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**ORDINARY MEETING**

**OF**

**TRANSPORT AND URBAN DEVELOPMENT COMMITTEE**

**MINUTE ITEM ATTACHMENTS**

**Time:** 9:15 am  
**Date:** Thursday, 14 April 2016  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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<b>Business</b>	<b>Page No.</b>
<b>2.1 Hearings - Draft Car Share Policy</b>	
1. Liz Springford   Powerpoint	2
<b>1.4.1 Michael Lowe</b>	
1. Unlocking affordable housing   Removing minimum parking requirements	8

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## Wellington needs 'win-win' car share policy



## Proactive 'win-win' Welly car share policy unlocks scarce resources

- ⦿ chose the best way to travel each time
- ⦿ fastest growing congestion buster
- ⦿ clears parking space for cars, buses, bikes & walking
- ⦿ saves money, frees up household budgets
- ⦿ healthier and more active Wellingtonians
- ⦿ cleaner air, more attractive city
- ⦿ less oil dependence, less carbon emissions

Proactive 'win-win' Welly car share policy  
**zero emissions transport network  
is a three-legged stool...**

#1 safe cycling/walking network

#2 clean energy public transport network

#3 widespread car share & taxis

## Wellington needs 'win-win' car share policy

### Calculate number of shared cars Wellington needs – and our limits to privately owned cars:

- how much private car parking to reduce (& where?) for safe walking, cycling and driving?
- how many more private cars (12,000?) from current motorway projects?
- city population growth over next 10+ years?
- less garaging land, more rooms & food?

Each shared car removes 15-20 private cars...most private cars used one hour per day, that's 23 hours car storage!

## Proactive 'win-win' Welly car share policy

- what do we need to grow car share

**FAST???**

**spiral of success**

...more visible, more members, more use,  
more cars,  
more confidence, more members...

### **nurturing Car Share**

overseas research – years of solid partnership,  
active promotion, supportive regulations,  
good public & active transport,  
and free highly visible car parks

