

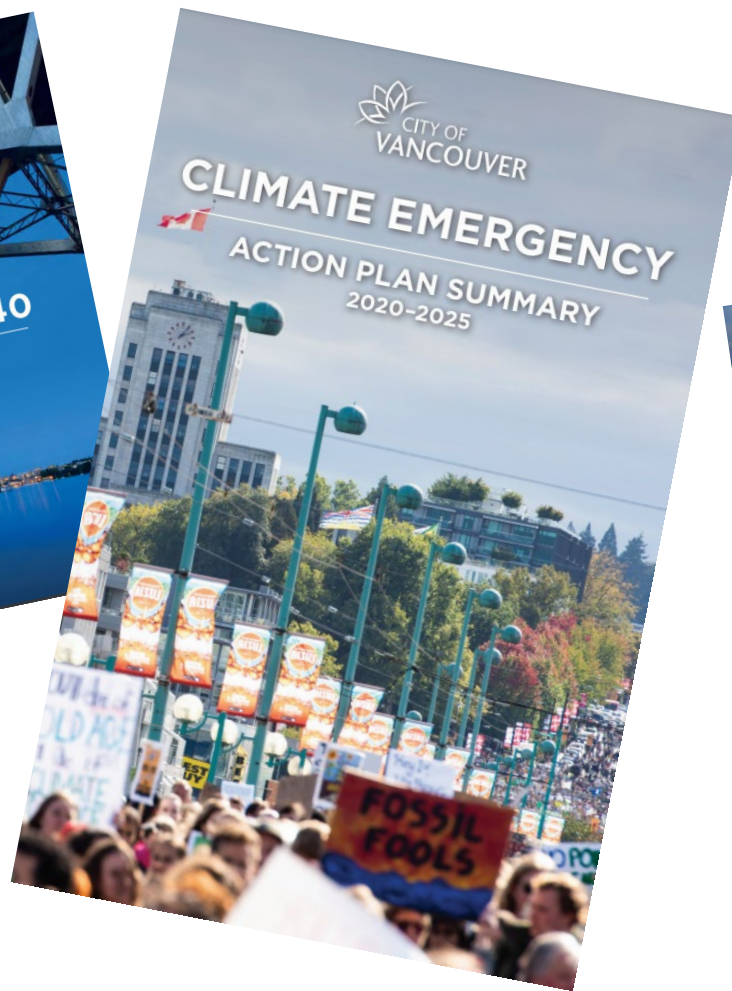
# Eliminating Minimum Parking Requirements and the Associated On-Street Management Approach

