

## City of Vancouver 2019 Parking By-law Update Summary

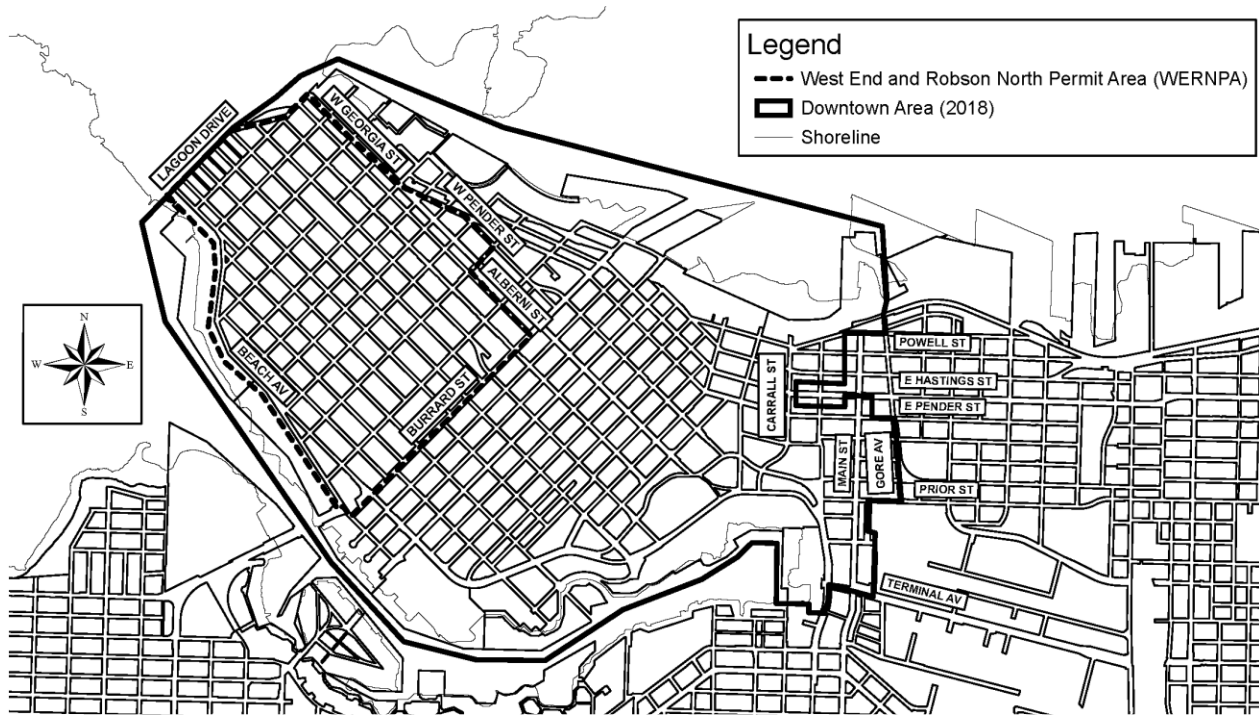
This document provides a high-level summary of changes to the City of Vancouver Parking By-law anticipated to be enacted in September 2018 and to come into force and take effect for development permit applications received on or after January 1, 2019. It is a summary document only, and should not be relied upon as an official version of the amendments to the Parking By-law. An official version of the amendments will be available after their enactment in September 2018.

Development permit applications meeting the new requirements submitted prior to this may be considered on a case by case basis. Should you wish to submit a development permit application subject to the new requirements prior to January 1, 2019, please contact your assigned development planner.

Table 1 - City of Vancouver 2019 Parking By-law Updates Summary

#	Item	Existing Requirement	New Requirement - January 1, 2019
Section 2 - Definitions			
1	Downtown Boundaries	<a href="#">Map 2B</a>	Downtown boundary as defined in the parking by-law slightly expanded to include the area north of Terminal Avenue and west of Station Street. Refer to revised Downtown Map in <b>Figure 1</b> .

