Carsharing Parking Policies:

Metro Vancouver’s best practices

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

- 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

THIS IS THE NEW SURREY

PHASE 1 AND 2 SOLD OUT IN HOURS
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 PRODUCTS.

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

PROVIDED TO TEST

NAIL POLISH
THANK YOU.

tanyapazzy@gmail.com
604.309.1266

@tanyapazzy
mapping mimicry