June 26, 2024



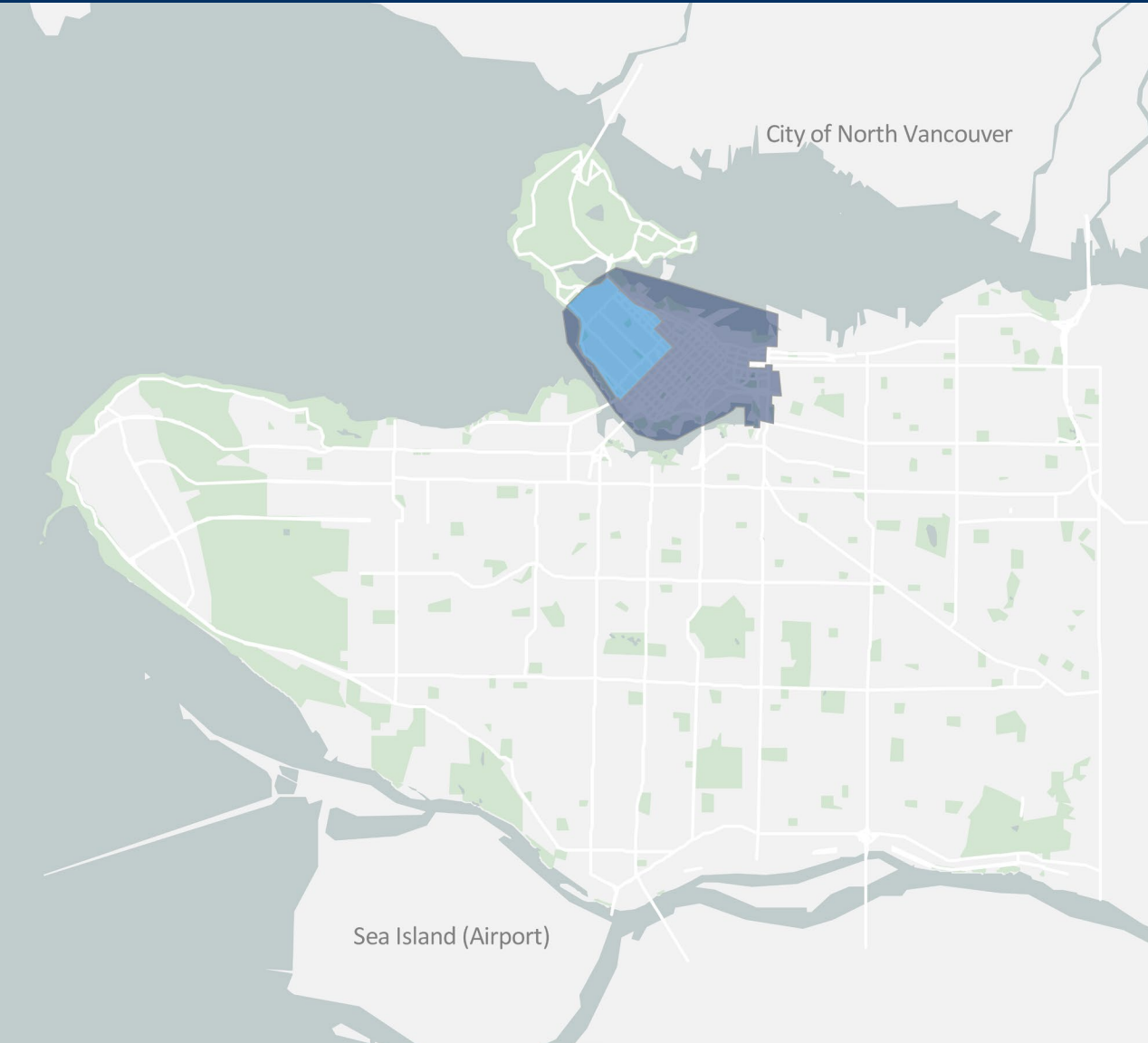
1. The City's approach to eliminating minimum parking requirements
2. On-Street Parking Management
  - Messaging to Developers
  - Commercial, Industrial & Residential Streets
3. Questions

