



**GENTLE
DENSITY
NETWORK**

smallhousing.ca

The Parking Break: Parking Reform and Gentle Density

Online Webinar ~ September 13, 2023 ~ 11 AM - 12:30 PM



Nancy Henderson
Senior Local Gov't Advisor
Urban Systems



Julian West
Founder
Urban Thrive Developments



Alison Gu
City Councillor
City of Burnaby



Natasha Elliott
Principal / Transportation Engineer
Urban Systems



Colton Kirsop
Business Lead, Community Planning
McElhanney

INFILL HOUSING PARKING REDUCTIONS

Small Housing BC

September 13,
2023

Facilitators



Nancy Henderson, MCIP, RPP
Senior Local Government Advisor
Urban Systems Ltd.

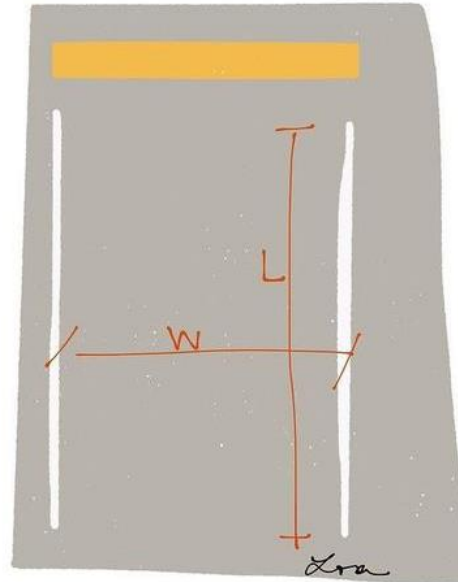


Natasha Elliott, P.Eng, PTOE
Transportation Engineer
Urban Systems Ltd.

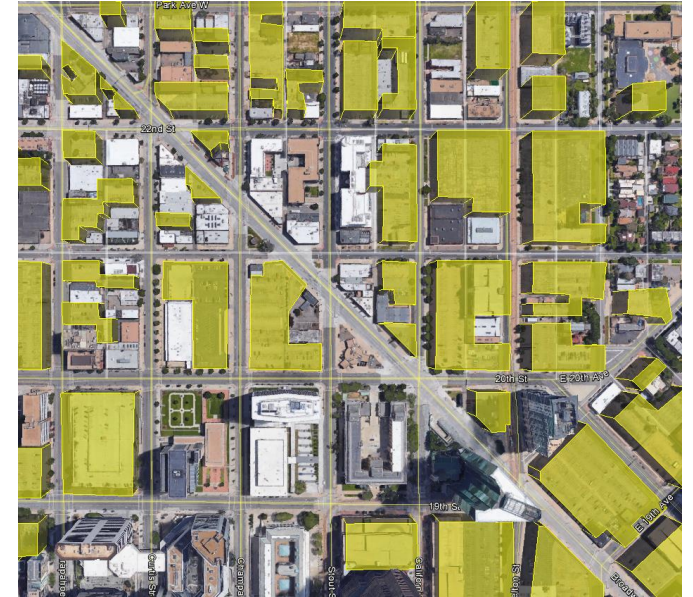
The High Cost of Parking



Assumption that people travel everywhere by car, park on site where they worked, shopped, or dined, and then drive on to their next destination



Led to requirements for on-site parking, enough to satisfy the expected peak demand for free parking



Most residential buildings provide parking areas bigger than the building itself

The High Cost of Parking



Required parking spaces use up land, create urban sprawl, and increase travel distance



Increased distances combined with the reduced price for parking makes cars the obvious choice for most trips

The High Cost of Parking

- Minimum parking requirements are established for every land use
- Faulty standards and policies are often perpetuated as they are copied from one municipality to the next
- Significant costs related to current parking policies (increased housing prices, unjust subsidies for cars, distorted transportation choices, sprawl, social inequity, and economic and environmental degradation) are not a consideration



Affordability



GHG Reductions



Market Demands

Why Consider Parking Reductions?

- In most households, transportation costs are the second biggest monthly expense after housing
- Available parking induces driving behaviour
- Trends towards higher density development that is sustainable and responds to market demands
- Land use economics and market viability



Concerns about Infill

Protecting Neighbourhood Character

- Building Height
- Trees
- Site coverage
- Uncluttered streets
- Demand on public space
- Storm water management
- Traffic
- Street interface



Change will be Incremental

Based on current vehicle ownership levels, staff estimate the average household in a multiplex unit will own one motor vehicle. Accommodating 4 to 6 vehicles on a lot is only feasible with expensive underground parking. Therefore, multiplexes may provide some on-site parking but will also rely on street space for vehicle parking, which will increase demand for street parking. As multiplex development will occur incrementally throughout the city, staff do not expect significant impacts to street parking at this time; however, demand for street parking will gradually result in an interest in residential permit parking zones and fees to manage the street space.

