, at the discretion of the Director of Planning.	No requirement.	No requirement.
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”

8. A decision by a court that any part of this by-law is illegal, void, or unenforceable severs that part from this by-law, and is not to affect the balance of this by-law.

9. This by-law is to come into force and take effect on June 30, 2024.

ENACTED by Council this \_\_\_\_\_ day of \_\_\_\_\_, 2024

\_\_\_\_\_  
Mayor

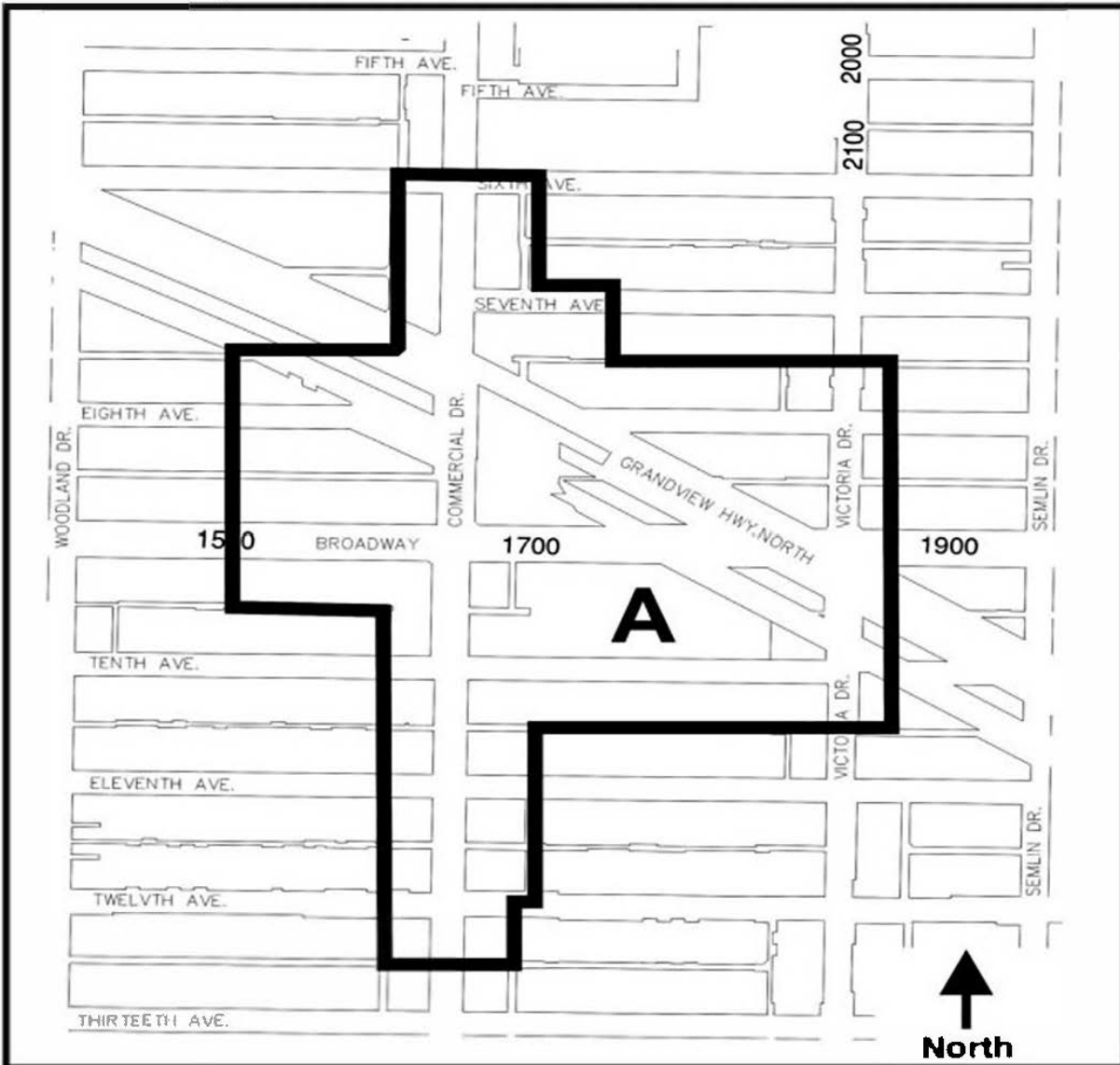
\_\_\_\_\_  
City Clerk



Schedule A

Map 2A

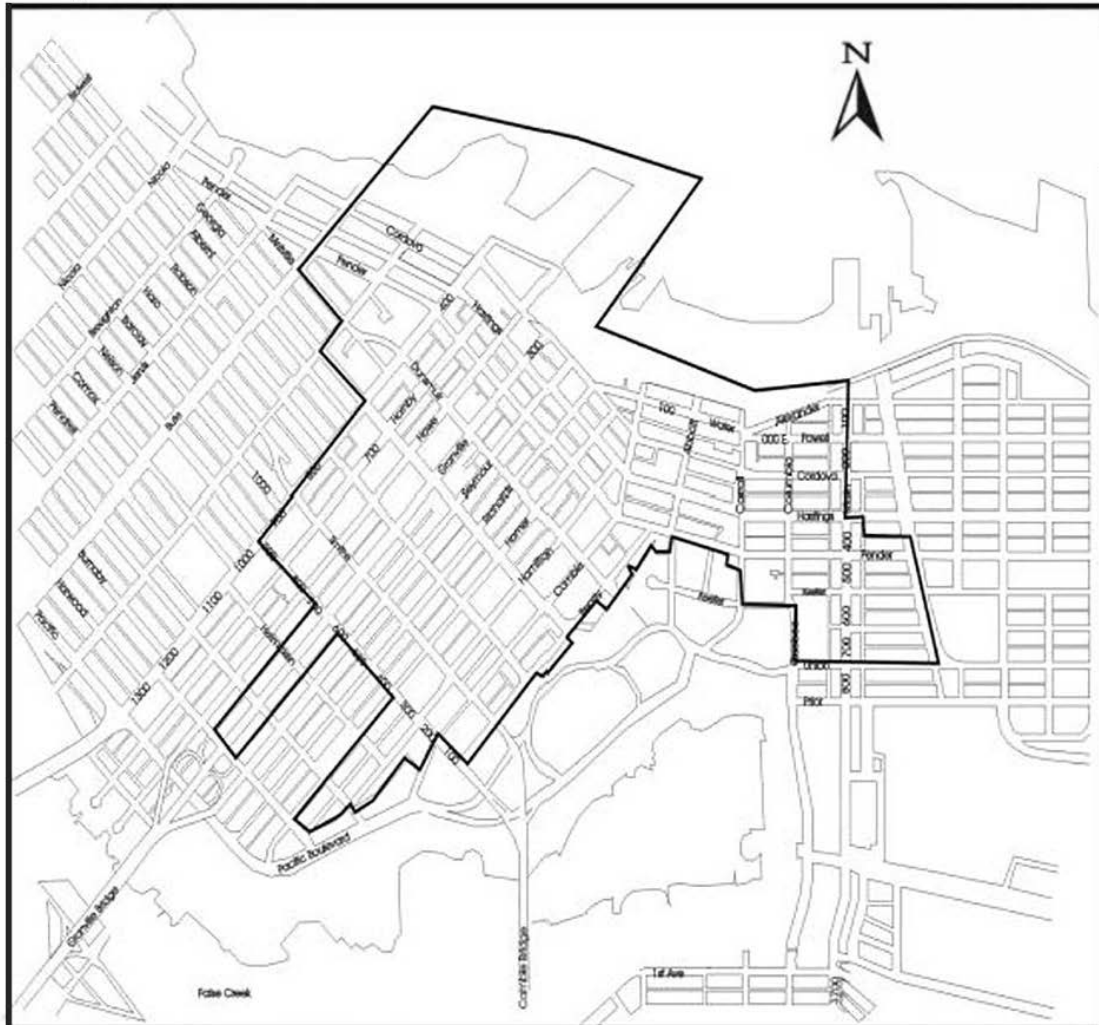
# Broadway Precinct



Schedule B

Map 4.9.1

Payment In-Lieu Area



**APPENDIX B**  
**Summary of Parking By-law Amendments**

This document provides a high-level summary of changes to the City of Vancouver Parking By-law anticipated to be enacted June 26, 2024 and to be effective June 30, 2024.

Applications meeting the new requirements submitted prior to this may be considered on a case-by-case basis; a new application may be required. Should there be any discrepancy between this summary and the draft amending by-law, the draft amending by-law prevail. This appendix is a summary of proposed amendments, prepared for convenience.

A consolidated By-Law including these changes will be available after enactment.