# Evolution of parking minimums





Permitting Improvement Program  
3-3-3-1

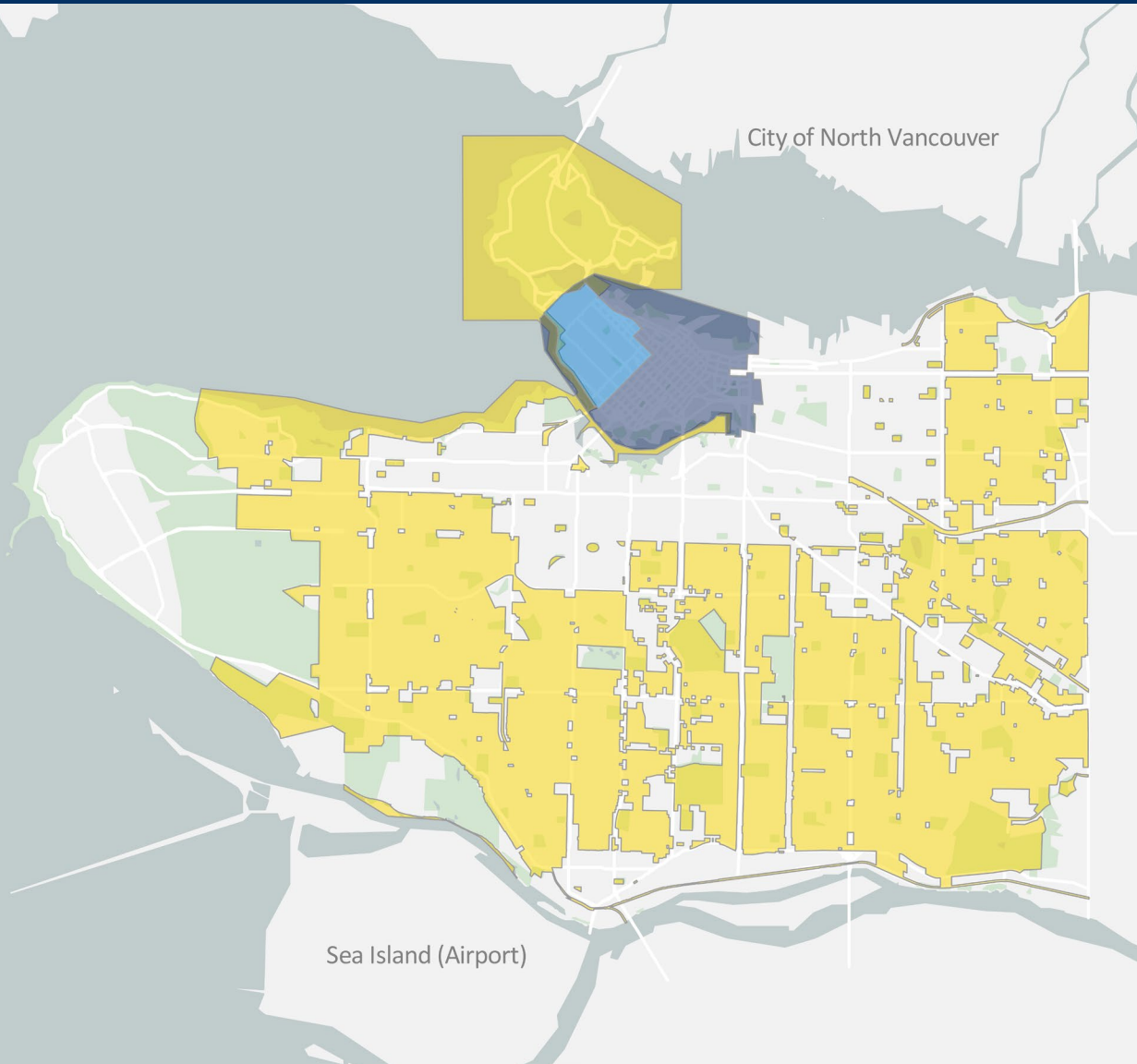
# Evolution of Parking Minimums





**2018**

-  Downtown
-  West End  
(non-residential only)

