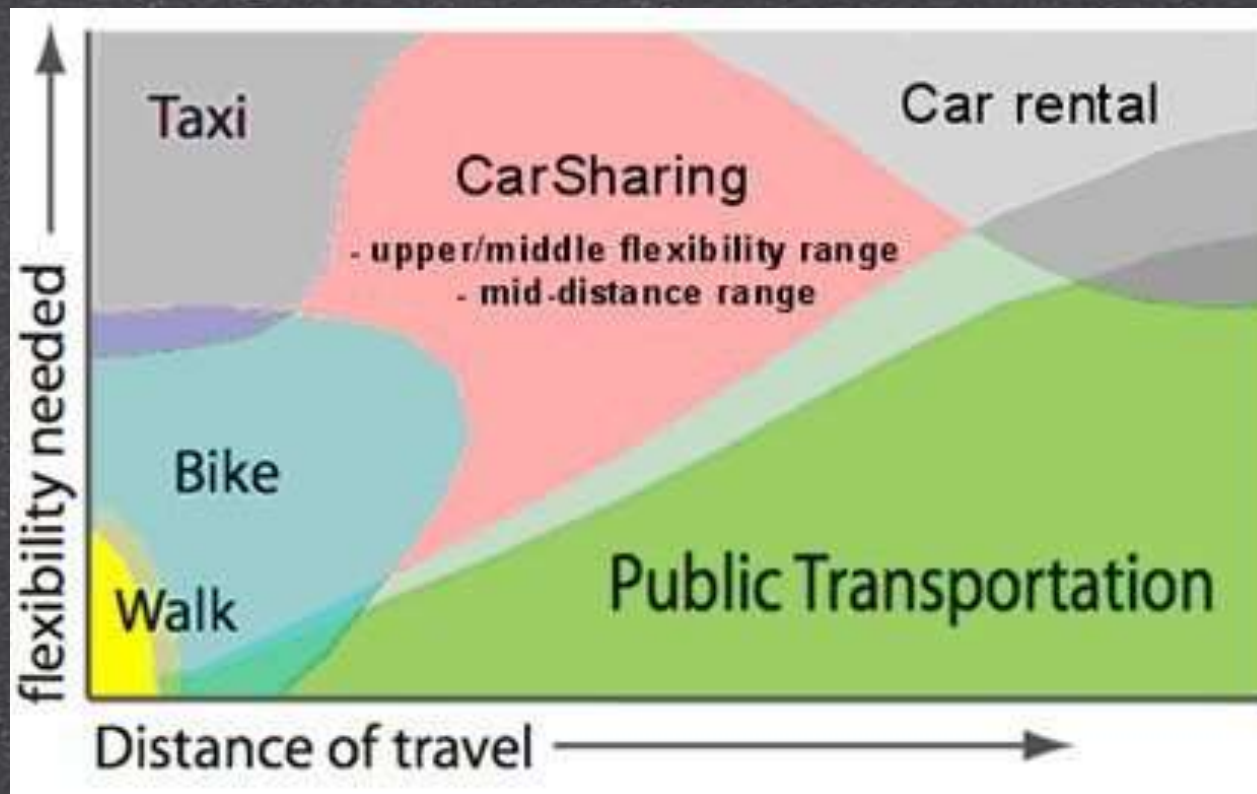


Carsharing Parking Policies:

Metro Vancouver's best practices

Tanya Paz
Tanya Paz Consulting







ideal carsharing town =
ideal active transportation town

- High density, mixed use
- Good pedestrian environment
- Family and business use
- As support of transit
- Parking pressures such as metered parking, low/no minimum and max

Not on your grandma's
greenfield!



What's the greatest obstacle?

- The TCRP* report notes that "making reserved parking spaces available for the car-sharing vehicles is one of the most useful actions a partner can take."
- Parking can be on-street or off-street, but needs to be convenient and visible."

*Transportation Research Board Transit Co-operative Research Program

the best parking

1. visible surface lot, designated stall (with sign)
2. underground, designated stall (with sign)
3. designated on-street parking (with sign)

private lots

Easy Park: owned by CoV

- e.g. 30% discount for carsharing
- daily rate only lots – make a monthly exception
- top of wait list no exclusivity agreements





on-street parking



on-street parking 1.0: 7 years!



on-street parking 2.0: can tow!



2012 UBC on-street & can tow!

permits

- RPP - Residential Permit Parking
 - commercial plates
 - loading zones



incentives for ride

- parking stall costs \$30-50K to build more expensive each level
- underground reduce minimum parking requirements





Case 1: Mole Hill

Vancouver by-law transformation

- 2005 first carsharing in developments bylaw. 1:3
 - 2009 update - 1:5 + established org
 - 2013 update - make it work for both 2-way CSOs



Case 2: 1750 Davie St



Case 3: 2 undersized stalls



Case 4: narrow lot



Case 5: training sales



Case 6: 25' lot



Case 7: micro rentals



Case 8: heritage house



Case 9: 60 W. Cordova

Vancouver's Schedule A

- Provides clear instructions to developers on parking dimensions (tandem not permitted)
- Best parking spots, second only to wheelchair accessible
 - Signage and pavement markings
 - Uninterrupted wireless service

recommended procedures

• CSO chooses vehicles, parking spots, gate access, approves marketing materials developer buys car or equivalent, provides designated stall and reader, EV charging station (if requested) gets min parking requirements reduced City issues occupancy permit once CSO satisfied

flexible by-laws and policies

• 1-way, P2P, and other types coming on the scene; choice is good; make it work some may want a car bought by developers & other CSOs will take money for marketing if not on-site then within 500m of site in DOS parking



bike rack wish list

walk the talk share the share

- carsharing services for employees
- saves money; models great behaviour
- sharezies across departments
 - unions love it
 - fleet managers love it



know your economics

WHY BUY LOCAL?



