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Date: 1/25/2021 3:10:02 PM
Subject: Memo - Citywide Permit Parking – Phase 1 of Public Engagement - RTS 14214
Attachments: Memo - Citywide Permit Parking – Phase 1 of Public Engagement.pdf

Dear Mayor and Council,

Please see the attached memo (**RTS 14214**) from Lon LaClaire. Starting on January 27th, 2021 the first phase of publicly advertised engagement to develop a citywide residential permit parking system with carbon surcharges begins.

This memo outlines:

- A summary of the actions approved as part of the Climate Emergency Action Plan (CEAP);
- Background information on the overall engagement plan;
- More specific details on activities on the first publicly advertised phase of engagement, including responses to frequently asked questions.

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or lon.laclaire@vancouver.ca.

Best,
Paul

Paul Mochrie (he/him)
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604.873.7666



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.

MEMORANDUM

January 25, 2021

TO: Mayor and Council

CC: Paul Mochrie, Acting City Manager
Karen Levitt, Deputy City Manager
Lynda Graves, Administration Services Manager, City Manager's Office
Gail Pickard, Civic Engagement and Communications Acting Director
Rosemary Hagiwara, Acting City Clerk
Anita Zaenker, Chief of Staff, Mayor's Office
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Paul Storer, Director of Transportation

FROM: Lon LaClaire
General Manager, Engineering Services

SUBJECT: Citywide Permit Parking – Phase 1 of Public Engagement

The first phase of public engagement to develop a citywide residential permit parking system with carbon surcharges will begin on January 27th, 2021. This memo provides a summary of the actions approved as part of the Climate Emergency Action Plan (CEAP), background information on the overall engagement plan, and more specific details on the first publicly advertised phase of engagement.

Citywide Parking in the Climate Emergency Action Plan

In the Climate Emergency Action Plan, there were two interrelated actions regarding parking planned for 2021:

1. The elimination of minimum parking requirements for new developments (while still requiring accessible spaces for people with disabilities); and
2. The introduction of a citywide residential permit parking system with carbon surcharges.

In general, the rationale for these changes is that:

- The City of Vancouver is working to reduce carbon pollution and build stronger, healthier communities. This means we have to manage parking differently for our growing, changing city;

- This change is part of our Climate Emergency Action Plan aimed at reducing transportation emissions, which account for nearly 40 percent of carbon pollution. It will also help us address current and future transportation issues;
- Eliminating minimum parking requirements allows developers to build less parking, lowering construction costs, reducing embodied carbon, and increasing opportunities for more affordable housing options;
- Parking permits are an effective “user pay” tool to manage how residential streets are used. As the city grows, this will allow us to address issues before they arise; and
- We want to find the right fit for Vancouver, which is why we are engaging with the public and seeking their feedback before determining what changes to make.

The specific council motions can be found in Appendix A.

Overall Engagement Strategy

Targeted stakeholder engagement with citizen advisory bodies and other key groups is already underway in the form of meetings and workshops, and will be ongoing throughout the process.

The broader public component will consist of two phases:

- **Phase 1**, launching on January 27, will gather feedback on how residential parking functions within Vancouver today. This input, in combination with the City’s existing parking programs, will shape more detailed directions for a citywide program.
- **Phase 2**, tentatively planned for Q2 2021, will provide the public with an opportunity to comment on a more detailed plan for feedback. In addition to the standard Talk Vancouver survey, additional engagement tools may be pursued (e.g. a representative phone survey and/or focus groups).

It’s expected that the final program will be put forward for Council’s consideration in July 2021. Council briefings are planned prior to embarking on any significant public-facing engagement activities. Figure 1 below provides an overview of the engagement schedule.

