



Climate Emergency Parking Program

Clean Air Partnership | April 14, 2022



The City of Vancouver is on the unceded traditional territory of the Musqueam, Squamish and Tsleil-Waututh First Nations.



These lands are the foundation of thousands of years of living culture of the Musqueam, Squamish and Tsleil-Waututh peoples.



We acknowledge hən'qəmin'əm' and Sḵwxwú7mesh as the original languages of these lands.

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The Climate Emergency Action Plan

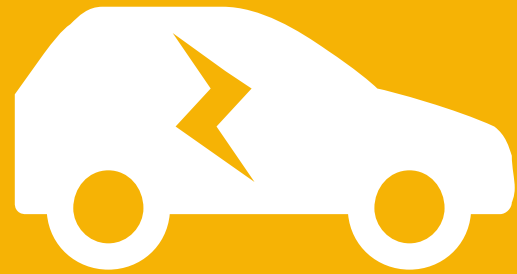
By 2030:

- Reduce carbon emissions 50%
- Two-thirds of all trips on foot, bike & transit
- 50% of distance driven by electric vehicles

Directions to explore **parking initiatives** including:

- **Pollution surcharge on parking permits**
- **Citywide parking permits**
- **Eliminating minimum parking requirements**

Climate Emergency Parking Program Goals



**Encourage
clean vehicles**
for people buying
new ones



**Reduce
air and carbon
pollution**



**Fund climate
emergency
actions**

... while enabling us to better manage local parking issues
as the city grows

Timeline



Nov 2020

Climate Emergency Action Plan

