The 2018 Regional Parking Study – Key Findings

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SENIOR PLANNER, REGIONAL PLANNING

Regional Planning Committee, March 8, 2019

28834327
Regional Interest

In coordination with transit, reduce or maintain reduced parking within Urban Centres and Frequent Transit Development Areas.

Offer incentives to help make rental housing viable, such as parking reductions.

Manage parking to encourage modal shift, transportation efficiency, and affordability.
The 2018 Regional Parking Study

Apartment Parking Facility
- 73 apartment sites
- Weekday 11PM
- Streets within 200 metres of apt sites
- Weekday 6:30PM, 11:00PM
- Saturday 6:30PM
- ~9,300 street parking spaces
- ~160 km curbside segments

Street Parking

Households
- 1,500 responses
- Supplemental information
Apartment Sites

Legend
- 2017 Apartment Sites
- 2011 Apartment Sites
- Frequent Transit Network 2016
Key Findings

1. For both rental and strata apartment buildings, parking supply exceeds use across the region.
Key Findings

2. Apartment parking supply and use is lower for buildings closer to frequent transit.

**Market Rental**

FTN Proximity, Market Rental (n=12)
- Within 800m Rapid Transit: 0.62
- Within 400m Frequent Bus: 0.90
- Off FTN: 1.31
- Stalls per Dwelling Unit: 0.35, 0.72, 0.99
- Parked Veh per Dwelling Unit: 0.72, 0.99, 0.99

**Strata**

FTN Proximity, Strata (n=50)
- Within 800m Rapid Transit: 1.21
- Within 400m Frequent Bus: 1.40
- Off FTN: 1.54
- Stalls per Dwelling Unit: 0.86, 0.97, 1.09
- Parked Veh per Dwelling Unit: 0.97, 1.09, 1.09
Key Findings

3. Transit use is generally higher where apartment parking use is lower, especially for rental sites.

Transit Boardings and Apartment Parking (n=70)

$R^2 = 0.25$
Key Findings

3. Transit use is generally higher where apartment parking use is lower, especially for rental sites.
4. Street parking is complex in mixed-use neighbourhoods. Non-residential trip generators, apartment visitors, apartment residents parking on street.

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Street Parking Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Evening</td>
<td>59%</td>
</tr>
<tr>
<td>Weekday Late Night</td>
<td>52%</td>
</tr>
<tr>
<td>Saturday Evening</td>
<td>65%</td>
</tr>
</tbody>
</table>
4. Street parking is complex in mixed-use neighbourhoods. Non-residential trip generators, apartment visitors, apartment residents parking on street.
Key Findings

4. Street parking is complex in mixed-use neighbourhoods. Non-residential trip generators, apartment visitors, apartment residents parking on street.

- 7 of 65 street networks had high parking use in two or three surveyed time periods.
- Non-residential destinations appear to be common factors in these 7 outliers.
Key Findings

4. Street parking is complex in mixed-use neighbourhoods. Non-residential trip generators, apartment visitors, apartment residents parking on street.
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For rentals, if residential parking is **NOT** included in the rent, both on-site supply and utilization are lower…
4. Street parking is complex in mixed-use neighbourhoods. Non-residential trip generators, apartment visitors, apartment residents parking on street.

<table>
<thead>
<tr>
<th></th>
<th>Associated Street Parking Utilization</th>
<th>Parking NOT included in rent</th>
<th>Parking included in rent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Evening</td>
<td>60%</td>
<td>+12 pts</td>
<td>52%</td>
</tr>
<tr>
<td>Weekday Late Night</td>
<td>48%</td>
<td></td>
<td>43%</td>
</tr>
<tr>
<td>Saturday Evening</td>
<td>59%</td>
<td>+11 pts</td>
<td>52%</td>
</tr>
</tbody>
</table>

…and associated street parking use is also higher.

But notice street parking use is always higher in the evenings.
Key Findings

5. The design and capacity of bicycle parking facilities in apartment buildings are discouraging their use by many residents.
Next Steps

- Inform municipal planners and engineers on study findings
- Prepare Summary Booklet
- Continue to convene the Project Advisory Group and look for opportunities for Regional Planning to support member jurisdictions through research and/or guidance
Thank you
## Apartment Sites

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Sites</th>
<th>Strata</th>
<th>Market Rental</th>
<th>Mixed Tenure</th>
<th>Mixed Rental</th>
<th>Non-Market Rental</th>
</tr>
</thead>
<tbody>
<tr>
<td>South of Fraser</td>
<td>19</td>
<td>14</td>
<td>4</td>
<td>-</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Vancouver/UBC</td>
<td>15</td>
<td>2</td>
<td>4</td>
<td>7</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Northeast Sector+</td>
<td>14</td>
<td>13</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Burnaby/NW</td>
<td>10</td>
<td>10</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>North Shore</td>
<td>8</td>
<td>6</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Richmond</td>
<td>7</td>
<td>5</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>73</td>
<td>50</td>
<td>12</td>
<td>7</td>
<td>3</td>
<td>1</td>
</tr>
</tbody>
</table>
## Apartment Sites

<table>
<thead>
<tr>
<th>Year Built</th>
<th>Sites</th>
<th>Strata</th>
<th>Market Rental</th>
<th>Mixed Tenure</th>
<th>Mixed Rental</th>
<th>Non-Market Rental</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within 800 m of a rapid transit station</td>
<td>30</td>
<td>22</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Within 400 m of a frequent bus corridor only</td>
<td>28</td>
<td>20</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Away from FTN</td>
<td>15</td>
<td>8</td>
<td>6</td>
<td>-</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>73</strong></td>
<td><strong>50</strong></td>
<td><strong>12</strong></td>
<td><strong>7</strong></td>
<td><strong>3</strong></td>
<td><strong>1</strong></td>
</tr>
</tbody>
</table>
Key Findings

1. For both rental and strata apartment buildings, parking supply exceeds use across the region.
Key Findings

2. Apartment parking supply and use is lower for buildings closer to frequent transit.
TOAH Study

Frequent Bus Corridor

Rapid Transit Corridor

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Owners</th>
<th>Renters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $30,000</td>
<td>20</td>
<td>37</td>
</tr>
<tr>
<td>$30,000 to less than $50,000</td>
<td>18</td>
<td>33</td>
</tr>
<tr>
<td>$50,000 to less than $75,000</td>
<td>23</td>
<td>29</td>
</tr>
<tr>
<td>$75,000 or more</td>
<td>31</td>
<td>24</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Owners</th>
<th>Renters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $30,000</td>
<td>32</td>
<td>43</td>
</tr>
<tr>
<td>$30,000 to less than $50,000</td>
<td>31</td>
<td>46</td>
</tr>
<tr>
<td>$50,000 to less than $75,000</td>
<td>30</td>
<td>36</td>
</tr>
<tr>
<td>$75,000 or more</td>
<td>29</td>
<td>35</td>
</tr>
</tbody>
</table>
Key Findings

1. For both rental and strata apartment buildings, parking supply exceeds use across the region.
Key Findings

3. Transit use is generally higher where apartment parking use is lower, especially for rental buildings.
Additional Information in Technical Report

- ‘Looking Ahead’ chapter: new mobility, consumer preferences
- Municipal parking bylaws