- City of Vancouver Council Report, 2023

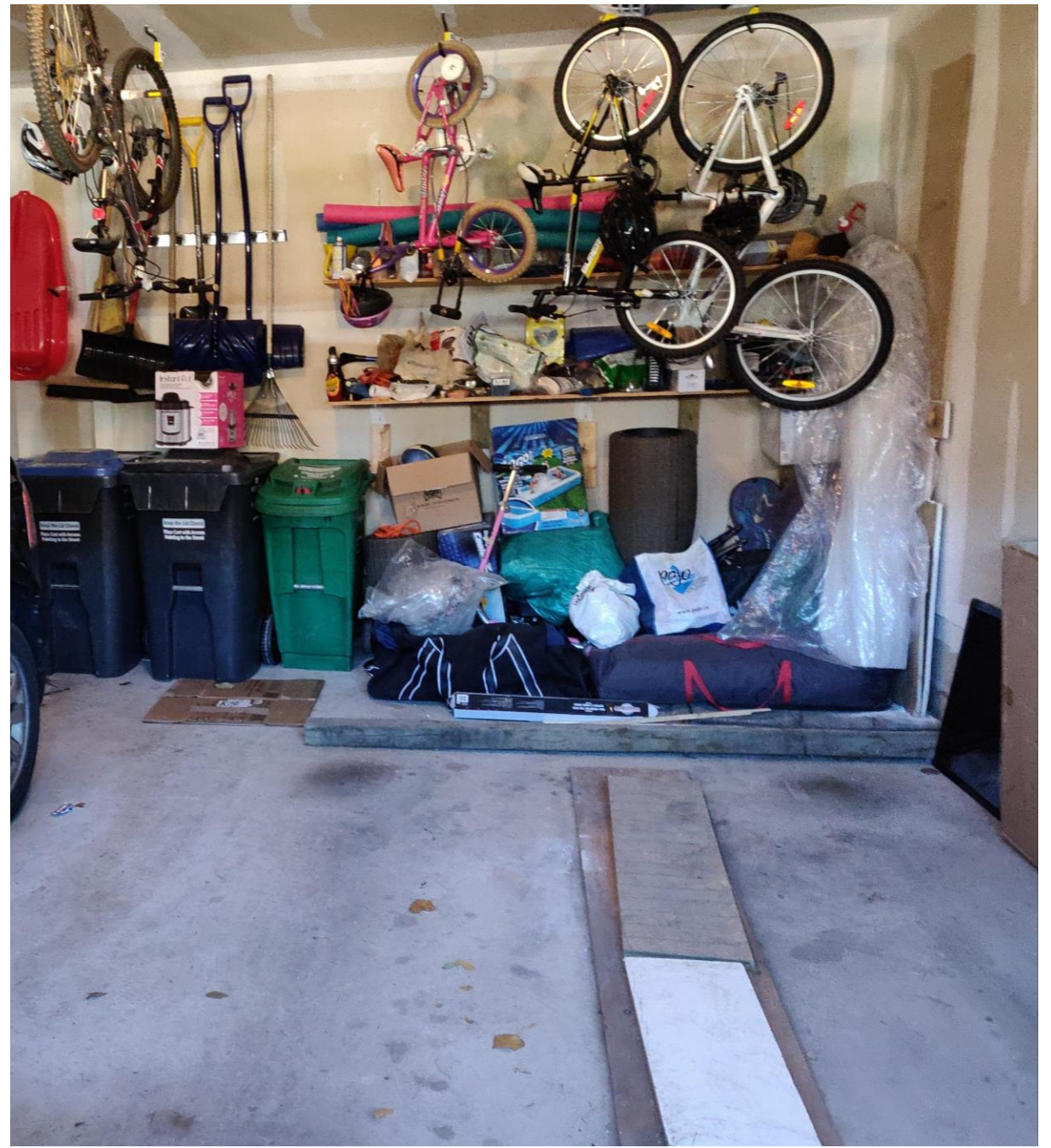
But we are not Vancouver...Small town context

We don't have much alternative transportation infrastructure

- Car share viability
- Uber/Taxis
- Transit
- Bike and pedestrian corridors

Small town realities:

- Trucks/SUVs
- Toys and equipment
- Daily needs – geographic separation
- Access to outdoor adventures
- Snow and snow storage







**HOW WILL YOU
TAKE THE KIDS TO HOCKEY
ON AN E-BIKE?**



GETAWAKE.ca

BCbillboards.ca



Small Towns are also in need of
missing middle housing...

Parking Trade-offs – Fitting it all in

**GARBAGE AND
RECYCLING**



**HYDRO
KIOSKS**



**LOADING/
SERVICE
DELIVERY**



**SWM/
BIO
SWALES**



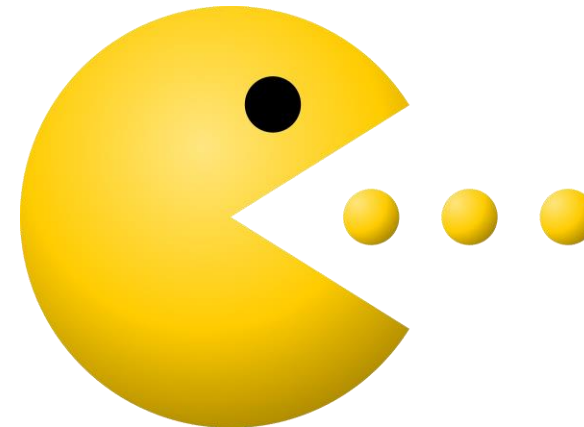
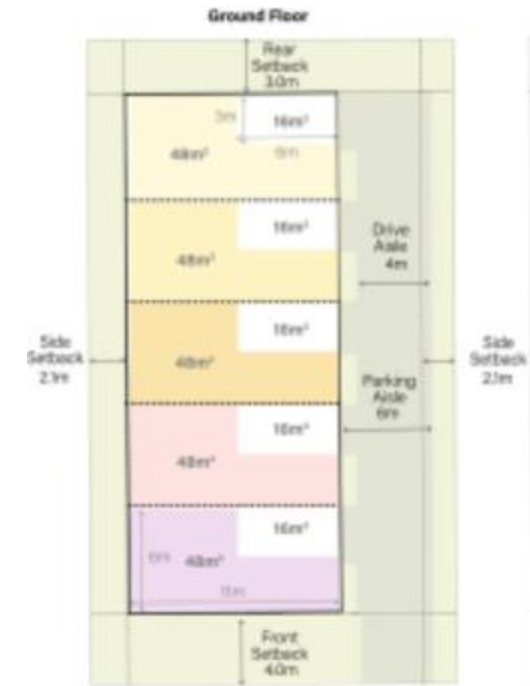
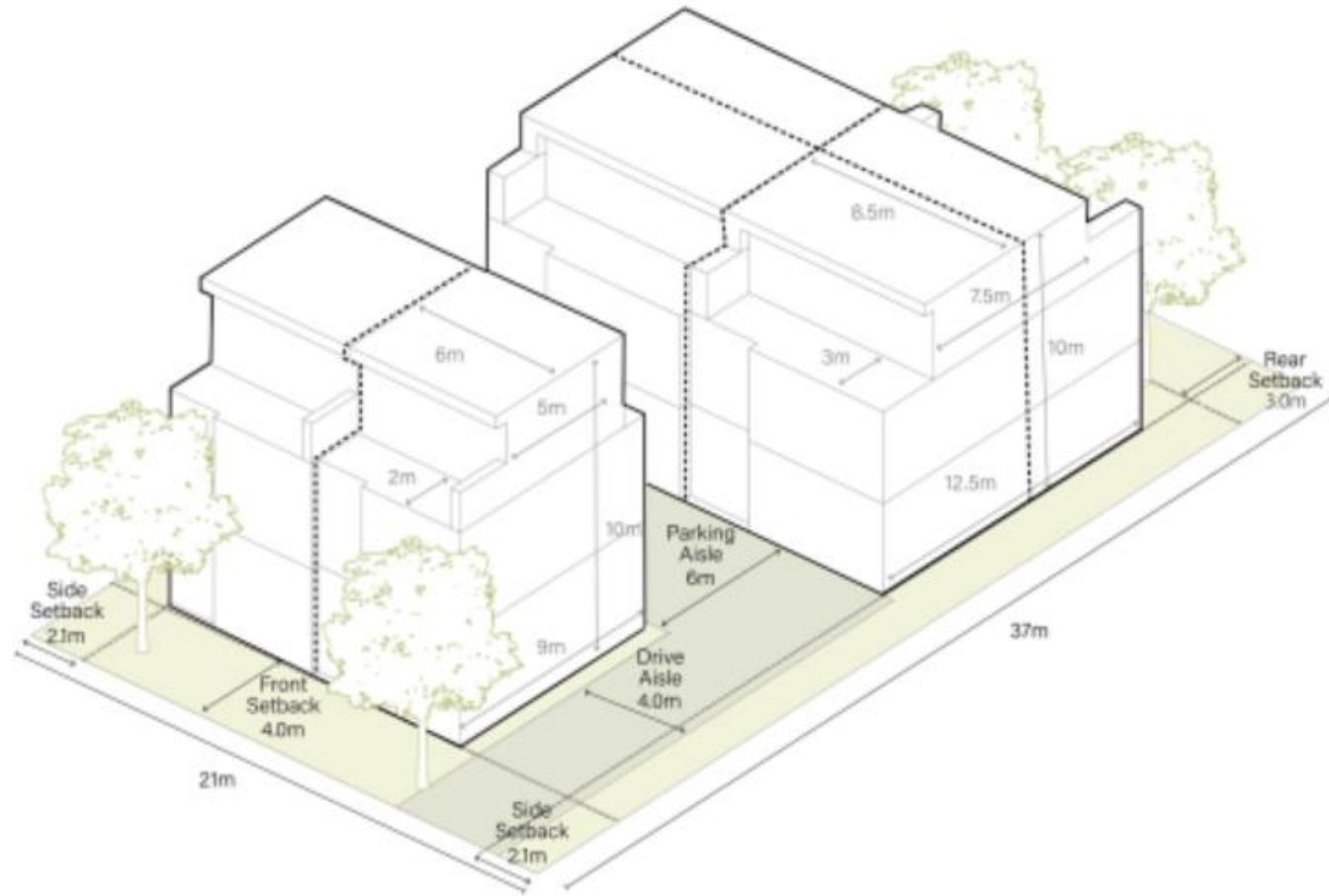
**ON STREET
RESIDENT
PARKING
MANAGEMENT**



