

**City Initiatives and Planning Committee**  
**October 21, 2025**  
**On-Table Items**

| <b>Item Type</b> | <b>Date</b>      | <b>Item No.</b> | <b>Item Name</b>                                | <b>Page Number(s)</b> | <b>Reason For On-Table Distribution</b> |
|------------------|------------------|-----------------|-------------------------------------------------|-----------------------|-----------------------------------------|
| Presentation     | October 21, 2025 | 4.1             | Metro Vancouver Regional Parking Study Findings | 3-11                  | Received after agenda publication       |

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# Regional Planning and Regional Parking Study

## OVERVIEW OF PROGRAM AND PROJECT HIGHLIGHTS

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Presentation to Port Moody Council | October 21, 2025

An aerial photograph of the Metro Vancouver region, showing the city of Vancouver, its surrounding suburbs, and the surrounding mountains and water bodies. The map is used as a background for the presentation of the Metro 2050 goals.

# metrovancouver | METRO 2050

GOAL  
**1**

Create a Compact Urban Area

GOAL  
**2**

Support a Sustainable Economy

GOAL  
**3**

Protect the Environment, Address Climate Change,  
and Respond to Natural Hazards

GOAL  
**4**

Provide Diverse and Affordable Housing Choices

GOAL  
**5**

Support Sustainable Transportation Choices

## REGIONAL PARKING STUDY

- Contains: apartment parking database and housing affordability analysis
- Supply and occupancy vary around the region (57 – 75%)
- Some oversupply but not significant, except for visitor
- Parking is well-calibrated near transit and for rental



# PARKING UTILIZATION

Parking supply and occupancy, by municipality

| Municipality             | Sample Sites | Supplied Residential Stalls/Unit | Average Occupancy |            |
|--------------------------|--------------|----------------------------------|-------------------|------------|
|                          |              |                                  | Residential       | Visitor    |
| Burnaby                  | 15           | 1.14                             | 68%               | 32%        |
| Coquitlam                | 22           | 1.29                             | 57%               | 29%        |
| Delta                    | 2            | 1.39                             | 72%               | 47%        |
| Langley City             | 1            | 1.27                             | 75%               | 57%        |
| Langley Township         | 4            | 1.37                             | 63%               | 41%        |
| Maple Ridge              | 1            | 1.63                             | 69%               | 30%        |
| New Westminster          | 4            | 1.08                             | 75%               | 52%        |
| North Vancouver City     | 8            | 1.26                             | 71%               | 31%        |
| North Vancouver District | 4            | 1.07                             | 61%               | 37%        |
| Pitt Meadows             | 1            | 1.71                             | 75%               | n/a        |
| Port Coquitlam           | 3            | 1.40                             | 70%               | 42%        |
| Port Moody               | 4            | 1.51                             | 63%               | 20%        |
| Richmond                 | 10           | 1.21                             | 64%               | 41%        |
| Surrey                   | 57           | 1.31                             | 70%               | 40%        |
| UBC                      | 1            | 1.01                             | 66%               | n/a        |
| Vancouver                | 54           | 0.83                             | 63%               | 41%        |
| White Rock               | 2            | 1.80                             | 59%               | 35%        |
| <b>Metro Vancouver</b>   | <b>193</b>   | <b>1.21</b>                      | <b>65%</b>        | <b>36%</b> |

## PARKING UTILIZATION

Parking supply and occupancy, by distance to transit & tenure

| Distance to Transit                      | Samples | Supplied Residential Stalls/Unit | Average Occupancy |         |
|------------------------------------------|---------|----------------------------------|-------------------|---------|
|                                          |         |                                  | Residential       | Visitor |
| Within 800 m of rapid transit (SkyTrain) | 77      | 1.09                             | 64%               | 35%     |
| Within 400 m of frequent bus only        | 81      | 1.31                             | 65%               | 37%     |
| More than 400 m from frequent transit    | 35      | 1.47                             | 68%               | 36%     |

| Tenure            | Samples | Supplied Residential Stalls/Unit | Average Occupancy |         |
|-------------------|---------|----------------------------------|-------------------|---------|
|                   |         |                                  | Residential       | Visitor |
| Strata            | 118     | 1.30                             | 65%               | 34%     |
| Market Rental     | 47      | 0.77                             | 67%               | 50%     |
| Non-Market Rental | 16      | 1.30                             | 64%               | 55%     |

## HOUSING AFFORDABILITY

- For strata & market rental, supply is based on expected demand
- Parking is considered essential to sell / rent units
- Removing minimums does not necessarily mean less parking or greater affordability
- Parking is priced to its market amenity value, not based on development costs



## HOUSING AFFORDABILITY

- Modelled construction cost per stall: \$117-137k
- A stall requires extra \$31-36k HH income to qualify for mortgage
- For non-market housing, less parking means lower rents and/or reinvestment in housing stock
- Low / no parking is possible, but only in the most transit-oriented locations



## RELATED REGIONAL PROJECTS

### Recently Completed:

- Housing & Transportation Cost Burden Study
- Affordable Housing Gap Analysis

### Future Work / In Progress:

- Regional Economic Analysis Tool (DCCs and viability)
- Infrastructure Demand to Support Growth
- Metro 2050 Centres & Corridors Growth Target Update
- Housing 2050 – supporting affordable housing targets
- Urban Forestry & Housing Study





Questions?

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