# Evolution of Parking Minimums



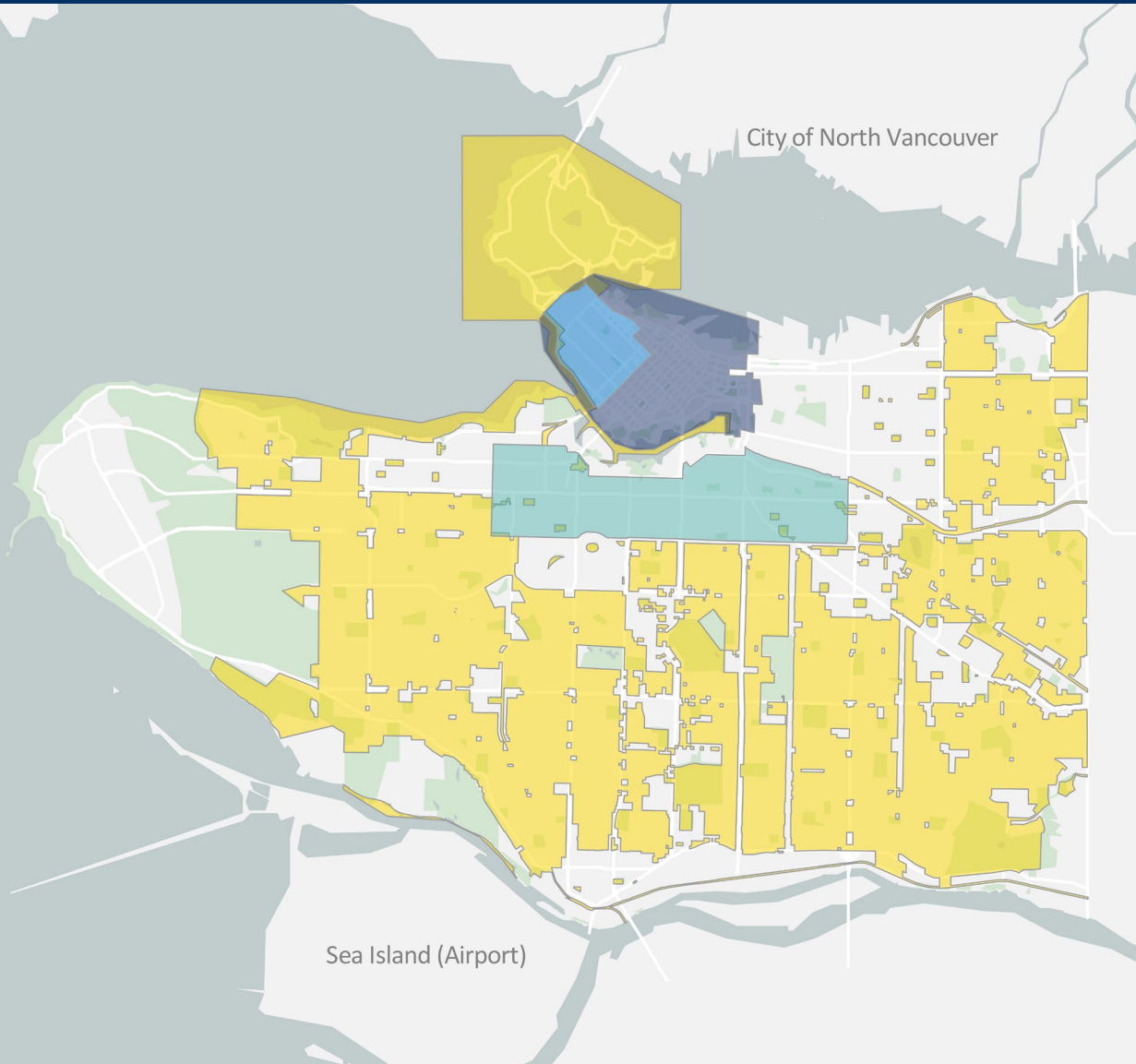
## 2018

-  Downtown
-  West End  
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
## September 2023

-  R1-1 Residential Inclusive  
Zones (multiplexes)


# Evolution of Parking Minimums





## 2018

-  Downtown