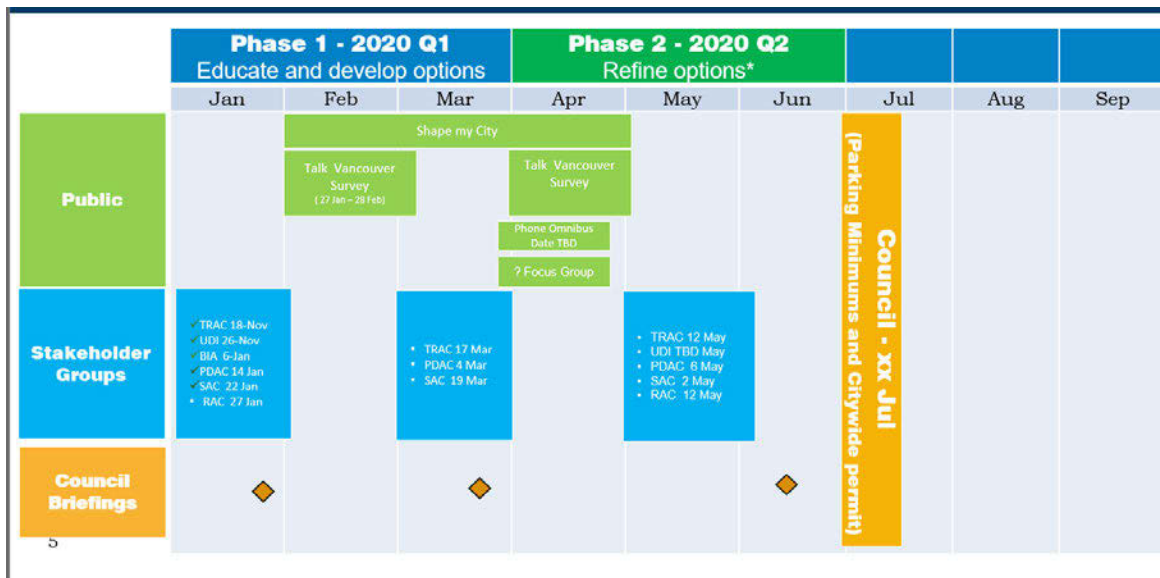


Figure 1 - Citywide Parking Engagement Process. All dates tentative. Additional workshops with key groups are also being planned.

If approved by Council, staff would target the sale of citywide parking permits with carbon surcharges in late 2021, and work to modify the Parking Bylaw to eliminate minimum parking requirements by the beginning of 2022.

First Phase of Publicly Advertised Engagement

The first phase of publicly advertised engagement to develop a citywide residential permit parking system will start on January 27th, 2021.

The primary way for gathering feedback will be through the City's online engagement portal (shapeyourcity.ca/parking), as well as a Talk Vancouver survey. Staff will be sharing information on the rationale for this program, posting frequently asked questions, and providing contact information for further follow-up.

The shapeyourcity.ca page and the Talk Vancouver survey will be publicly advertised through ads in several local community papers, on the Paybyphone parking app, and through social media promotion. Additionally, the Talk Vancouver Survey will be available in English, Chinese, and Punjabi.

As this phase of engagement is primarily to gather information about how residential parking is used today, few specific details regarding the new citywide parking permit program will be shared—these will be developed based on the feedback from the first phase. However, one salient piece of information that will be shared is that the upper end of the proposed base fee for parking permits is expected to be no more than the least expensive residential parking permit the City sells today (\$45.45/year). The final cost of the carbon surcharge for brand new gas and diesel vehicles has not yet been determined, and would only apply to vehicles manufactured after the new policy comes into effect.

Further background information for this phase of engagement can be found in Appendix B and responses to expected public enquiries can be found in Appendix C.

I hope that the information within this memo provides sufficient information regarding the upcoming engagement activity for this project, should you have any further information please feel free to contact me directly.

Yours truly,



Lon LaClaire, M.Eng., P.Eng.
General Manager, Engineering Services

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Appendix A – Climate Emergency Action Plan Recommendations G and H

G. THAT Council direct staff to bring forward recommendations in 2021 aimed at eliminating off-street motor vehicle parking requirement minimums, except for spaces required for accessibility, implementing parking maximums, and further supporting sustainable transportation choices in new developments in accordance with Appendix E;

FURTHER THAT Council direct staff to bring forward recommendations in 2021 to transition toward managing all curbside space, including an on-street parking permit system city-wide to support the elimination of parking requirements in buildings and better manage parking within neighbourhoods, and to support the introduction of carbon pollution surcharges for vehicles in accordance with Appendix F.

H. THAT Council direct staff to bring forward recommendations in 2021 to apply a residential parking permit surcharge for vehicle model years 2022 and later with the surcharge price accounting for the vehicle's carbon intensity and cost in accordance with Appendix F.

