Climate Emergency Parking Program: Residential Permit Rates Fact Sheet

How much do permits cost in Vancouver today?

Permits in Vancouver's existing residential zones cost between about **$45 and $400 annually**, depending on location, which is equal to about $3.75 to $33 per month. Fees are generally higher in more dense parts of the city where parking issues are more significant.

In the West End (the most expensive zone at ~$400 per year), a lower cost non-market rate of ~$90 per year is available to low-income households. To help manage demand, permit sales are limited to two per household in some locations.

Visit vancouver.ca/parking to learn more about the City's existing residential permit program.

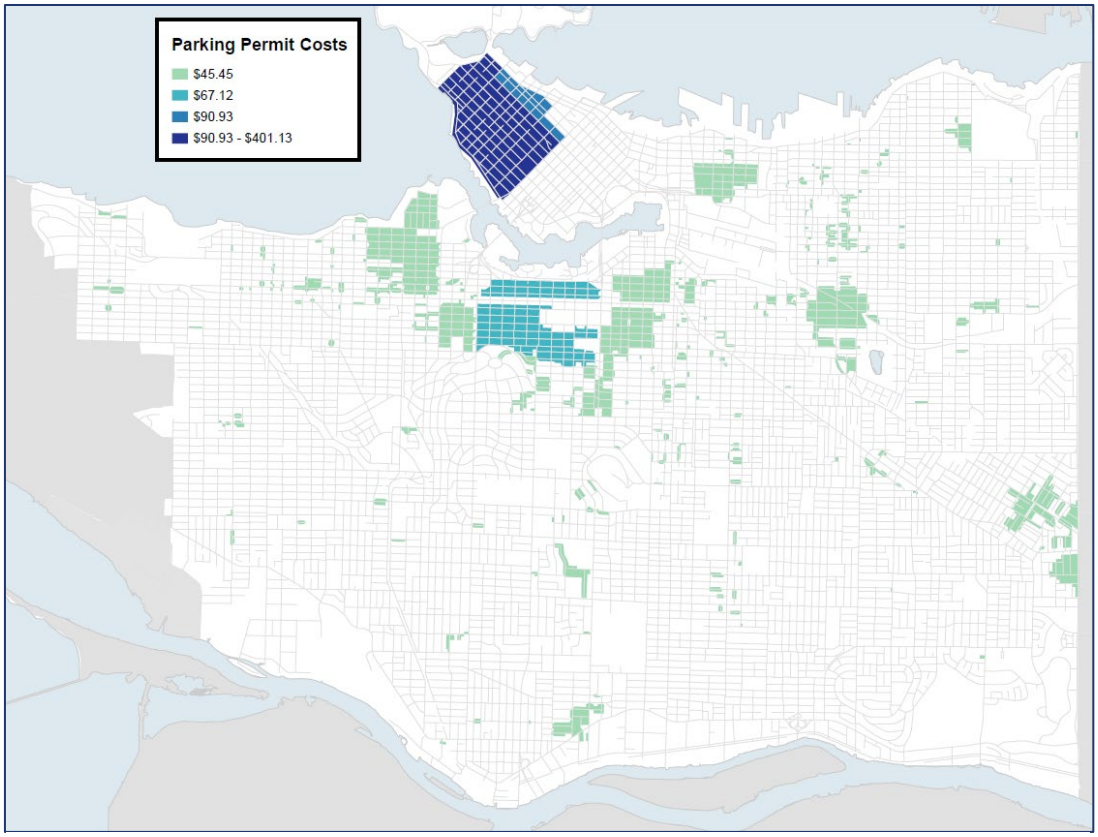


Figure 1. Residential Parking Permit Zones in Vancouver, by cost

How much do permits cost in other cities?

Permit rates vary from one city to another. Rates in some other jurisdictions are highlighted in *Table 1* below. In some locations, discounted rates may be available to low income households and/or people with disabilities that impact their mobility.

Table 1. Residential permit rates in various cities, 2021.

City	Annual permit cost	Factors impacting cost
Toronto[1]	$233 to $1,019	• Number of permits bought • Household access to off-street parking
Montreal[2]	$11.50 (Anjou) $164 to $264 (Le Plateau-Mont Royal) $70 to $160 (Le Sud-Ouest) $75 (Saint-Laurent) $100 to $250 (Ville Marie)	• Vehicle emissions • Location
Calgary[3]	$0 to $57	• Number of permits bought • Location
Sydney Australia[4]	$41 to $242	• Number of permits bought • Vehicle emissions • Household access to off-street parking • Location

[1] https://www.toronto.ca/services-payments/streets-parking-transportation/applying-for-a-parking-permit/residential-on-street-parking/

[2] https://montreal.ca/en/how-to/get-residents-only-parking-sticker

[3] https://www.calgaryparking.com/web/guest/parkingpermits

[4] https://www.cityofsydney.nsw.gov.au/transport-parking/apply-residential-parking-permit

How much should permits cost from a parking management perspective?