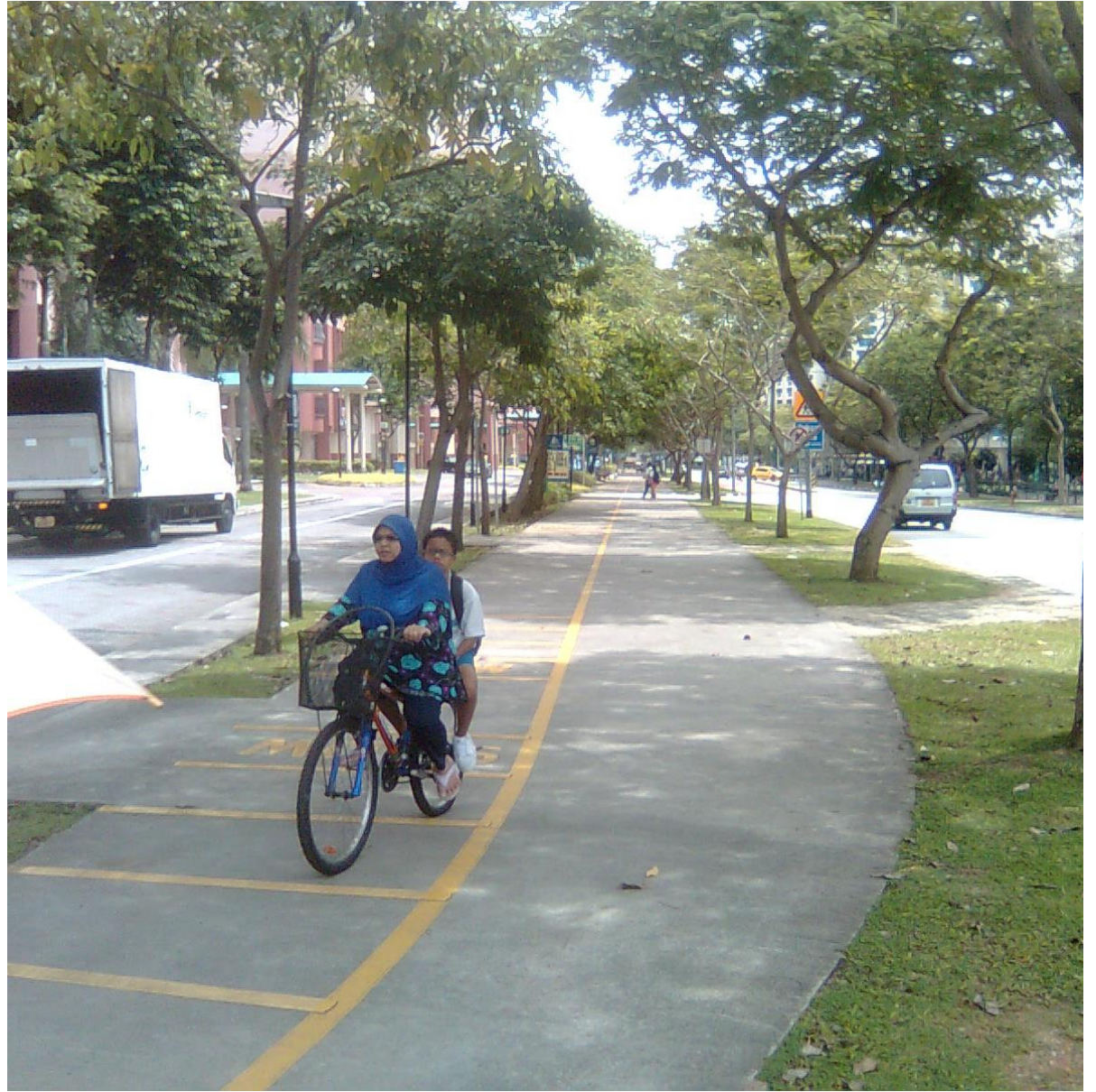
**SHADE
TREES**



No Lane - Accessing Parking









Shown: RFP9
9,000 lbs. capacity

Impact Considerations of Reductions

- Increasing options – transit, ATC, pedestrian infrastructure, car share
- On street parking management
- Plan for when the incremental change hits the wall
- Market demand now vs future needs



Option Considerations

No minimums

Reductions based on location
and alternative transportation
options

Decoupling parking from real
estate entity – pay if you need it

Geographic Parking Reductions

Parking requirements scaled based on:

- The property that the development is occurring on is within 500m walking distance of a bus stop on a frequent transit route (with 20 minute or better weekday service frequency)
- Parking based on walkability to services/daily needs

Recommendations

- Understand the incrementality
- Probability of redevelopment analysis
- Inter-departmental discussions regarding tradeoffs and competing demands
- Engage industry to understand market demands
- Start planning for the impacts
- Transportation Demand Management
- On street parking regulations
- Consider increasing height and reducing site coverage
- Consider different regulations and guidelines where lanes exist



Has your LG reduced or considering reducing parking requirements for gentle density developments (ADU and/or plex)?