#	Item	Existing Requirement	Proposed New Requirement	Rationale
<b>Section 2 – Definitions</b>				
1	Accessible Parking Space	<p><u><a href="#">Accessible Parking Space:</a></u></p> <p>Means a Parking Space for the use a person who has a loss, or a reduction, of functional ability and activity and includes a person in a wheelchair and a person with a sensory disability which includes visual impairment</p>	<p><b>Accessible Parking Space</b> means a parking space reserved for use by disabled persons;</p>	<p>Simplify the definition</p>
2	Broadway Station Precinct	<p>Defined in Section 4 by Map 4.5</p>	<p><b>Broadway Station Precinct</b> means the area outlined in black on Map 2A set out at the end of this section 2;</p>	<p>Relocate to Section 2 to be consistent with other defined terms</p> <p>Note: Map does not change</p>

#	Item	Existing Requirement	Proposed New Requirement	Rationale
3	Rowhouse	Rowhouse means a dwelling unit, in a row of at least three side by side dwelling units, which does not have another dwelling unit located directly above or below, or another dwelling unit located behind or in front	No definition	Avoid duplication with the Zoning and Development By-law
4	Southeast False Creek ODP Area	Defined in Section 4 by Map 4.5A	<b>Southeast False Creek ODP Area</b> means the area outlined in black on Figure 1 of the Southeast False Creek Official Development Plan;	Relocate to Section 2 to be consistent with other defined terms and refer directly to the ODP  Note: Map does not change
5	Visitor Parking Space	No definition	<b>Visitor Parking Space</b> means a parking space reserved for use by visitors;	Clarify purpose of visitor parking spaces

#	Item	Existing Requirement	Proposed New Requirement	Rationale
<b>Section 4 – Off-Street Parking Space Regulations</b>				
6	Required Parking Spaces	<p><a href="#">4.1.1</a></p> <p>R, C, M, I and First Shaughnessy District Requirements, except for the Downtown and Broadway Plan Area</p> <p>Except as provided in section 4.1.3, the number of spaces required and permitted for the off-street parking of motor vehicles accessory to any development in the R, C, M, I, and First Shaughnessy Districts, except for the Downtown and Broadway Plan Area, shall be calculated according to section 4.2 and section 4.1.15</p>	<p>4.1.1 Required Parking Spaces</p> <p>No parking spaces are required for the off-street parking of motor vehicles accessory to any development in the City, except for the following:</p> <ul style="list-style-type: none"> <li>(a) visitor parking spaces, in accordance with section 4.1.3; and</li> <li>(b) accessible parking spaces, in accordance with section 4.1.4.</li> </ul>	<p>Clarify there is <u>no</u> minimum requirement for general purpose parking for any land use citywide; but there <u>are</u> minimum requirements for visitor parking and accessible parking</p>
7	Permitted Parking Spaces	<p><a href="#">4.1.2 Downtown and Broadway Plan Area Requirements</a></p> <p>Except as provided in section 4.1.3, the number of spaces required and permitted for the off-street parking of motor vehicles accessory to any development in the Downtown and Broadway Plan Area shall be calculated according to section 4.3</p>	<p>4.1.2 Permitted Parking Spaces</p> <p>The maximum number of parking spaces permitted for the off-street parking of motor vehicles accessory to any development, not including visitor or accessible parking spaces, must be calculated according to section 4.2.</p>	<p>Clarify that some land uses in some areas have a maximum number of permitted parking spaces</p>

#	Item	Existing Requirement	Proposed New Requirement	Rationale
8	Required Visitor Parking Spaces	<p><a href="#">4.1.15 Visitor Parking for Dwelling Uses including Live-Work, except in the Downtown and Broadway Plan Area</a></p> <p><a href="#">4.2.1.4 RM-10 and RM-10N</a></p> <p><a href="#">4.3.3 Residential Visitor Parking – Downtown and Broadway Plan Area</a></p>	<p>4.1.3 The following number of visitor parking spaces must be provided:</p> <p>(a) for dwelling uses, including live-work use, a minimum of 0.05 spaces and a maximum of 0.1 spaces per dwelling unit; and</p> <p>(b) despite subsection 4.1.3 (a), for multiple dwelling or infill multiple dwelling use in the RM-10 and RM-10N districts, a minimum of 0.075 spaces and a maximum of 0.15 spaces per dwelling unit, unless the Director of Planning and General Manager of Engineering Services allow visitor parking off site at a location and on terms and conditions satisfactory to them.</p>	<p>Consolidate requirements for visitor parking into one location</p> <p>Note: The rate for visitor spaces is unchanged</p>

