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Brief Introduction to carsharing for Urban Development Institute – Okanagan Chapter

Carsharing has emerged as a distinctive transportation choice within the context of a sharing economy. Carsharing allows members to gain the benefits of private vehicle use without the costs and responsibilities of ownership. Carshare programs provide a network of passenger vehicles to members who can access them on an as-needed basis for a rate based on time and/or distance. Carsharing differs from the traditional car rental model by offering more locations to pick up vehicles and eliminating the hassle of having to go into a branch office to pick up and drop off a vehicle.

Depending on the neighbourhood, members can find carshare vehicles parked on a nearby street or parking lot where it is easily accessible. Carsharing has been around for over a decade in Canada and the market is continuously growing.

Partnership with developers

The partnership between developers and carsharing operators can yield major rewards for both sides, and is worthy of more detailed discussion. Carsharing can be of great value to developers; by incorporating carsharing in their projects, developers can secure flexibility in parking requirements, mitigate traffic impacts, and otherwise expedite permit approval and reduce development costs. The availability of carsharing can also reduce the amount of parking required, and attract tenants, particularly if membership is bundled with the cost of an apartment.

Parking policies around carsharing

Municipalities with operating carshare services have been active in facilitating access to carshare vehicles through parking policies targeting apartment developments, and on-street and off-street parking. This paper will only focus on parking policies for apartment developments.

Multi-Unit Residential Developments

A few municipalities have established practices to allow for reductions in vehicle parking stalls in return for the provision of a car share vehicle by the developer. The premise is that the availability of car share vehicles (and other site or neighbourhood-specific transportation demand management features) will allow more households in the building to have one fewer car or to be car-free. The average cost of constructing a parking stall



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can range from \$20,000 to \$45,000 depending on the parking facility design and construction.

The following table presents municipal parking substitution provisions in the lower mainland and in several U.S. jurisdictions.

MUNICIPALITY	PROVISION
City of Vancouver	<p>In multi-unit buildings, parking can be substituted at a 1:5 ratio to a maximum of one shared vehicle and one shared parking space for each 50 dwelling units, or a higher maximum as deemed appropriate by the Director of Planning and General Manager of Engineering Services. The exceptions are for secured market rental housing:</p> <ul style="list-style-type: none"> • a) For secured market rental housing in downtown, parking can be substituted at a 1:5 ratio, with no maximum number of shared vehicle parking spaces or shared parking spaces. • b) For secured market rental housing not in downtown, parking can be substituted at a 1:5 ratio, to a maximum of 4 shared vehicles and 4 shared parking spaces for each 100 dwelling units. • c) For developments with secured market rental housing and other residential uses, a combination of ratios set out above can be applied by the Director of Planning and General Manager of Engineering Services as deemed appropriate. <p>Southeast False Creek area: For non-residential uses, up to 2% of the spaces for non-residential uses must be designated as shared vehicle parking spaces and these designated spaces may form part of the minimum non- residential parking requirement.</p>



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MUNICIPALITY	PROVISION
City of New Westminster	The minimum on-site parking requirements may be reduced by 5 parking spaces for each car share vehicle and space, up to 10 percent of the total required parking spaces.
City of Richmond	<p>The minimum on-site parking requirements may be reduced by up to a maximum of 10% where:</p> <ul style="list-style-type: none"> • a) The City implements transportation demand management measures, including the use of car co-operatives, transit passes, private shuttles, carpools, or enhanced end-of-trip cycling facilities; and • b) The minimum on-site parking requirements are substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval of the City.
City of Coquitlam	Up to 5% of the required off-street parking spaces for a commercial, apartment, or townhouse development may be reduced provided transportation demand management (TDM) measures are provided by the developer and approved by the General Manager of Engineering and Public Works. One typical TDM measure is a car share vehicle and/or car share memberships. The typical parking reduction is 2-4 stalls depending on the total value of the car share vehicle and/or memberships.
City of Toronto	Negotiated approach; permitted reductions in parking requirements have ranged from 0 to 10 parking spaces per dedicated car share space.
City of Seattle	<p>Residential development with 20+ parking spaces: parking is reduced by 3 spaces for each car share space, up to a maximum of 15% of the total number of required spaces.</p> <p>Residential development with less than 20 parking spaces: parking requirement is reduced by 1 parking space for each car share space, up to a maximum of 5% of the total number of required</p>



OKANAGAN CAR SHARE CO-OP

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	spaces.
City of Portland	For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces. The car-sharing parking spaces must be shown on the building plans, and a copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.
City of San Francisco	Residential development with 50+ units: requirement of 1 car share space for dwellings with 50 to 200 units and an additional car share space for every additional 200 units. Non-residential development that requires 25+ parking spaces: requirement of 1 car share space and an additional required car share space for every additional 50 required parking spaces.