**Has your Local Government
reduced parking to less than 1 stall
per unit?**



Is this reduction based on being close to transit or in a highly walkable areas?



Contact Us



Nancy Henderson, MCIP, RPP
nhenderson@urbansystems.ca
c 250-718-8803 | f 250-763-5266



Natasha Elliott, P.Eng, PTOE
nelliott@urbansystems.ca
c 778-738-3637 | f 250-763-5266



Alison Gu Burnaby City Councillor



To consider: what are your biggest challenges when it comes to working with members of Council?



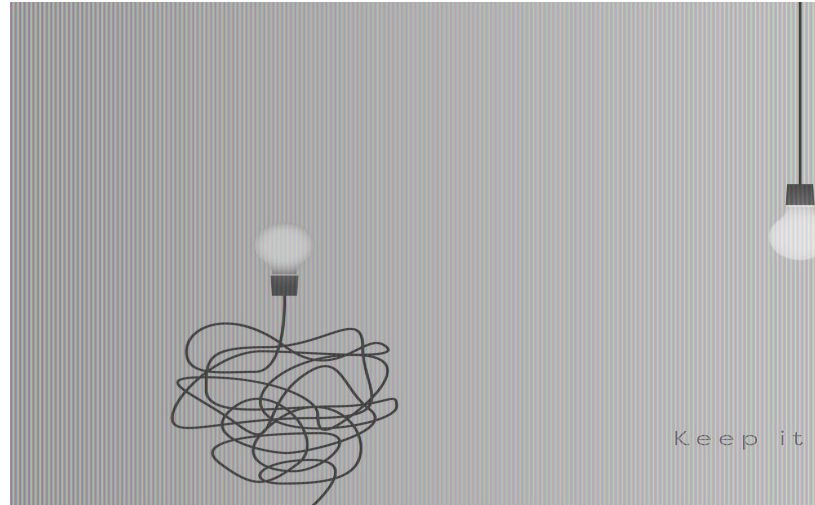
Communication and framing is key

Don't limit yourself with "Planner language"

(alternatives: engineer language, plangineer language)

Remember:

- Mayor and Council are almost always laypeople – and there will never be a majority of Planners on Council!
- The public you need to convince are laypeople and are primarily concerned with how their day-to-day lives will be impacted



Why at Metrotown?

Metrotown is the preferred area for a new City Hall as it is developing into Burnaby's true downtown core, as established in the 2017 Metrotown Downtown Plan. This facility will lend to the creation of a “civic heart” in this area and could include additional civic uses. The Metrotown area is also designated as a “regional city centre” under Metro Vancouver's Regional Growth Strategy. As a result, this area has seen significant investment in regional-scale transportation infrastructure and City-wide services.



An exercise...

Putting yourself in Council's shoes

- City Council often focused on taxes
 - E.g. Increase in parking = increase in cars = increase in taxes from road maintenance
- All residents hate traffic (including Council)
 - Increasing parking availability means increasing the demand to drive
- (Some) councils like density because growth allows for taxes to stay low
 - Density will lead to significantly worse traffic if we don't put the brakes on!
- Political aspect – focusing on the solutions (“carrot, not stick” – but in reality, both are needed simultaneously)
- Councils tend to be responsive to loud and consistent voices

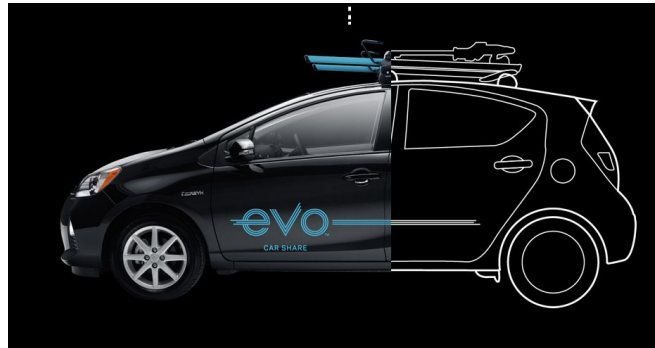
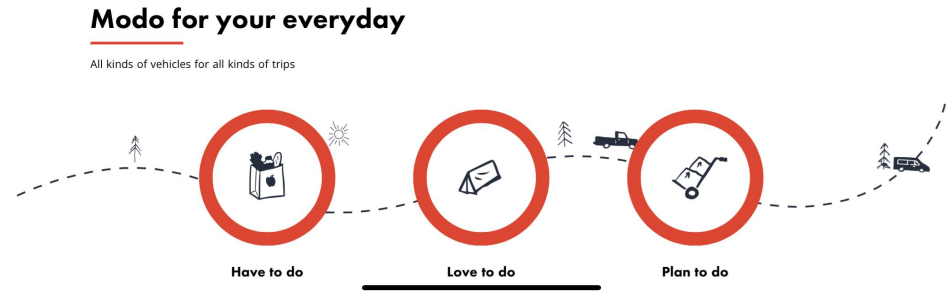
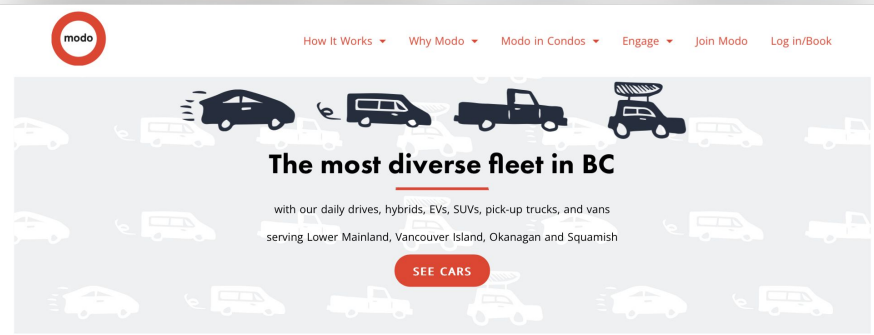


Can't always rely on Councils to make the right decisions...!