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## November 2023

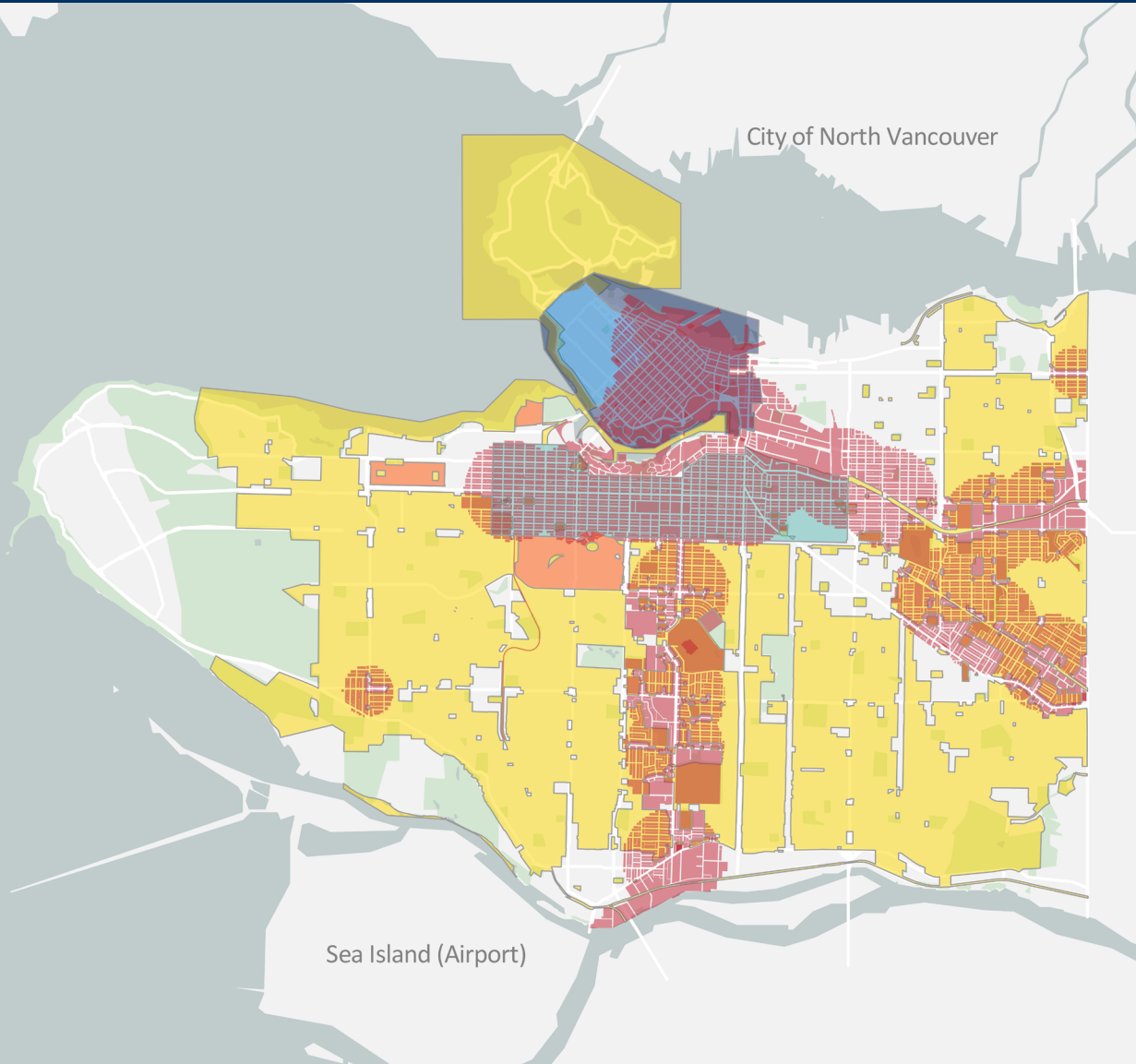
-  West End
-  Broadway Plan Area

- 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,
  - consideration of parking **maximums**
  - a complementary framework to improve regulation of **on-street parking**



