

Appendix 2

Table 1 - North America Cities that have Removed Minimum Parking Requirements for Specific Uses or in Specific Locations

City	Year of Implementation	Objective
Ottawa, Ontario	2016	Ottawa eliminated minimum parking requirements for all uses near rapid transit stations and eliminated minimum parking requirements for some uses within the City's inner urban area. The goal is to encourage both residential and non-residential development in the urban area where intensification, infill and redevelopment, walkability, and transit are priorities.
Houston, Texas	2019	Houston removed minimum parking requirements in two center-city neighborhoods in order to provide greener streetscapes and a healthier and more walkable City.
Calgary, Alberta	2020	Calgary removed minimum parking requirements for non-residential uses from their By-law to enable those who are most familiar with their own parking needs to determine the amount supplied.

Table 2 - North America Cities that have Fully Removed Minimum Parking Requirements

City	Year of Implementation	Objective
Buffalo, New York	2016	To support sustainable development. The goal is that a market-based approach will guide developers and property owners to decide how much, if any, parking to provide. The intent was that with the removal of minimum parking requirements it would simplify the development process and would remove barriers to infill development and adaptive reuse.
Hartford, Connecticut	2017	To reduce housing costs, cut traffic, and reduce harmful runoff (about 42 % of Hartford is impermeable surfaces). The goal is to de-emphasize parking to make Hartford neighborhoods more livable.
San Francisco, California	2018	It was determined that minimum parking requirements were incompatible with the livable, walkable, green, and sustainable urban future that San Franciscans prefer.
Edmonton, Alberta	2020	Edmonton became the first major Canadian municipality to eliminate all minimum parking requirements. The goal is that it will help create a more walkable and active City and that it will provide the ability to focus more on how communities are designed rather than how parking is managed.

In September 2020, Vancouver City Council directed City staff to undertake a study to look at eliminating city-mandated parking minimums in future building development projects. The study is to explore whether the savings from reduced construction costs from ending parking minimums will be passed on to homeowners and renters, effectively improving housing affordability.