High level support from public and stakeholders informed directions

Early 2021

Phase 1 Engagement

Focus on understanding parking issues & concerns to help develop draft program

Summer 2021

Phase 2 Engagement

Gather public & stakeholder feedback on detailed draft directions

Fall 2021

Council Decision

October 6 meeting

Early 2022

Proposed Program Launch

if directed by Council

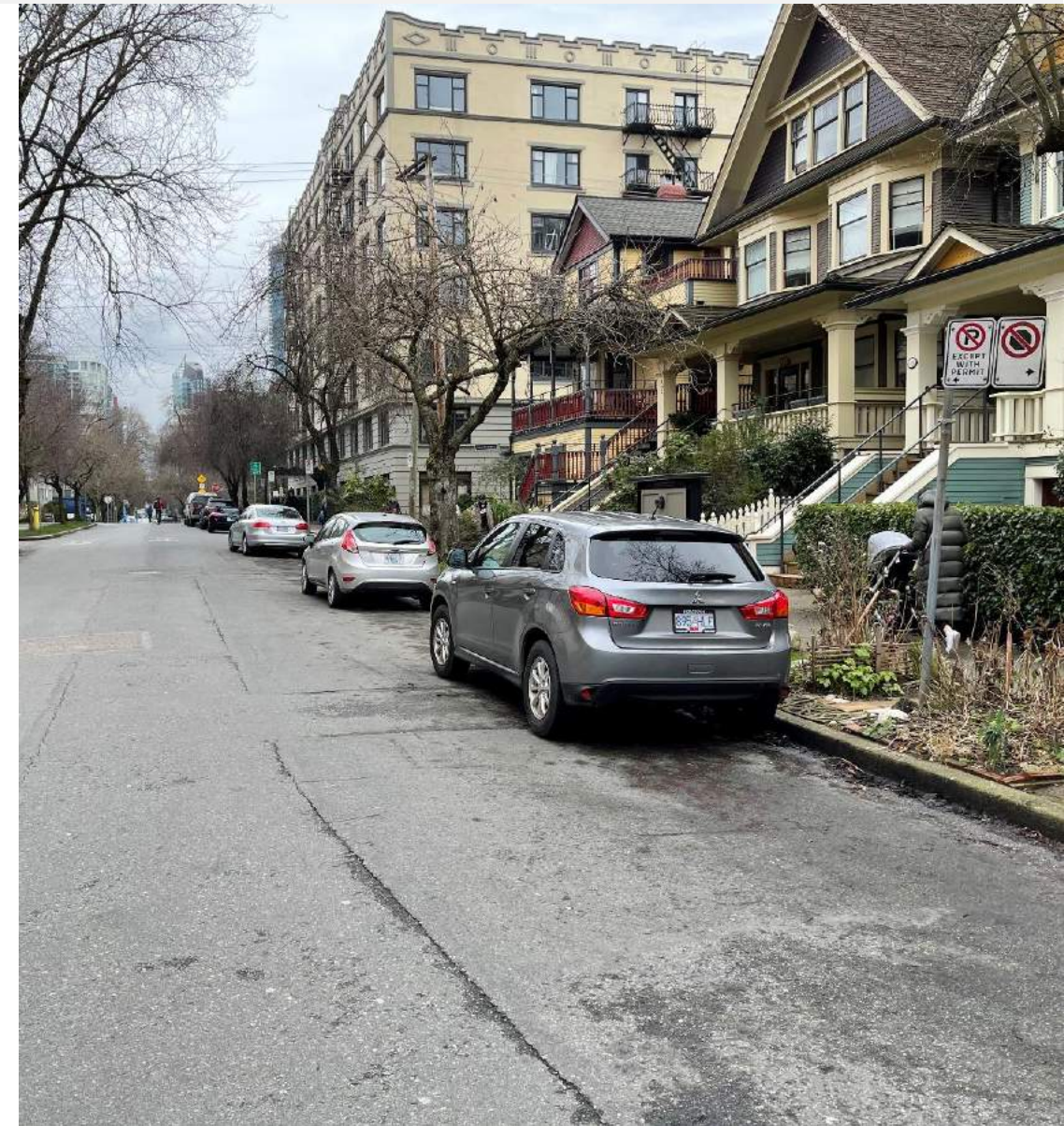
Phase 1 Engagement Highlights

Purpose: Collect data to inform detailed approach

(e.g. vehicle ownership, access to off-street spaces, parking behavior, difficulty finding parking, general comments)

12,000+ responses

- 1. High response rate from car owners and people in ground-oriented housing**
- 2. Concerns about impacts to visitors & service providers**
- 3. Parking issues vary geographically | not an issue everywhere**
- 4. Off-street spaces are generally available**
- 5. Most respondents concerned about climate change**



The Proposed Program:

Two initiatives that work together

1. Annual Pollution Charge


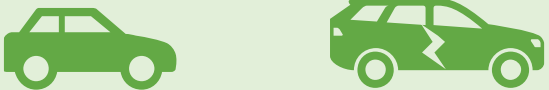


added to permits on new, higher-polluting vehicles (model year 2023+)