Figure 1 - Downtown, including the West End and Robson North Permit Area



Section 3 - Administration

City-Wide Changes

2	Transportation Demand Management Plan	<p>Parking reductions permitted, per:</p> <p><a href="#">3.2.2</a> - The Director of Planning and General Manager of Engineering Services, on conditions that are satisfactory to them, may allow the substitution of shared vehicles and shared vehicle parking spaces for required parking spaces</p>	<p>Up to 30% parking reductions available with submission of a satisfactory TDM plan in accordance with the <a href="#">TDM Administrative Bulletin</a>, comprised of up to 10% reduction for proximity to transit, and up to 20% reduction for Transportation Demand Management Measures.</p> <p>Additional reductions available for rental residential, up to 60%.</p>
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Section 4 - Off-Street Parking Space Regulations

Downtown-Specific Changes

#	Item	Existing Requirement	New Requirement - January 1, 2019
3	Non-residential Uses - Downtown	<p><a href="#">4.3.1 Non-residential Uses - Downtown</a></p> <p>Except as provided in section 4.3.2 and except for water based uses which are to be in accordance with section 4.2.4.9, all non-residential uses Downtown shall provide a:</p> <p>(a) minimum of one parking space for each 145 m<sup>2</sup> of gross floor area; and  (b) maximum of one parking space for each 115 m<sup>2</sup> of gross floor area.</p>	<p>A minimum of the required number of accessible parking spaces, and</p> <p>A maximum of one parking space for each 115 m<sup>2</sup> of gross floor area.</p> <p>See Item 6 for changes specific to the West End and Robson North Permit Area</p>
4	Hotels - Downtown	<p><a href="#">4.3.2 Hotels - Downtown</a></p> <p>Hotels in the Downtown shall provide a minimum of 0.3 parking space and a maximum of 0.5 parking space for every sleeping or housekeeping unit and a minimum of one parking space for every two dwelling units and a minimum of 1.0 parking space and a maximum of 1.1 parking space shall be provided for each 40 m<sup>2</sup> of floor area used for meeting room or ballroom assembly purposes. Office, restaurant, lounge and retail floor area provided in conjunction with a hotel shall be exempt from the minimum requirements in Section 4.3.1 to a maximum of 4.0 square metres for every sleeping or housekeeping unit.</p>	<p>A minimum of the required number of accessible parking spaces, and</p> <p>A maximum of one parking space for each 115 m<sup>2</sup> of gross floor area.</p> <p>See Item 6 for changes specific to the West End and Robson North Permit Area</p>
5	Residential Uses including Live-Work - Downtown	<p><a href="#">4.3.6 Residential Uses including Live-Work - Downtown</a></p> <p>Except as provided in section 4.3.8, residential uses Downtown shall provide the lesser of:</p> <p>(a) at least one parking space for each 140 m<sup>2</sup> of gross floor area; and  (b) one parking space for every dwelling unit.</p>	<p>Except for residential developments in the West End and Robson North Permit Area as noted in Item #3, a minimum of the required number of accessible parking spaces</p> <p>See Item 6 for changes specific to the West End and Robson North Permit Area</p>
6	Residential Parking within the West End and Robson North Permit Area	<p><a href="#">4.3.6 Residential Uses including Live-Work - Downtown</a></p> <p>Except as provided in section 4.3.8, residential uses Downtown shall provide the lesser of:</p> <p>(a) at least one parking space for each 140 m<sup>2</sup> of gross floor area; and  (b) one parking space for every dwelling unit.</p>	<p>Refer to revised Downtown Map in <b>Figure 1</b> for West End and Robson North Permit Area boundaries.</p> <p>Residential uses Downtown shall provide the lesser of:</p> <p>(a) at least one parking space for each 140 m<sup>2</sup> of gross floor area; and  (b) one parking space for every dwelling unit.</p> <p>Except that social housing components of developments need not provide parking.</p>

#	Item	Existing Requirement	New Requirement - January 1, 2019
7	Transportation Demand Management (TDM) in the Downtown	No TDM requirement	All developments in the Downtown must provide a satisfactory TDM Plan, in accordance with the <a href="#">TDM Administrative Bulletin</a> , (Except for the West End and Robson North permit Area as noted in Item 8)
8	Transportation Demand Management (TDM) within the West End and Robson North Permit Area	No TDM requirement	Refer to revised Downtown Map in <b>Figure 1</b> for West End and Robson North Permit Area boundaries.  No TDM requirement for residential developments, except that social housing components of developments must provide a TDM Plan in accordance with the <a href="#">TDM Administrative Bulletin</a> .
9	Residential Visitor	No requirement, other than for rental units	For all multi-family residential developments,  A minimum of the lesser of: 5% of provided spaces, or 0.05 spaces per unit, and  A maximum of 0.1 spaces per unit
<b>City-wide, excluding the Downtown</b>			
10	Shelter / Supportive / Transitional Housing	Not listed	One (1) space per 15 units
11	Social Housing secured at Housing Income Limits (HILs) Rates	No directly applicable rate, referred to rates for seniors social housing and social housing for families:  <a href="#">4.2.1.8</a> - A minimum of one space for every six dwelling units for three or more dwelling units designated solely for senior citizens' housing under the provisions of the National Housing Act, or other similar use.  <a href="#">4.2.1.9</a> - A minimum of one space for every two dwelling units for three or more dwelling units designated solely for families of low income under the provisions of the National Housing Act.	Units secured at HILs rates shall be assessed at a rate of 0.3 spaces per unit for studios and one bedroom units, with 0.5 spaces required for two bedroom and larger units.  Other social housing units, not secured at HILs rates (typically up to 70% of social housing developments) should be assessed as secure market rental.  ODP-specific rates for social housing remain the same (e.g. 4.5A SEFC area)