- Need the public's help – and therefore, engagement is key
 - How to maximize the voices that will support evidence-based decision-making?
 - Make it accessible for young people, cyclists, pedestrians, car-share user groups
 - Surveys in urban areas, alongside bike routes, partnering with car share companies to engage their users
 - Surveys vs. What Councils receive
 - Easier to ignore a number than to ignore a name
 - Easier to ignore an email than a call, etc.
- At the end of the day, *most* Council members are concerned with getting re-elected.
 - Timing is key with big projects

Car-share

- Closest alternative to car-ownership
 - Easier to envision
 - Economics often make sense
 - Parking
 - Car ownership
 - Insurance
 - Gas
 - Maintenance and repairs
 - Functionality
 - Clear “carrot” alternative where public transit and cycling are not considered feasible



Barriers and solutions to car share

Parking	Allowing municipal road space to car share operators
Legal	Work with legal department to establish car-share operating agreement
Their business case (density per acre, demographics of municipality vs. Their user groups, average distance travelled)	Smaller operating zones, increasing density, decreasing/eliminating parking minimums tied to car share agreements with developers, e-cargo bike share?



Barriers and solutions (continued)

- Residents being upset with “loss” of car spaces in front of their buildings
 - Communications/framing
 - Ensuring Council support (and ensuring there is at least 1-2 councillors who can organize a majority vote)
 - Start with round-trip as pilot and show success through program
- Companies don’t want to expand due to the business case
 - Estimate density per acre (shoulder areas of multiplexes and commercial) to advocate for your municipality
 - Negotiations related to new development (higher density)
 - Add in requirements for car share (ratio of car space:units) for developments to lower parking minimums
 - Encouraging residents/users to advocate
 - Encouraging Council to advocate



Active transportation — cycling lanes, sidewalks

- Largely political
 - Reduces risk of deaths and serious injuries — for cyclists/pedestrians AND vehicular traffic
 - Will reduce traffic — if you build it, they will come
 - Work quickly after elections and know your Council!
- Engagement
 - Bicycle parking for businesses to support customer base
 - Downtown Vancouver businesses were anti-bike lane until they realized their revenues increasing
 - Community groups
- Good design
 - Legitimate concerns from drivers around dooring in residential neighbourhoods
 - Legitimate safety concerns from pedestrians and cyclists about user conflict, speeds of illegal e-scooters/micromobility devices



Urban Thrive

We build homes for people, not cars

About Us

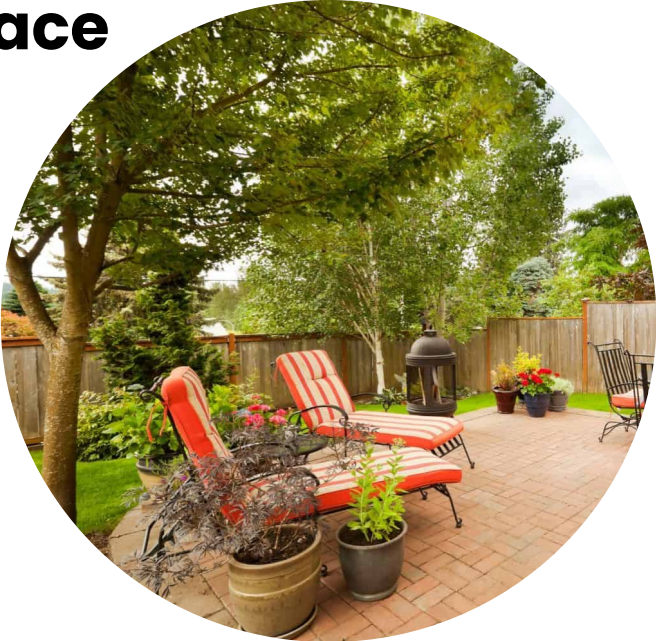
- Social enterprise housing developers
- Specialize in car-free, missing middle housing
- Mandate to be a catalyst for sustainable community development – densifying low-density neighbourhoods into vibrant, thriving, low-carbon communities



Housing



Green Space



Parking

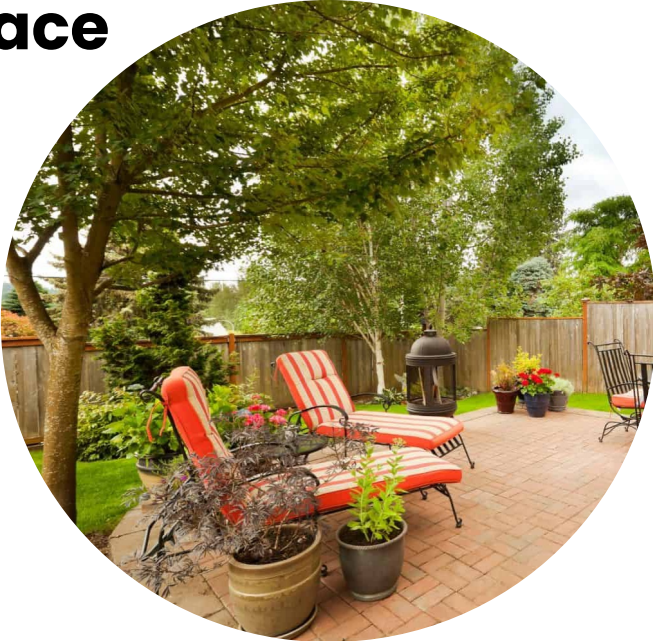


**Single
Detached
Housing**

Housing



Green Space



Parking



**Conventional
Multi-family
Development**



Housing

Green Space



Parking

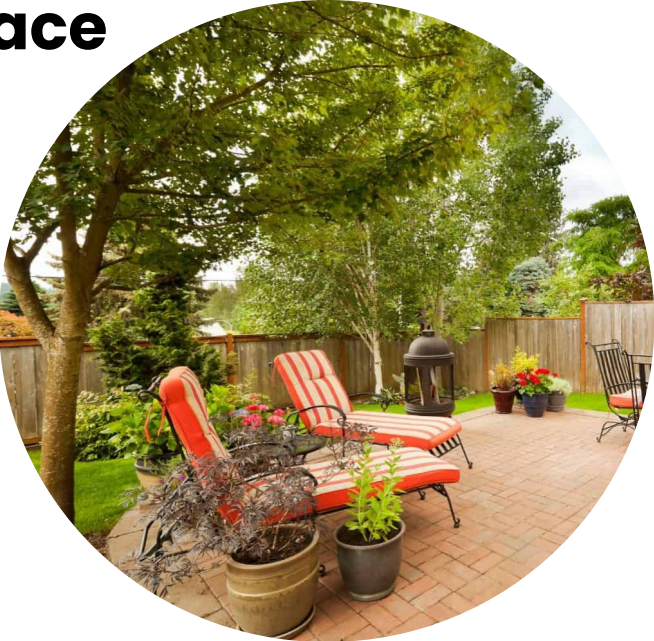


**Car-Free
Housing**



Housing

Green Space



Parking



How it Works

- Assemble ingredients for a successful car-free lifestyle
- Location
 - AAA cycling network access
 - Established car-share network
 - Walkability and access to amenities
 - Residential streets
 - Good access to transit is nice to have
- Provide robust sustainable transportation alternatives
 - Best in class bike garage
 - EV car share
- Better design