2. Overnight Residential Parking Permit

for areas that are currently unregulated

1 Annual Pollution Charge

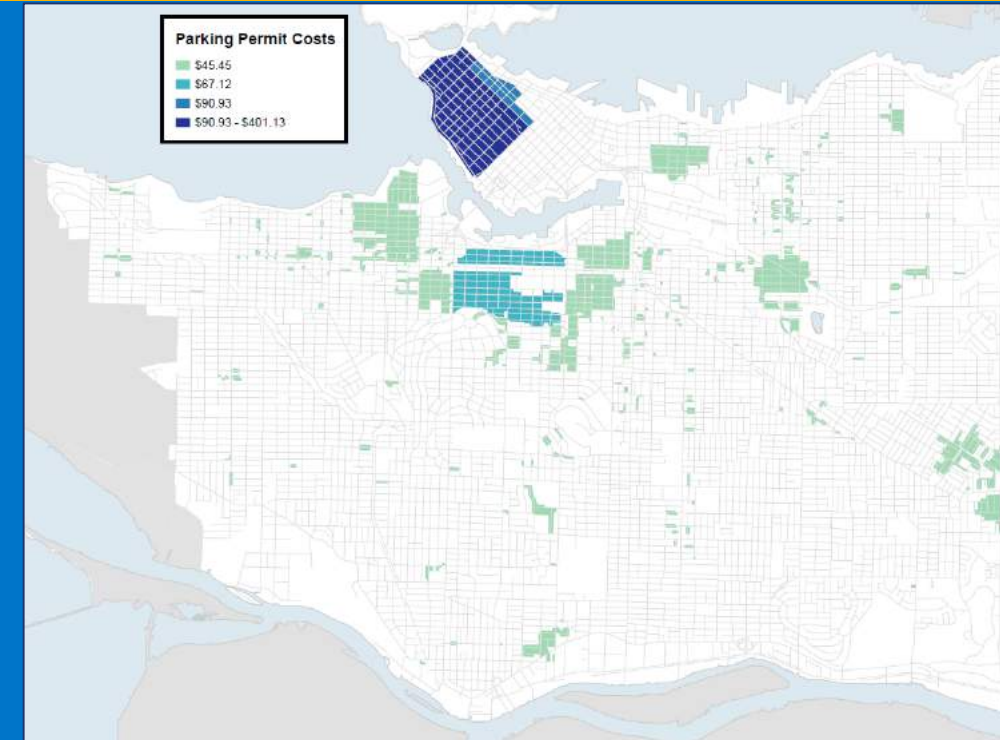
Recommended rates

Category	Annual Pollution Charge	Vehicle Types	Examples
Exempt	\$0	All 2022 and older vehicles	<ul style="list-style-type: none"> All vehicles that people already own today 
		Specialized vehicles for wheelchairs	
Tier 1 (<200 g CO ₂ /km)	\$0	Electric & low-polluting new vehicles	<ul style="list-style-type: none"> Electric vehicles, hybrids, most economy vehicles (model year 2023 or newer) 
Tier 2 (200 - 225 g CO ₂ /km)	\$500	Moderately-polluting new vehicles	<ul style="list-style-type: none"> Most gas-powered sporty sedans, more efficient small SUVs (model year 2023 or newer) 
Tier 3 (>225 g CO ₂ /km)	\$1,000	Highly-polluting new vehicles	<ul style="list-style-type: none"> Most gas-powered luxury sports cars, large SUVs, full-size pickup trucks (model year 2023 or newer) 

* Existing permit base fees range between about \$45 and \$400 per year depending on location

RESIDENTS

- Annual permits only required for residents who park on the street overnight (10pm-7am)
- Base fee: \$45 per year*



DAYTIME VISITORS

(7am-10pm)



- Park anywhere
- No fee
- Same as today

OVERNIGHT VISITORS

(10pm-7am)



- Park anywhere
- \$3 per night
- Pay using phone app or at neighbourhood pay station

Phase 2 Engagement Approach

Complex project required multi-faceted engagement strategy

Talk Vancouver survey

~19,000 responses

- Provide public opportunity to share perspectives, ideas, concerns
- Use comments to inform potential program modifications