#	Item	Existing Requirement	New Requirement - January 1, 2019
12	Residential Visitor Parking	<p>Residential visitor parking requirements only for South East False Creek ODP Area, and for Secured Market Rental as follows:</p> <p><a href="#">4.5A.1 Southeast False Creek</a> - a minimum of 0.075 space for each dwelling unit and a maximum of 0.15 space for each dwelling unit for designated visitor parking</p> <p><a href="#">4.5B Secured Market Rental Housing</a> - A minimum, for visitor parking, of that number of spaces which is equal to 7.5%, and a maximum of 15%, of the total number of dwelling units in the secured market rental housing.</p>	<p>For all multi-family residential developments,</p> <p>A minimum of 0.05 spaces per unit, and</p> <p>A maximum of 0.1 spaces per unit</p>
13	Payment-in-lieu	Payment-in-lieu permitted only in part of the Downtown per <a href="#">Map 4.12.1</a>	Payment-in-lieu also permitted in the Mount Pleasant Industrial Area, per <a href="#">Map 2C</a>
<b>Section 6 - Off-Street Bicycle Space Regulations</b>			
<b>City-Wide Changes</b>			
14	Residential Class A Bicycle Parking Requirements	Generally 1.25 spaces per unit, per section <a href="#">6.2.1.2</a> , with several exceptions	<p>1.5 spaces for each dwelling unit under 65 m<sup>2</sup></p> <p>2.5 spaces for each dwelling unit over 65 m<sup>2</sup> and under 105 m<sup>2</sup></p> <p>Three (3) spaces for each dwelling unit over 105 m<sup>2</sup></p> <p>For seniors housing and single room accommodation, 0.75 spaces per unit</p>
15	Residential Class B Bicycle Parking Requirements	<a href="#">6.2.1.2</a> - A minimum of 6 spaces for any development containing a minimum of 20 dwelling units.	Two (2) spaces for any development with at least 20 dwelling units with an additional one space for each 20 additional dwelling units.
16	Office Class A Bicycle Parking Requirements	<a href="#">6.2.4.1</a> - A minimum of 1 space for each 500 m <sup>2</sup> of gross floor area.	A minimum of 1 space for each 170 m <sup>2</sup> of gross floor area.
17	Retail/Service Class A Bicycle Parking Requirements	<a href="#">6.2.5.1</a> - A minimum of 1 space for each 500 m <sup>2</sup> of gross floor area.	A minimum of 1 space for each 340 m <sup>2</sup> of gross floor area.

#	Item	Existing Requirement	New Requirement - January 1, 2019
18	Transportation Demand Management Plan	Parking reductions permitted, per: <a href="#">6.2A</a> - Generally, for each five Class A bicycle spaces provided on a site in addition to the required number of bicycle spaces for non-residential land uses, there is to be a reduction of 1 in the number of motor vehicle spaces required on the site	Up to 30% parking reductions available with submission of a satisfactory TDM plan in accordance with the <a href="#">TDM Administrative Bulletin</a> , comprised of up to 10% reduction for proximity to transit, and up to 20% reduction for Transportation Demand Management Measures.  Additional reductions available for rental residential, up to 60%.
19	End-of-Trip Facilities for Non-Residential Uses	Same provision for all non-residential land uses, as outlined in the <a href="#">Vancouver Building By-Law</a>	New Rates for retail/service uses, and office uses. Refer to <b>Table 2</b> for requirements.