#	Item	Existing Requirement	Proposed New Requirement	Rationale
9	Required Accessible Parking Spaces	<p>4.8.4 Required Accessible Parking Spaces</p> <p>Includes: “except that, in the case of a relaxation of parking spaces for cultural and recreational uses, churches, chapels, places of worship or similar places of assembly, calculation of the required number of parking spaces is to be in accordance with section 4.2 or 4.3, as the case may be.”</p>	<p>4.1.4 Required Accessible Parking Spaces</p> <p>Deletes the exception that instructs an incorrect calculation methodology</p>	<p>Corrects error in calculation methodology from a previous amendment</p> <p>Note: The rate for accessible spaces is unchanged</p>

#	Item	Existing Requirement	Proposed New Requirement	Rationale
10	Transportation Demand Management (TDM) Plan	<p><a href="#">4.3.4 Transportation Demand Management – Downtown and Broadway Plan Area</a></p> <p>The owners of all developments in the Downtown and Broadway Plan Area must provide a Transportation Demand Management Plan satisfactory to the Director of Planning.</p> <p><a href="#">4.15 Transportation Demand Management Plan</a></p> <p>4.15.1 All development sites involving a land parcel or parcels having a total site size of 8,000 m<sup>2</sup> or more, or containing 45,000 m<sup>2</sup> or more of new development floor area, must provide a Transportation Demand Management Plan satisfactory to the Director of Planning.</p>	<p>4.1.16 Transportation Demand Management Plan</p> <p>The following development sites must provide a transportation demand management plan satisfactory to the Director of Planning:</p> <p>(a) residential developments of 12 or more dwelling units and non-residential developments of 500 m<sup>2</sup> gross floor area or more, if the development site is located in the Downtown and Broadway Plan Area or a transit-oriented area; and</p> <p>(b) development sites involving a land parcel or parcels having a total site size of 8,000 m<sup>2</sup> or more, or containing 45,000 m<sup>2</sup> or more of new development floor area.</p>	<p>Consolidate requirements for TDM into one location</p> <p>Expands TDM requirements to include the TOAs</p>



#	Item	Existing Requirement	Proposed New Requirement	Rationale
11	Number of Small Car Spaces	<p><a href="#">4.1.7 Number of Small Car Spaces</a></p> <p>The number of small car parking spaces on a site may not exceed 25% of the total parking spaces required for the site for all uses combined</p> <p>...</p> <p>The Director of Planning, in consultation with the City Engineer, is to determine the location of small car spaces on a site.</p>	<p>4.1.7 Number of Small Car Spaces</p> <p>For each use on a site, the number of small car parking spaces may not exceed 25% of the parking spaces provided for that use.</p> <p>...</p> <p>4.3.9 Small Car Spaces</p> <p>The Director of Planning, in consultation with the City Engineer, is to determine the location of all small car spaces.</p>	<p>Clarify maximum 25% is applied to each land use (not the development site as a whole)</p> <p>Separate the regulation of the number and location of small car spaces to better match headings</p> <p>Note: The allowable limit for small car spaces is unchanged</p>
12	Uses Not Listed	<p><a href="#">4.1.8 Uses Not Listed</a></p> <p>If a use is not listed in the tables, the number of parking spaces shall be calculated on the basis of a similar use as determined by the Director of Planning.</p>	<p>No requirement</p>	<p>If there is no maximum listed in the table, there is no maximum allowance</p>

#	Item	Existing Requirement	Proposed New Requirement	Rationale
13	Calculation of Accessible Parking Spaces	<p><a href="#">4.1.14 Calculation of Accessible Parking Spaces</a></p> <p>Despite anything to the contrary in this By-law or in any other by-law mentioned herein, each accessible parking space provided to satisfy the minimum required number of such spaces will count as two parking spaces for the purpose of satisfying the minimum required number of parking spaces. Use of this section will not affect any maximum parking permitted calculations.</p>	No requirement	Specifications on how accessible spaces get counted towards the minimum are no longer required, because there are no minimums