Market research surveys x2

~500 responses

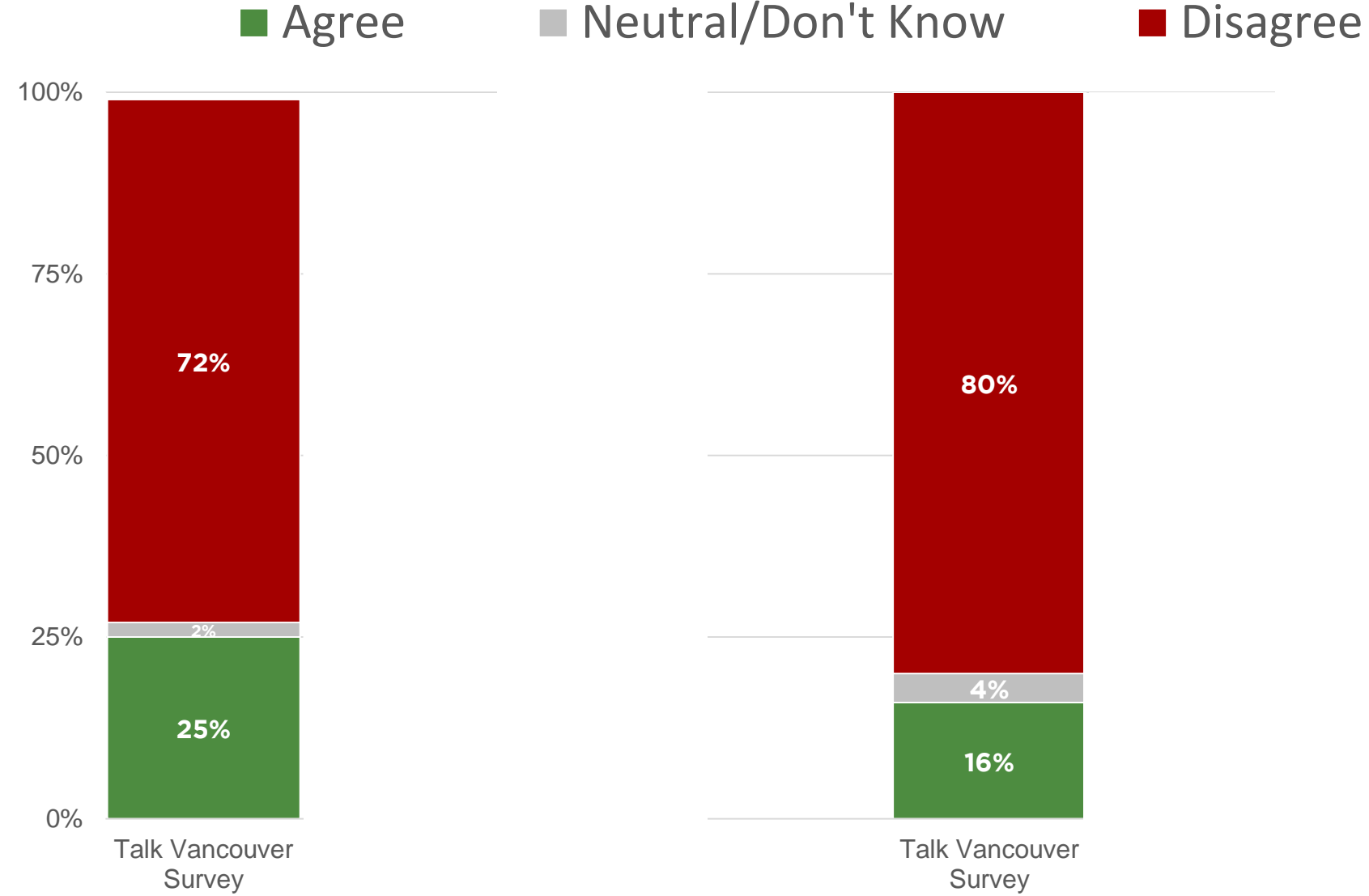
- Understand issues/support from demographically-representative sample of Vancouverites
with surveys delivered by Sentis (market research firm)

Stakeholder engagement

included...

- Deep discussions with various stakeholders to understand issues and explore ideas, including:
 - Advisory Committees (Seniors, Persons with Disabilities, Transportation, Renters)
 - Climate and Equity Working Group
 - New Car Dealers Association and other vehicle industry groups
 - BC Housing
 - Developmental Disabilities Association

Phase 2 Engagement Results



	Talk Vancouver Survey	Actual Portion of City Households
Single family	58%	15%
Ground-oriented	70%	39%
Owner-occupied	67%	49%
Car-free household	5%	27%
Motor vehicles as primary mode	70%	46%

Common reasons for disagreeing:

- **Affordability**
- **Overall fee burden / cash grab**
- **Fairness to low income households, renters, contractors**

Do you agree or disagree with the idea of a **pollution charge**?

Do you agree or disagree with the idea of an **overnight permit**?

Final Recommendations

1. Annual Pollution Charge

on polluting vehicles (model year 2023+)

- \$0/\$500/\$1,000 for low-/moderate-/high-polluting vehicles (model year 2023+)
- Would not apply to vehicles people already own or vehicles specialized for people with disabilities
- Most economy vehicles & many vehicles suitable for families would fall under \$0 Tier

2. Overnight Residential Parking Permit

for areas that are currently unregulated

- Only required for those parking on the street overnight **(midnight to 7am)**
- \$45 per year for residents | \$3 per night for visitors | **Reduced residential rates for low income households**
- **Permits available to overnight care workers, even if they live outside the city**



If we were to do it all over again...

What went well:

1. Dedicated **staff resources**, including a project manager
2. **Workshops** with multiple advisory committees represented
3. **Media tech briefings** before each round of engagement
4. **Council briefings** before and after each round of engagement
5. Having ample **data** to analyse

What could change:

1. Assess **timing** for engagement relative to complexity & risk
2. Access **other tools**
3. Engage a **communications/engagement** consultant earlier
4. Better manage **misinformation**
5. Clearly evaluate & articulate **equity outcomes**
6. Consider **weighting data**

Key Takeaway: Sparking Conversations

Questions?