- Bill 44 Small-Scale Multi-Unit Housing (SSMUH)
- Bill 47 Transit Oriented Areas (TOAs)
  
- Effective November/December 2023, cities **cannot** set residential minimum parking requirements in Transit Oriented Areas (TOAs) or for Small-Scale Multi-Unit Housing (SSMUH)




# Current State of Parking Minimums





## 2018

-  Downtown
-  West End  
(non-residential only)

## September 2023



-  R1-1 Residential Inclusive Zones (multiplexes)

## November 2023

-  West End
-  Broadway Plan Area

## December 2023

Provincial legislation, residential only

-  Transit Oriented Areas
-  SSMUH (RT-7/RT-9/FSD)

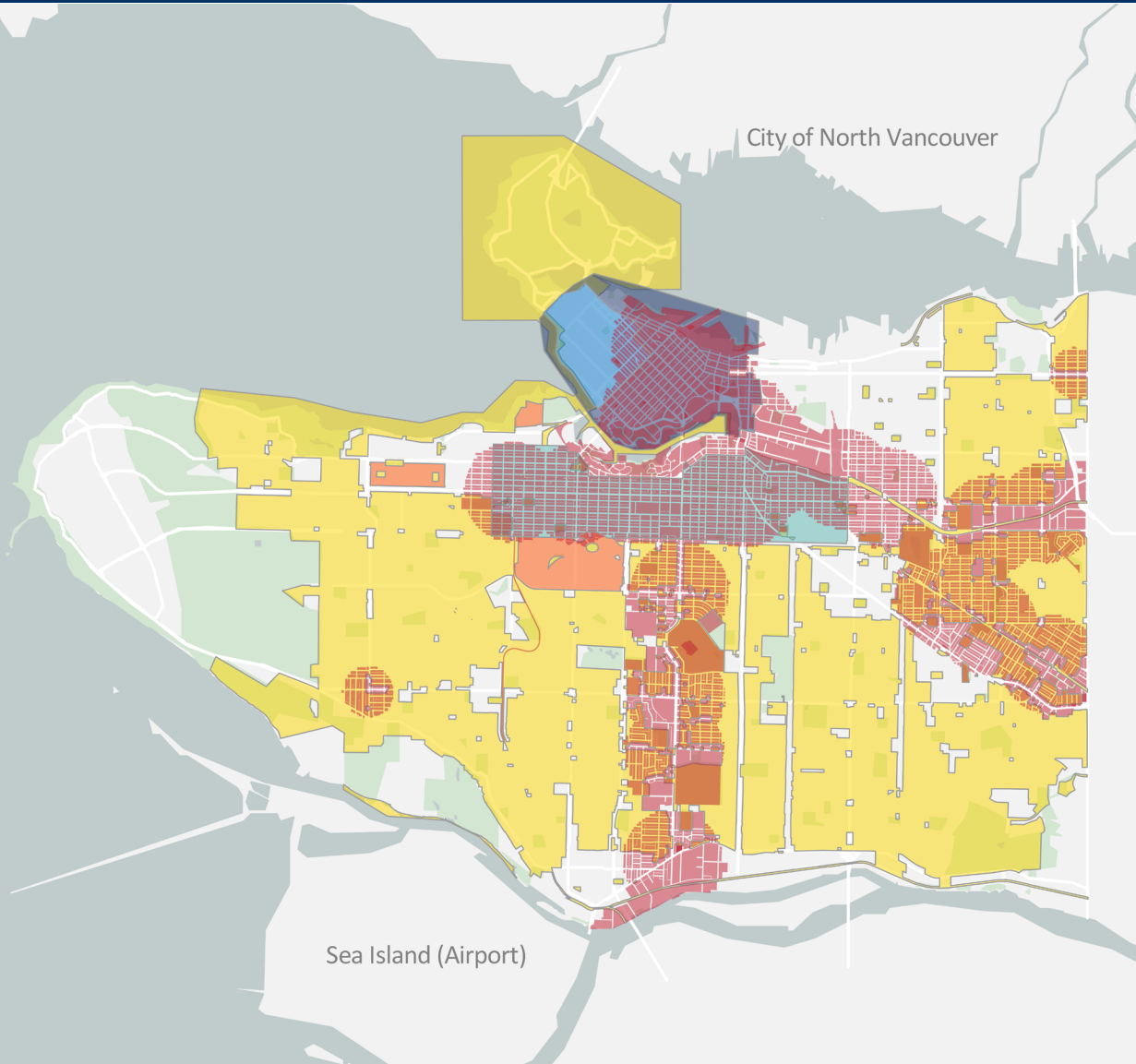
## Legislative Requirement

- Eliminate minimum parking requirements for **residential** uses in TOAs and for SSMUH
- Deadline June 30, 2024



## Proposed Approach

- Eliminate minimum parking requirements for **all** land uses, **citywide**
  - Still require accessible parking, visitor parking, bike parking, loading, pick-up/drop-off, etc.
  - Adjust TDM to include TOAs
- Update approach to managing on-street parking as a result of no off-street minimums


# Legislated Requirement





## 2018

-  Downtown
-  West End  
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## September 2023



-  R1-1 Residential Inclusive Zones (multiplexes)