Appendix B – Citywide Parking Permits Background Information

- The City of Vancouver is exploring changes to residential-parking regulations and asking for public input via a citywide survey to help shape the new program.
- From January 27 to February 28, we are asking people to share their feedback on residential parking to help us shape the program and find the right fit for Vancouver.
 - Using this feedback, we will develop and share a detailed proposal with the public this spring for further engagement before going to Council for approval.
- Permit programs can help us **better manage parking and street space** by encouraging more people to park off-street, freeing up road space for those who need it while making provisions for who is allowed to park and where. The proposed citywide program is intended to:
 - **Make it easier to find parking for residents, visitors, and service providers** to find parking on the street
 - **Protect neighbourhoods from future parking issues** that might otherwise be caused by development, commuting patterns, or other local conditions
 - **Improve the customer experience** in existing and future permit areas by making permits and passes easier to get, with simple online options (while still maintaining in-person options for those who need them)
- The proposed program would also **support the climate emergency** and other goals related to sustainable transportation, public space, and water management. It is intended to:
 - **Support safer streets and cleaner air** by reducing driving in circles looking for parking
 - **Encourage zero-emissions vehicles** for people buying new ones through a carbon surcharge
 - **Enable space to be converted to other uses** (e.g. green infrastructure, wider sidewalks, public spaces)
- The precise cost of the permit and carbon surcharge will be determined after we engage with the public and develop a detailed program.
 - For older or lower-priced vehicles, we expect the cost to be no more than the cheapest residential-parking permit the City sells today (\$45.45/year).
 - The price for newer, higher-priced vehicles that burn gas and diesel has not been determined. A carbon surcharge would only apply to new gas or diesel vehicles manufactured after the new regulations come into effect. It would not apply to existing older vehicles or zero-emission vehicles.
- Existing fees will remain the same for neighbourhoods that already have permit regulations. The new permit system will only apply to neighbourhoods that do not have permit-parking regulations. Carbon surcharges will likely apply citywide once implemented.
- Revenue generated from a citywide parking-permit program, if any, would be used to help fund climate emergency actions, as per the Climate Emergency Action Plan, approved by Council in November 2020.

Appendix C – Citywide Parking Permits Frequently Asked Questions

<p>Why are you considering a citywide parking permit program with carbon surcharges? (What are the benefits of a citywide parking permit program?)</p>	<p>Permit programs can help us better manage parking and street space by encouraging more people to park off-street, freeing up road space for those who need it while making provisions for who is allowed to park and where. The proposed citywide program is intended to:</p> <ul style="list-style-type: none"> • Make it easier to find parking for residents, visitors, and service providers to find parking on the street • Protect neighbourhoods from future parking issues that might otherwise be caused by development, commuting patterns, or other local conditions • Improve the customer experience in existing and future permit areas by making permits and passes easier to get, with simple online options (while still maintaining in-person options for those who need them) <p>The proposed program would also support the climate emergency and other goals related to sustainable transportation, public space, and water management. It is intended to:</p> <ul style="list-style-type: none"> • Support safer streets and cleaner air by reducing driving in circles looking for parking • Encourage zero-emissions vehicles for people buying new ones through a carbon surcharge • Enable space to be converted to other uses (e.g. green infrastructure, wider sidewalks, public spaces).
<p>How much will permits cost?</p>	<p>We haven't determined what the base permit rates will be, but they would likely be lower than current rates in the cheapest existing permit zones. This is because parking demand is lower in most unregulated areas than in permit zones.</p> <ul style="list-style-type: none"> • The base permit cost for new zones would likely be lower than current rates in the cheapest existing permit zones (about \$40 per year, or just over \$3 per month). • A carbon surcharge would be added to the base cost for new gas and diesel vehicles. It would only apply to new vehicles manufactured after the new rules are implemented. <p>More details will be shared later this year when they become available.</p>
<p>Why are you proposing higher fees for more polluting vehicles?</p>	<p>Higher fees would be intended to encourage people purchasing new, more expensive vehicles to choose zero emissions options if possible. They would only apply to new gas or diesel vehicles that are manufactured after the new regulations come into effect. They would not apply to existing older vehicles.</p> <p>More details will be shared later this year when they become available.</p>
<p>What vehicles would have to pay the carbon surcharge?</p>	<p>The intent of the surcharge is to encourage people who are buying new, more expensive vehicles to choose efficient ones, if there are clean options available to them in the market. It is not intended to punish people with older cars.</p> <p>Carbon surcharges would only apply to new gas or diesel vehicles that are manufactured after the new regulations come into effect. They would not apply to existing older vehicles.</p> <p>More details will be shared later this year when they become available.</p>