#	Item	Existing Requirement	Proposed New Requirement	Rationale
14	Accessory Parking Spaces	<p><a href="#">4.2 Table of Number of Required and Permitted Accessory Parking Spaces in R, C, M, I, DEOD, and First Shaughnessy Districts, and Broadway Station Precinct shown outlined in heavy black on Map 4.5, but not the Downtown and Broadway Plan Area</a></p> <p><a href="#">4.3 Required and Permitted Accessory Parking Spaces in the Downtown and Broadway Plan Area</a></p> <p><a href="#">4.4 Number of Required and Permitted Accessory Parking Spaces for Heritage Sites Outside the Downtown and Broadway Plan Area</a></p> <p><a href="#">4.5 Table of Number of Required and Permitted Parking Spaces for the Broadway Station Precinct shown outlined in heavy black on Map 4.5</a></p> <p><a href="#">4.5A Table of Number of Required and Permitted Parking Spaces for Southeast False Creek shown outlined in heavy black on Map 4.5A</a></p> <p><a href="#">4.5B Table of Number of Required and Permitted Parking Spaces for Secured Market Rental Housing</a></p>	<p><b>Table of Number of Permitted Accessory Parking Spaces in R, C, M, I, DEOD, First Shaughnessy District except for heritage sites, the Broadway Station Precinct, the Southeast False Creek ODP Area, and the Downtown and Broadway Plan Area</b></p> <p>In the R, C, M and I districts, the DEOD, the First Shaughnessy District except for heritage sites, the Broadway Station Precinct, the Southeast False Creek ODP Area, and the Downtown and Broadway Plan Area, parking spaces for any building classified in Column 1 must meet the corresponding standard listed in Column 2.</p>	<p>Consolidate the existing maximum allowances into one table</p> <p>Remove any existing parking maximums for residential uses in TOAs, to comply with Provincial Bill 47</p> <p>Note: This change does not introduce new parking maximums, simply re-organizes existing maximums</p>

#	Item	Existing Requirement	Proposed New Requirement	Rationale
15	Access to Parking Spaces in the R1-1 District	<a href="#">4.7.2 Access to Parking Spaces in the R1-1 District</a>	<p>4.4.2 Access to Parking Spaces in the R1-1 District</p> <p>Access by a vehicle to any off-street parking space on any site in the R1-1 District must be from a lane abutting the site unless the City Engineer issues a crossing permit in conjunction with issuance of a development permit for the site, in which case access to the site may be from the front street.</p>	<p>To be consistent with the <a href="#">R1-1 District Schedule</a></p> <p>Note: Application of these requirements is unchanged</p>

#	Item	Existing Requirement	Proposed New Requirement	Rationale
<b>Section 6 – Off-Street Bicycle Space Regulations</b>				
16	Child Day Care Facility Bike Parking Requirements	<p><a href="#">6.2.2.5 Child Day Care Facility</a></p> <p>No requirement</p>	<p>6.2.2.6 Child Day Care Facility</p> <p>Class A:</p> <p>A minimum of 1 space for every 17 employees.</p> <p>Class B:</p> <p>1 space for every 6 full-time equivalent child care spaces.</p>	<p>Provide bicycle parking options for child day care staff and care-providers</p> <p>Notes:</p> <p>The Class A rate is consistent with <a href="#">6.2.2.3 for Elementary Schools</a></p> <p>The Class B rate is based on a survey conducted with downtown childcare facility operators and the observed number of parents arriving by bicycle</p>

#	Item	Existing Requirement	Proposed New Requirement	Rationale
<b>Section 7 – Off-Street Passenger Space Regulations</b>				
17	Rounding of Fractional Numbers	No requirement	7.1.2 Rounding of Fractional Numbers:  Where the calculation of total required passenger spaces results in a fractional number, the nearest whole number shall be taken. A fraction of one-half shall be rounded up to the next whole number.	To be consistent with calculation methods specified in other sections

#	Item	Existing Requirement	Proposed New Requirement	Rationale
18	Child Day Care Facility	No requirement	<p>7.2.2.3 Child Day Care Facility</p> <p>Class A:</p> <p>A minimum of one space for every eight full-time equivalent childcare spaces, except that eight spaces designated for the purpose of parking and securely storing strollers or bicycle trailers may be provided instead of one of the required spaces, at the discretion of the Director of Planning.</p> <p>Class B: No requirement</p> <p>Class C: No requirement</p>	<p>Migrate existing requirement from the <a href="#">Childcare Design Guidelines Section 1.6</a> to the Parking By-law</p> <p>Enable potential to substitute stroller or bike trailer storage in lieu of one motor vehicle passenger space</p> <p>Note: The rate of 1 passenger space per 8 childcare spaces is unchanged from the Childcare Design Guidelines</p>