Where there is high demand for street space, from a parking management perspective, it is helpful when permits are priced comparably to off-street parking. This encourages people to park off-street when they have that option, freeing up street space for people who need it—including service providers, visitors, and residents who don't have off-street options. Additionally, the basic economic principle of supply and demand applies to parking. In locations where demand for parking is high and prices are too low, parking can be very difficult to find.

The cost of off-street parking varies. It is often bundled into the cost of housing, i.e. people pay for it as part of their rent or mortgage—whether or not they use it. This can make it difficult to measure or even understand.

Survey responses from Phase 1 public engagement suggest most people who rent parking separately from housing pay between $25 and $100 monthly, which is equal to **$300 and $1,200 annually** (see *Figure 2* below).

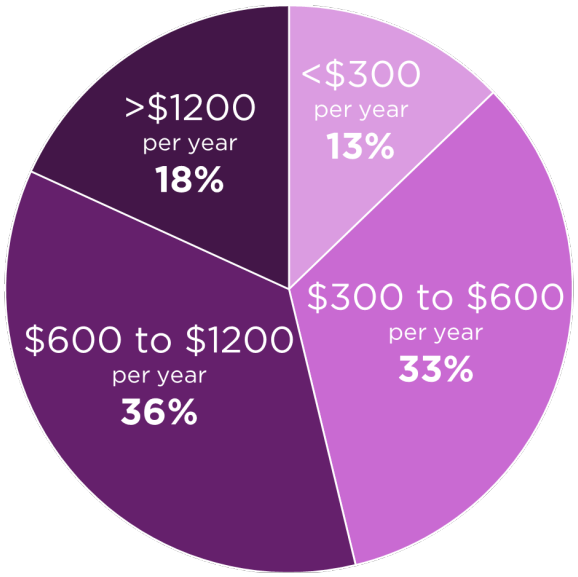


Figure 2. Cost to rent an off-street parking space in Vancouver (Phase 1 survey results)[5]

Parking construction costs can also give a sense of off-street value, since the costs are passed along when people buy or rent a home. A single parking space can cost **$40,000 to $80,000** to construct, with cost varying depending on factors such as land value, site constraints, and how many underground levels are required.

[5] Source: City of Vancouver Phase 1 survey on citywide parking permits. Based on 781 responses from people indicating they pay for parking separately from the cost of housing. Not including 1,708 responses from people indicating they own their parking space, 565 responses indicating it is included with their rent, or 113 responses indicating 'don't know.'

How much money will the new overnight permit raise to help fund the Climate Emergency Action Plan?

We are considering a **base permit cost of $45 per year for residents** (the same as the lowest rates for existing permit zones in the city), with an **overnight cost for visitors of $3 per night**.

This base cost would cover about 12 to 17% of the Climate Emergency Action Plan funding needs. Between 2022 and 2025, that would be about $28 to $40 million to help fund important climate actions.

Examples of such investments include:

- **Encouraging more walking/rolling, biking and transit use:**
  - Enhancing the walking/rolling/cycling network so that these options are safer and more accessible throughout the city
  - Improving bus speed and reliability with new and improved bus priority corridors
- **Expanding the electric vehicle charging network:**
  - Installing more public fast charging hubs and level 2 chargers at community centres, City buildings, and curbside
  - Adding more charging connections into existing rental buildings
- **Switching public and private buildings from natural gas to renewable energy:**
  - Creating decision-support and financing tools, providing equipment incentives, and supporting demonstration projects
  - Accelerating the replacement of gas boilers with electric heat pumps in City-owned building

What happens if cost of the new overnight permit is higher or lower?

If the cost of the new overnight permit were adjusted up or down, it would impact the amount of revenue available to help fund the Climate Emergency Action Plan.

Table 2 below illustrates what different base costs would mean for Climate Emergency Action Plan funding.

Table 2. How different overnight parking costs would help fund Climate Emergency actions

Overnight Permit Cost	Revenue generated over 4 years from 2022 to 2025 (M = millions)	% of Climate Emergency Action Plan funding needs
$0/year	$0	0%
$5/year	$5M to $8M	2 to 3%
$20/year	$14M to $20M	6 to 9%
$45/year	**$28M to $40M**	**12 to 17%**
$75/year	$45M to $63M	20 to 27%
$100/year	$60M to $83M	26 to 36%

How were the revenue estimates produced?

Revenue estimates were produced by analyzing vehicle ownership information and trends and responses from the Phase 1 engagement of this project. As with any future forecast, there is uncertainty in the projections as there may be variability in how individuals modify their behaviour.