THE OWNERS OF
local businesses
ARE BEHIND THE COUNTER.



LOCAL BUSINESSES STOCK
local products
AND BUY LOCAL SERVICES.



BUYING LOCAL KEEPS
4 times
THE MONEY IN
THE ECONOMY COMPARED
TO SHOPPING AT CHAINS.



LOCAL BUSINESSES SUPPORT LOCAL
EVENTS, SPORTS TEAMS & CHARITIES

250%
more than big corporations.



@LOCBC #BUYLOCO

ATTENTION:

PLEASE USE SCOTCH TAPE

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NAIL



Nicole
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THANK YOU.

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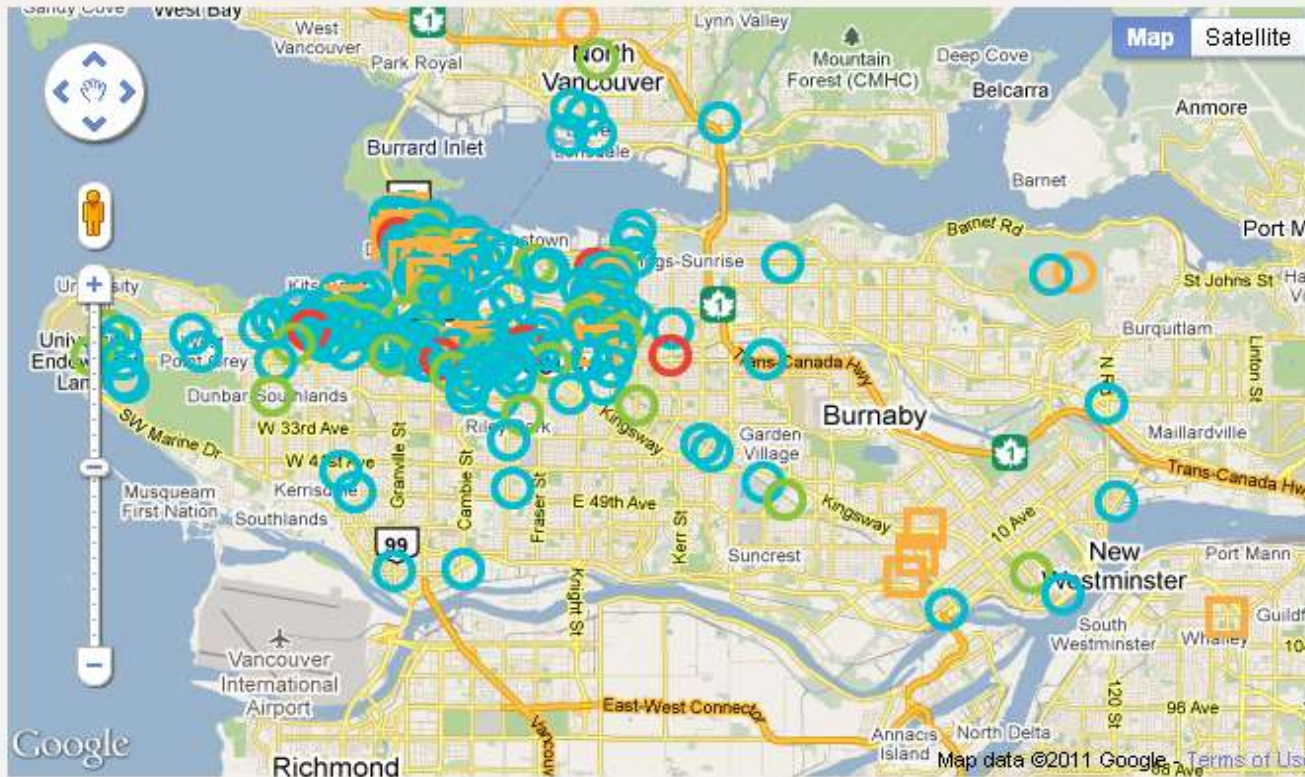
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mapping mimicry

find modo.

search by neighbourhood: All



Displaying 206 locations

West End

Alberni Market

Yellow Mazda Protege5

1080 Barclay @ Thurlow

Yellow Mini Cooper Classic

Mole Hill - Bute Street

Burgundy Honda Civic
White Mazda B3000

Mole Hill - Thurlow Street

White Toyota Echo
White Dodge Caravan

Beach

Red Nissan Versa Hatch

Drake

Grey Mazda 5

Horizon

Silver Mazda Protege5
Grey Mazda 5

Oceanic-Harwood

Car Minivan Truck Hybrid Multiple Vehicles