**Table 2 - End-of-Trip Facilities Requirements - January 1, 2019**

Minimum Number Of:			
Use	Water Closets	Wash Basins	Showers
<b>Office</b>	1 water closet for every 10 Class A bicycle spaces up to 50 spaces and one for every 20 spaces above 50	1 wash basin for any development requiring between 5 and 10 Class A bicycle parking spaces, plus one for every additional 20 spaces up to 50 spaces and one for every 40 spaces above 50	1 shower for every 10 Class A bicycle spaces up to 50 spaces and one for every 20 spaces above 50
<b>Retail and Service Uses</b>	1 water closet for every 10 Class A bicycle spaces up to 50 spaces and one for every 20 spaces above 50	1 wash basin for any development requiring between 5 and 10 Class A bicycle parking spaces, plus one for every additional 20 spaces up to 50 spaces and one for every 40 spaces above 50	1 shower for any development requiring between 5 and 10 Class A bicycle spaces, plus one for every 40 spaces above 10

20	Bicycle Space Size	<a href="#">6.3.9 - Bicycle Space Size</a>  All required Class A bicycle spaces shall have a minimum vertical clearance of 1.9 metres, shall be a minimum of 0.6 metre in width and shall be  (a) a minimum of 1.8 metre in length if the bicycles are to be placed horizontally; or (b) a minimum of 1.0 metre in length if the bicycles are to be placed vertically.	A minimum of 5% of the spaces must be oversized spaces of 2.4 m in length and 0.9 m in width, and may not be vertical or stacked spaces. An access aisle of 1.5 m is required.
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#	Item	Existing Requirement	New Requirement - January 1, 2019
21	Automatic Door Openers	No requirement	Automatic door openers required for all doors connecting bicycle parking to the outside.
22	Stacked Bicycle Parking	Not explicitly permitted. <a href="#">6.3.13</a> - A minimum of 50 percent of the required Class A bicycle spaces shall provide for the bicycles to be placed horizontally on the floor or ground. Vertical bicycle space racks shall support the bicycle without the bicycle being suspended on the wheels. No more than 30% of the required Class A bicycle spaces may be vertical.	Stacking/vertical bicycle parking is permitted for up to 60% of the minimum requirement. Stacked bicycle spaces shall be designed to provide access without the need to lift the bicycle entirely off of the ground, and must provide convenient access. Total combined stacked and vertical bicycle parking not to exceed 60%.
23	Minimum Number of bicycle lockers	<a href="#">6.3.13A</a> - At least 20% of the Class A bicycle spaces must be bicycle lockers	At least 10% of the Class A bicycle spaces must be bicycle lockers
24	Class B Bicycle Rack Requirement and Space Size	<a href="#">6.4.2</a> - All required Class B bicycle spaces shall be provided in racks which provide a minimum width of 0.3 metre for each bicycle	All required Class B bicycle spaces shall be provided in racks which provide 0.6m x 1.8m each bicycle
<b>Section 7 - Off-Street Passenger Space Regulations</b>			
<b>City-Wide Changes</b>			
25	Residential	No requirement	One (1) space for residential uses containing 50 or more units, plus one (1) additional space for each 150 units over 125 units
26	Retail/Service	No requirement	One (1) space for retail and similar uses with over 2,000 m <sup>2</sup> of gross floor area, plus one (1) additional space for each 4,000 m <sup>2</sup> of gross floor area over 4,000 m <sup>2</sup>
27	Office	No requirement	One (1) space for office uses with over 5,000 m <sup>2</sup> of gross floor area, plus one (1) additional space for each 10,000 m <sup>2</sup> of gross floor area over 10,000 m <sup>2</sup>
28	Class A Passenger Loading Dimensions	<a href="#">7.3.2</a> - The minimum width of spaces must be 2.5 metres, the minimum vertical clearance of spaces must be 2.0 metres, and the minimum length of spaces must be the greater of:  (a) 5.5 metres; and (b) 6.5 metres where parallel parking occurs	The first space is to be 4.0m x 5.5m (6.5m parallel) with 2.3m height; additional spaces are to be 2.9m x 5.5m (6.5 parallel) with 2.3m clear height.
<b>Application Requirements</b>			

#	Item	Existing Requirement	New Requirement - January 1, 2019
29	TDM Worksheet	No Current Requirement	A TDM worksheet is to be submitted with all non-residential applications creating new floor area, and all multi-family residential applications creating new floor area.
30	TDM Plan	No Current Requirement	All developments seeking relaxations to minimum parking requirements through TDM measures, or sites Downtown determined to require TDM measures through the TDM Worksheet must provide a TDM Plan.