Residents

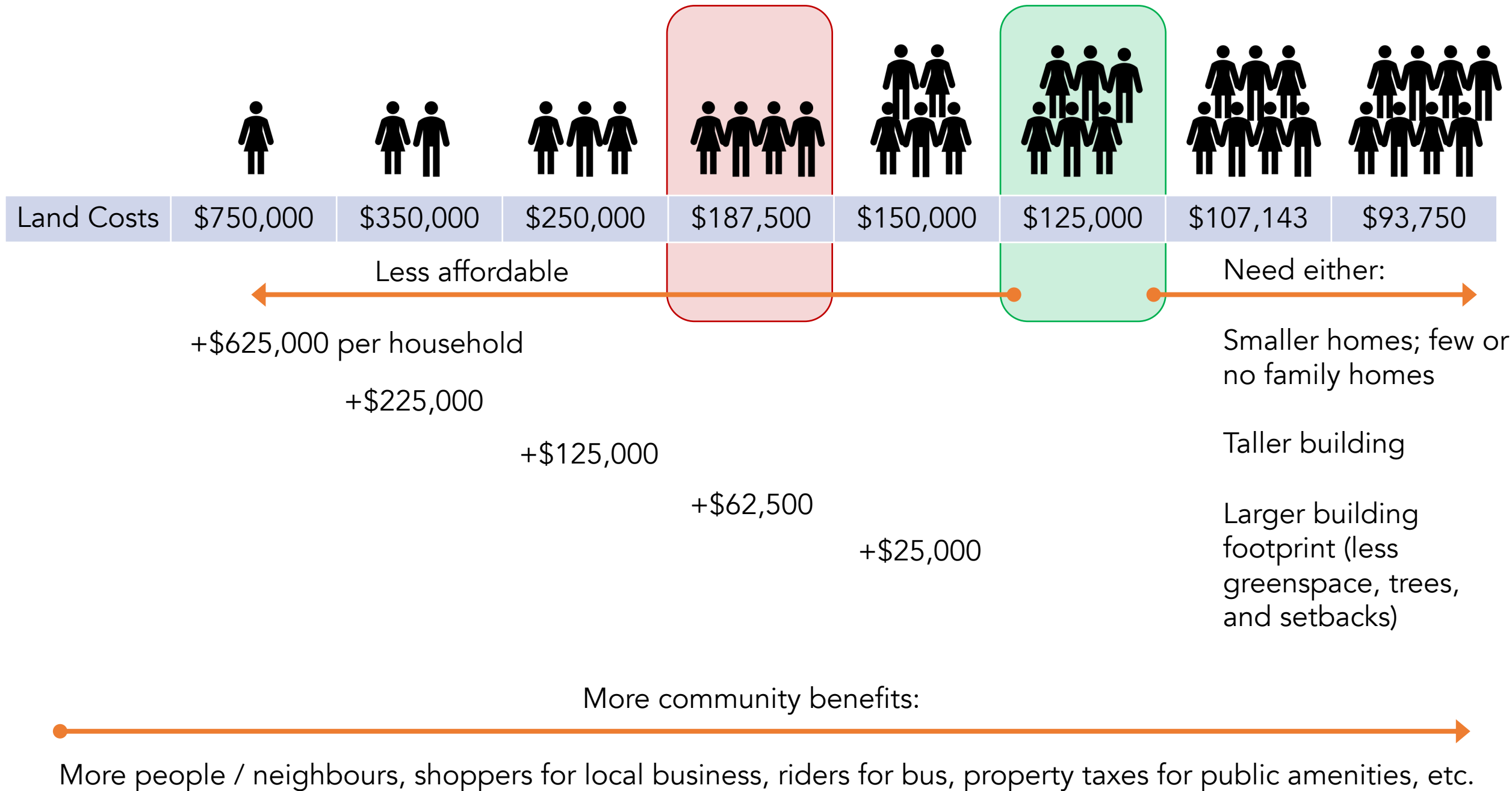
- Higher density = lower costs = lower price
- Greater total affordability
 - Lower price
 - Lower transportation costs
 - Lower home maintenance costs
- Access to neighbourhoods previously excluded from
- Better lifestyle (short commutes, rich public amenities, etc.)
- More green space
- Community centric home design