## November 2023

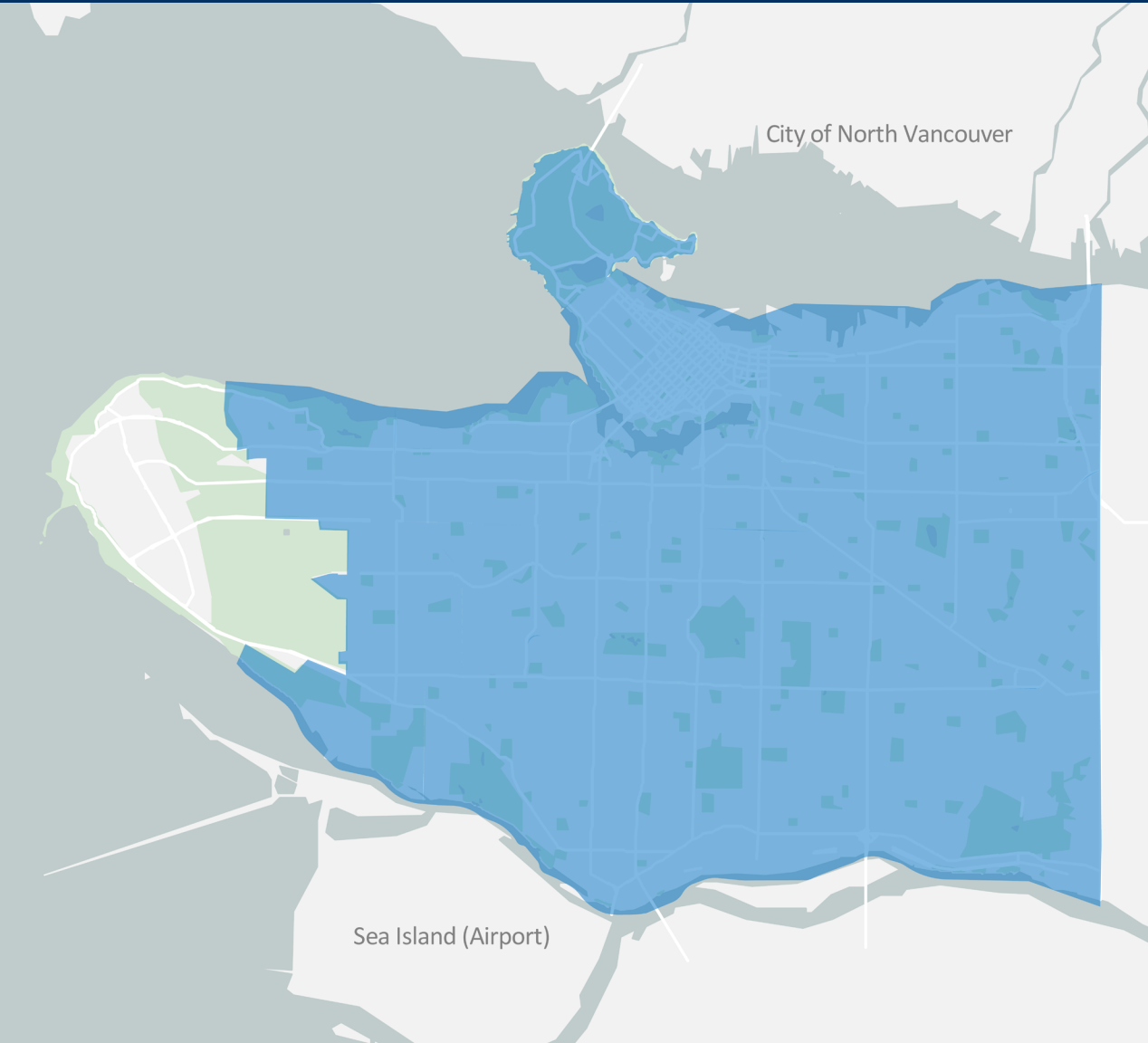
-  West End
-  Broadway Plan Area

## June 2024

Provincial legislation, residential only

-  Transit Oriented Areas
-  SSMUH (RT-7/RT-9/FSD)

# Proposed Approach

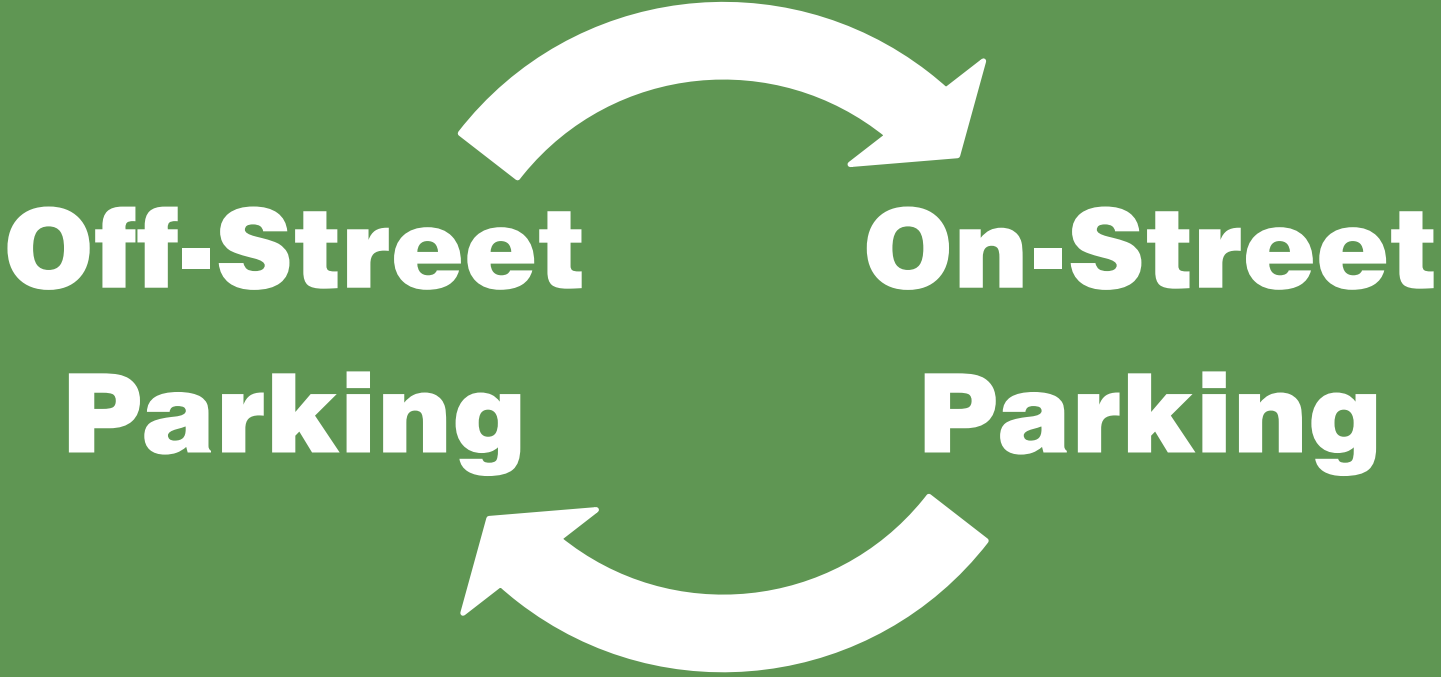


**June 2024**

 All land uses city-wide

- Simplifies regulations
  - Reduces the vehicle parking section of the by-law by half
  - Eliminates 63 unique parking rates
- Simplifies development process
  - Makes it easier for builders to understand expectations
  - Streamlines staff review processes
- Enables construction of less parking
  - Improves project viability
  - Prioritizes investment in sustainable transportation infrastructure
  - Reduces embodied carbon