<p>Will existing permit areas be affected?</p>	<p>The initial focus of this work is on residential areas that do not already have parking regulations.</p> <p>However, some elements could apply to existing permit areas as well. For example:</p> <ul style="list-style-type: none"> • Improvements to the permit application and renewal process • Improvements to visitor parking • Carbon surcharges for new gas or diesel vehicles that are manufactured after the regulations come into effect <p>Carbon surcharges will likely apply citywide once implemented.</p> <p>In the longer term, the City will explore ways to merge different parking permit programs into a single unified system.</p> <p>More details will be shared later this year when they become available.</p>
<p>How will visitors and service providers park? What if visitors do not know our local rules?</p>	<p>Program details are still being developed, but it is a priority that the system:</p> <ul style="list-style-type: none"> • Is easy for residents and visitors to understand and use • Provides convenient parking options for visitors, delivery drivers, service providers, and residents <p>More details will be shared later this year when they become available.</p>
<p>How will people with disabilities park?</p>	<p>Providing safe and convenient travel options for people with disabilities is a priority for the City. Parking can be especially important, as people with disabilities may have limited transportation options, and/or need to park closer to their destination.</p> <p>A parking permit program can encourage more people to park off-street, freeing up valuable road space for people who need it most. This should make parking closer to destinations easier.</p> <p>People with temporary or permanent mobility limitations may be eligible for a SPARC BC parking permit (external link), which provides:</p> <ul style="list-style-type: none"> • Access to specially designated spaces • 3 hour access to park in any Vancouver Resident Permit Parking or Resident Parking Only Zone (no permit required) • 30-minute access to loading zones, passenger zones, and no parking zones (while actively loading or unloading people or materials) <p>Staff will continue to engage with members of the disability community as the citywide parking permit program is developed. More details will be shared later this year when they become available.</p>
<p>How will revenue be used?</p>	<p>If the citywide parking permit program generates revenue, it would be used to help fund climate emergency actions, as per the Climate Emergency Action Plan, approved by Council in November 2020.</p> <p>More details will be shared later this year when they become available.</p>
<p>Has this already been approved?</p>	<p>Council endorsed the idea in principle as part of the Climate Emergency Action Plan. Staff plan to bring forward detailed recommendations for Council approval in 2021.</p> <p>More detail will be provided when it becomes available.</p>

<p>What are the related policies and Council decisions?</p>	<p>Climate Emergency Action Plan (2020) In November 2020, Vancouver City Council approved the Climate Emergency Action Plan(External link) to reduce carbon pollution 50% by 2030.</p> <p>The plan includes transportation targets that by 2030:</p> <ul style="list-style-type: none"> • 90% of people will live within an easy walk or roll of their daily needs • two-thirds of all trips in the city will be by active transportation and transit • 50% of distance driven in the city will be by zero emissions vehicles <p>The plan includes many actions to support these targets, including a a two-part motion on parking that staff bring forward recommendations in 2021 to:</p> <ul style="list-style-type: none"> • Eliminate off-street motor vehicle parking requirement minimums (except for spaces required for accessibility), implement parking maximums, and support sustainable transportation choices in new developments • Transition toward managing all curbside space, including an on-street parking permit system citywide to support the elimination of parking requirements in buildings, better manage parking within neighbourhoods, and support the introduction of carbon pollution surcharges for vehicles <p>Transportation 2040 (2012) In October 2012, Council approved Transportation 2040(External link), the City’s long-range transportation strategy. It includes a number of parking policies (section M.2) that informed the Climate Emergency Action Plan directions.</p>
<p>How do parking permits support more housing choice?</p>	<p>In parallel to this work, Council has directed staff to bring forward recommendations to eliminate off-street motor vehicle parking requirements in new development (except for spaces required for accessibility).</p> <p>Occupancy studies suggest that many buildings provide more parking than building occupants actually use. The cost of this oversupply is significant—a single parking space can cost \$50,000 or more to construct, an expense which is often passed on to building occupants even if they don’t own a vehicle. Eliminating minimum requirements reduce the cost of construction, and support more affordable car-light and car-free housing options.</p> <p>Conversely, the risk in providing buildings with fewer parking spaces is that occupants will still own cars, and simply park on the street, making parking more difficult for existing neighbours. This is called ‘parking spillover.’ Managing curb space through pricing or restrictions can address this concern.</p>
<p>When would new policy go into effect?</p>	<p>If approved by Council, we are targeting new policies to come into effect by late 2021 or early 2022. More details will be shared later this year when they become available.</p>
<p>Has this been done anywhere else?</p>	<p>A number of cities around the world have implemented citywide parking permits and/or carbon surcharges for residential parking, including Sydney Australia and Montreal Canada.</p> <p>City staff will continue to look at best practices in Canada and elsewhere as policy options are developed in detail.</p>
<p>How can I have my say?</p>	<p>A two-part public and stakeholder engagement will take place in early 2021.</p> <p>Part one will include surveys to better understand what parking is like in your neighbourhood today.</p> <p>Later this spring, we will invite feedback on a more detailed program.</p> <p>Sign up for our email list to stay up-to-date on the project, including opportunities for input.</p>