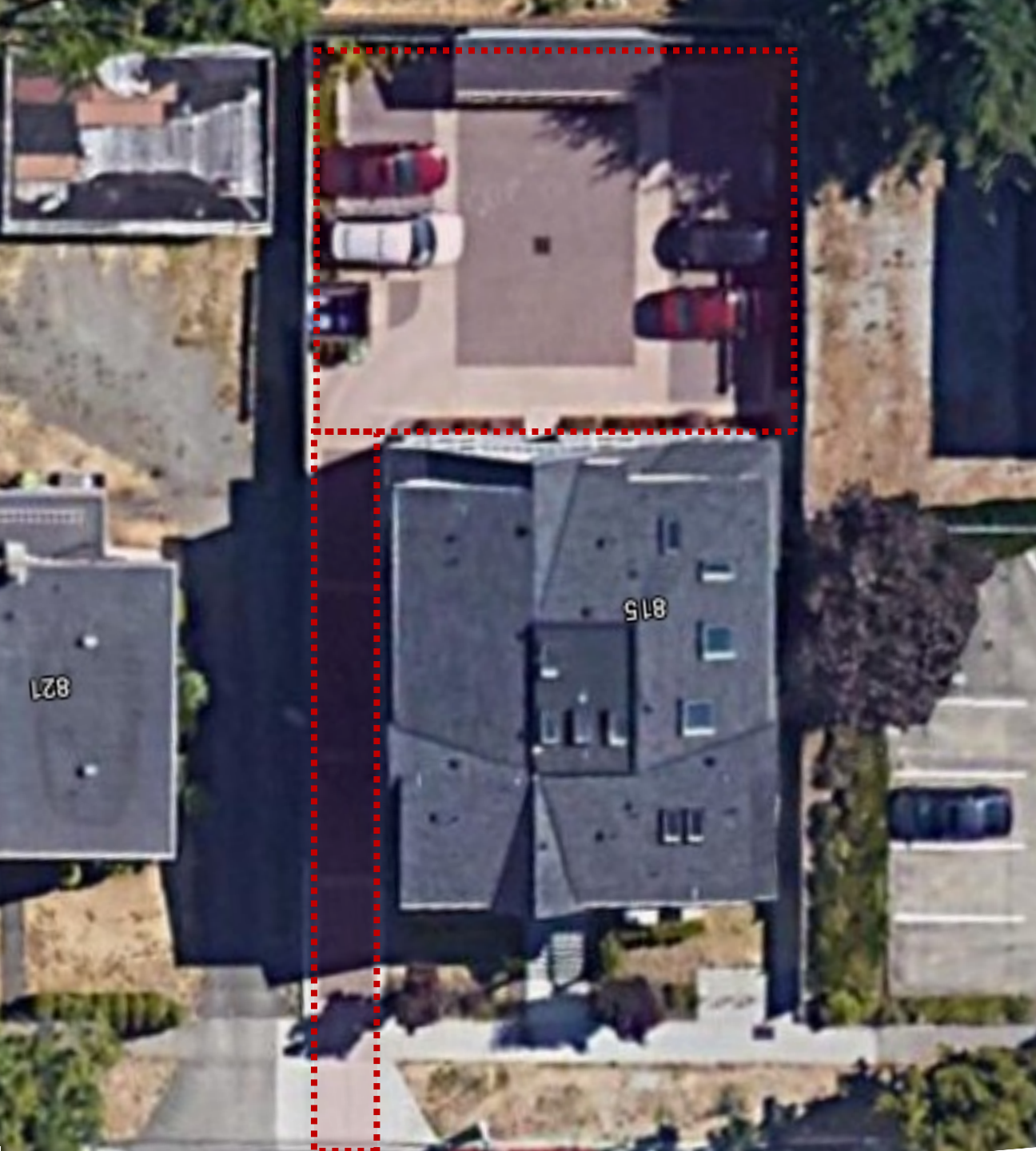


Public

- Lower emissions
- Safer more livable streets:
 - Traffic / congestion
 - Road safety risks
 - Noise pollution
 - Air pollution
 - Light pollution
- Maintain or expand urban forest
- Higher property taxes / investment in public realm
- More shoppers at local businesses
- More transit riders / investment better transit service





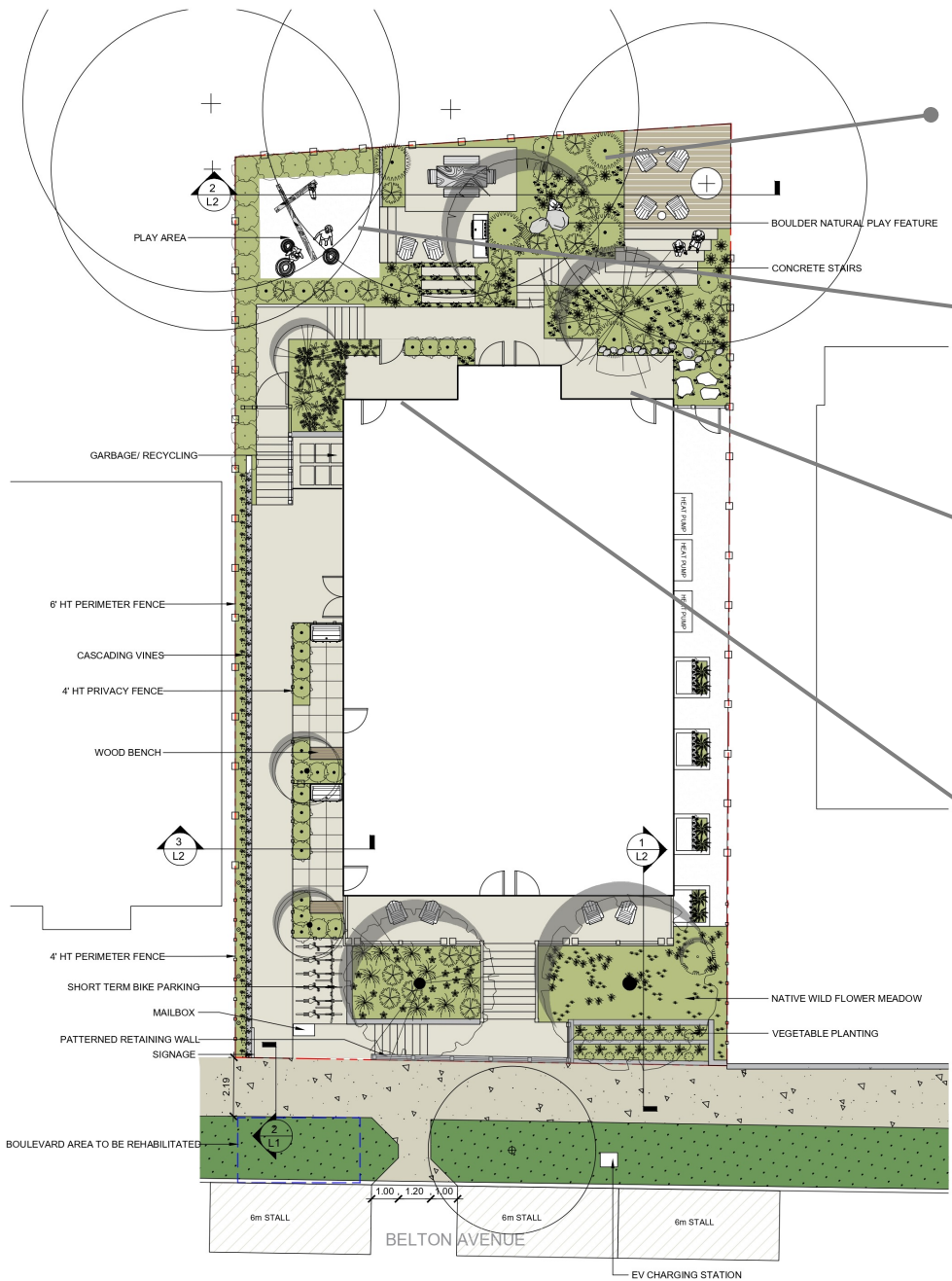
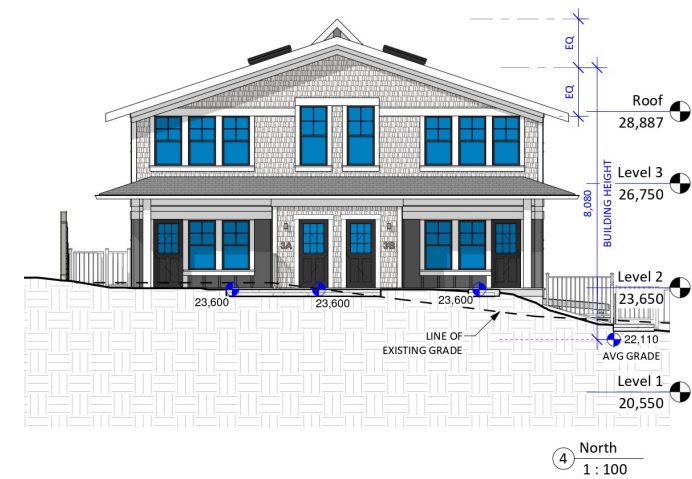


9 trees and more than 265 plants!