- Staff do not anticipate significant parking challenges coming from this change
- Strata developments have continued to supply substantial parking to meet anticipated demand
- Developers of rental projects are interested in providing less parking in transit- and amenity-rich areas
- Development and construction takes time and happens incrementally. Should issues arise in the future, we will be ready with parking management tools

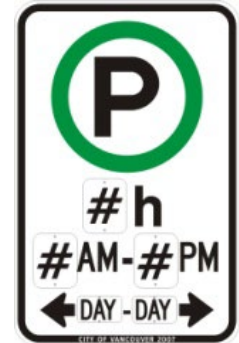




- Messaging to Developers:
  - Build the amount of parking your building needs
  - Commercial, fleet and oversized vehicles must be parked on-site
  - There isn't enough curb space for everyone and existing curb space could be converted for other uses (e.g. bus lanes, bike lanes, patios)
  - Don't expect street parking to remain free/unregulated

# On-Street Parking Management

- Use existing tools:
  - Commercial & Industrial Streets: time limits and/or pay parking
  - Residential Streets: permit parking
    - Residents can submit requests
    - Use existing survey process to seek support
    - Residents in large sites would not be eligible for permits
- Monitor parking provisions in development applications and when buildings achieve occupancy; adjust approach as needed



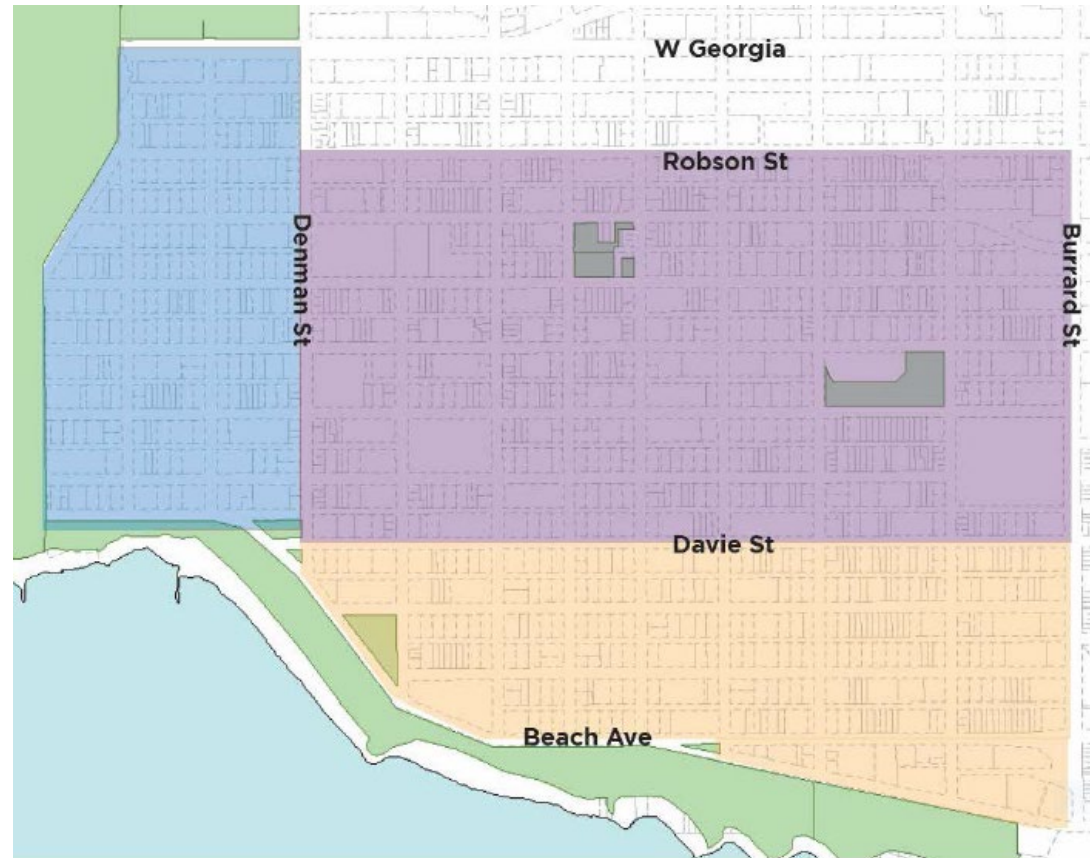
# 'Resident Parking Only' Areas

- RPO program ended in 2010; enforced by complaint only
- Doesn't allow parking for visitors or service providers
- Survey residents to switch to permit parking or become unregulated



# Split West End Permit Zone into 3

- As per 2017 West End Parking Strategy
- Encourages trips within the neighbourhood to be via sustainable modes
- Improves parking availability for residents who live close to commercial streets
- Effective June 1, 2025



# Questions?

