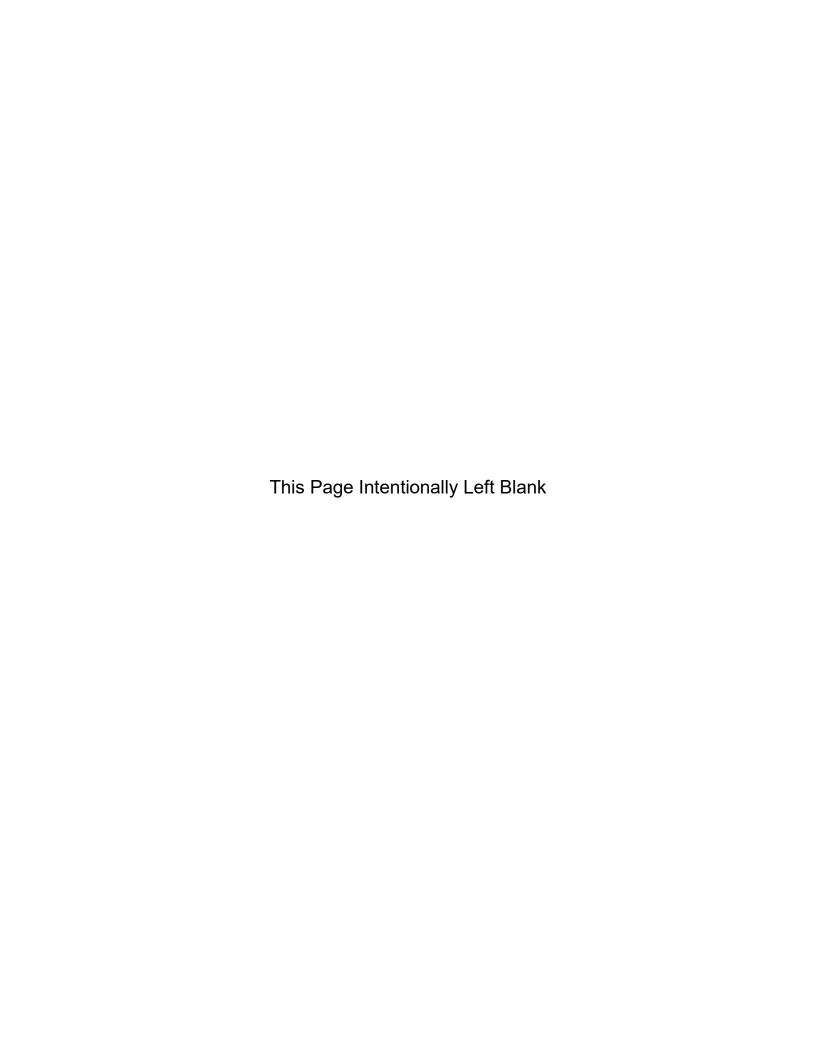
City Initiatives and Planning Committee October 21, 2025 On-Table Items

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





Regional Planning and Regional Parking Study

OVERVIEW OF PROGRAM AND PROJECT HIGHLIGHTS

Mark Seinen, Senior Planner, Regional Land Use Policy, Metro Vancouver Laurel Cowan, Division Manager, Regional Land Use Policy, Metro Vancouver

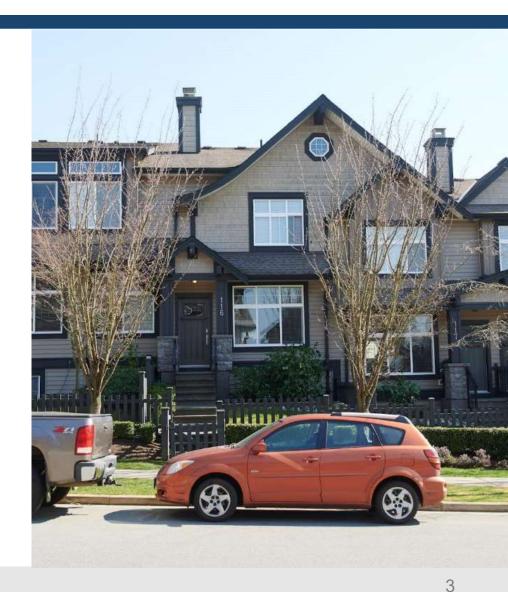
metrovancouver

Presentation to Port Moody Council | October 21, 2025



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	Supplied Residential	Average Occupancy		
Municipality	Sites	Stalls/Unit	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%	
Metro Vancouver	193	1.21	65%	36%	

PARKING UTILIZATION

Parking supply and occupancy, by distance to transit & tenure

Distance to Transit	Samples	Supplied Residential	Average Occupancy	
Distance to mansit	Samples	Stalls/Unit	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%

Томина	Camples	Supplied Residential	Average Occupancy	
Tenure	Samples	Stalls/Unit	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



CIPC - On-Table - 2025 10 21 11 Item 4.1



Questions?