Children's nature play area, built in BBQ, picnic table, seating deck

All family homes have direct access to community commons.

Windows are plentiful and connect interior and exterior spaces



Edmonton parking reform

Letting People Have Choice

Colton Kirsop, BA, MUP, MCIP, RPP,
(He/Him/His)

Business Lead, Community Planning,
McElhanney

Suite 2300 Central City Tower | 13450 - 102 Ave | Surrey BC V3T 5X3

D 236-317-9978 | C 778-554-0590

CKirsop@mcelhanney.com



McElhanney

What got this started

Swiss to Go Sandwich Shop





What is the impact of parking minimums?

Vacant lots on Main Street



What did we do?

Pilot Program!

5.
5

Bylaw 17600

To reduce parking requirements for eating and drinking establishments along 124 Street, Jasper Avenue and Whyte Avenue

Purpose

To reduce minimum parking requirements for restaurants, bars and neighbourhood pubs, specialty food services, and nightclubs, which are located within three areas: 124 Street Business Revitalization Zone, Jasper Avenue corridor west of 109 Street in the Oliver neighbourhood, and Whyte Avenue Commercial "Area 5" in the Strathcona Area Redevelopment Plan.

Readings

Bylaw 17600 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Bylaw 17600 be considered for third reading."

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on Friday, March 18, 2016, and Saturday March 26, 2016. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this Bylaw.

Previous Council/Committee Action

At the January 19, 2016, Executive Committee meeting, the following motion was passed:

That Administration prepare amendments to Zoning Bylaw 12800 as outlined in Attachment 1 of the January 19, 2016, Sustainable Development report CR_3190, and return to a future City Council Public Hearing.

What did it lead to?

Not chaos...but vibrancy

- More development permits issued in mature areas
- Less appeals to Subdivision and Development Appeals Board (SDAB)
- More small, independent food and beverage establishments
- Increase in Main Street vitality

OTTO

BEERS
ON TAP

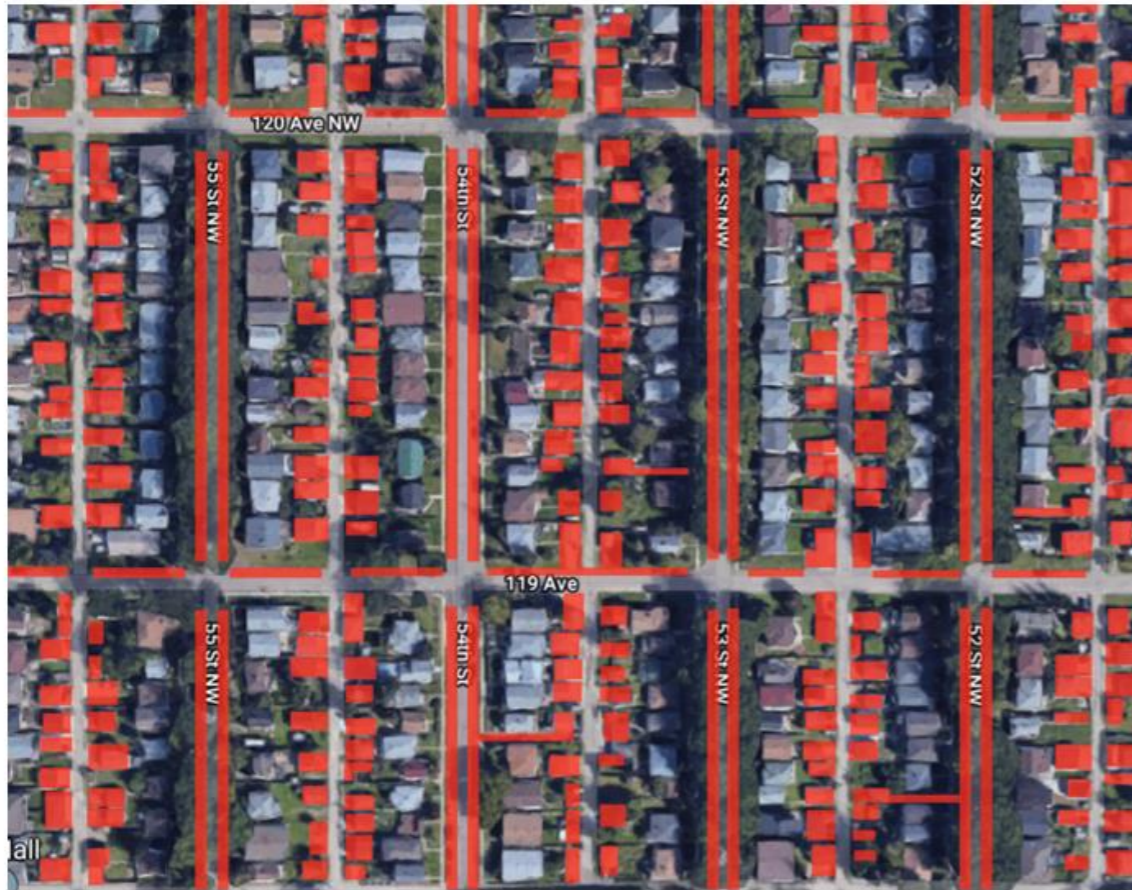
BLINDMAN
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BIERE

YELLOWHEAD
LAGER

OTTO



Conversations and Analysis



Garden suites next!



Parking Reductions for Suites and Semis

- Recognition that suites don't necessarily 'drive' demand
- Allowed the option to un-bundle parking for the suite



What Did it Lead to?

A bigger conversation...



PARKING. IT'S ALL ABOUT SPACE.

When it comes to parking, there are often trade-offs between the amount of available parking, the cost of homes and businesses, and the ability to walk to destinations in your neighbourhood.



PARKING. IT'S ALL ABOUT SPACE.



What can you do?

- Crowd source your data with DIY surveys, students and resident volunteers
- Analysis of your variances/exemptions
 - Compare the outcomes – what worked out well?
- Who else is doing this? (the list is getting longer!)
- Incremental change – it's better than that status quo and 'pilots' can be a useful testing ground

Thank you!



McElhanney