# Wellington needs 'win-win' car share policy

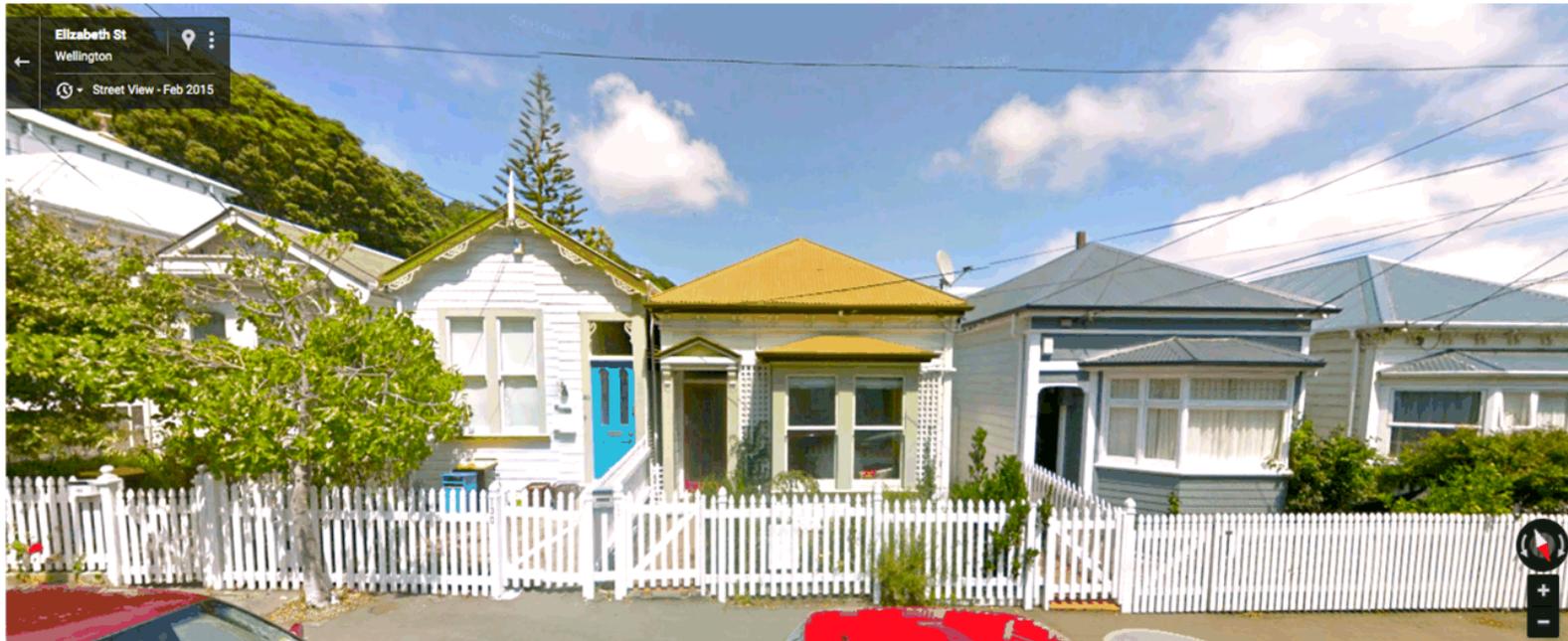


# Unlocking affordable housing

Removing minimum parking requirements

Michael Lowe







**Draft MDRA building standards**

	<b>Current standards</b>	<b>Proposed</b>
Building Height	8m	8m, with scope to build to 10.4m in certain scenarios eg, along Karori Road or close to a Town Centre
Building recession planes	2.5m on the boundary and incline of 45° on all boundaries	2.5m and an incline of 56° or 63°
Site coverage	35%	50%
Front yard	The lessor of 3m or 10m less half the width of the road	3m
Open space	50m <sup>2</sup> per unit	20m <sup>2</sup> per unit
Vehicle parking	1 space per unit	No change

Image – WCC – Medium Density Residential Area Zone Rules

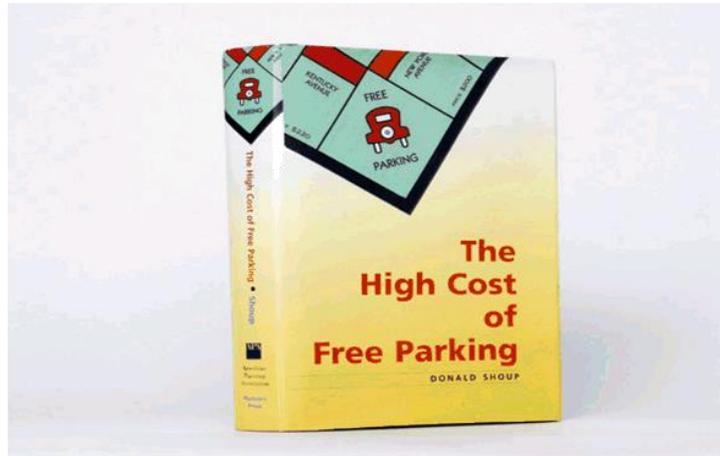
# Minimum Parking Requirements

## International criticisms

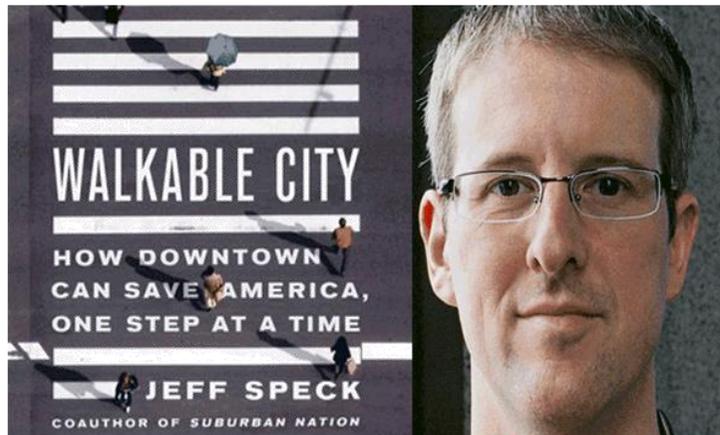
- X Inflate the number of car parks in a city
- X Promote car dependency through induced demand
- X Reduce development efficiency & inflate house prices

## International recommendations

- ✓ **Remove rule and let market decide minimums**
  - ✓ **Provide better on street parking management**
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**Dr Donald Shoup**  
*PHD Economist and Professor at  
UCLA Department of Urban planning*



**Jeff Speck**  
City planner & Urban Designer expert  
Mayors Institute on City Design

Figure 21: Relationship between dUP zones, parking provisions, population statistics, and minima<sup>10</sup>

Draft Unitary Plan Zones	Minima or Maxima	% of Total Employment	% of Total Population	Case for removing minimums		
				Strong	Moderate	Weak
A City Centre	Maxima	14%	2%	67%	1%	32%
B Metropolitan Centre	Maxima	5%	0%	81%	4%	15%
C Town Centre	Maxima	4%	1%	82%	7%	11%
D Local Centre	Maxima	1%	0%	75%	7%	18%
E Mixed Use	Maxima	9%	2%	75%	14%	11%
F Terrace Housing and Apartment Buildings	Maxima	5%	7%	85%	7%	8%
G Neighbourhood Centre	Minima	0.2%	0.3%	73%	10%	17%
H Mixed Housing	Minima	12%	46%	77%	10%	13%
I Single House	Minima	7%	30%	69%	11%	21%
J Large Lot	Minima	1%	2%	13%	10%	77%
K General Business	Minima	1%	0.1%	37%	13%	50%
L Business Park	Minima	1%	0.0%	42%	48%	10%
M Light Industry	Minima	24%	1%	54%	18%	29%
N Heavy Industry	Minima	5%	0%	34%	20%	47%
O Rural (All Rural Zones & Future Urban)	Minima	3%	7%	0%	0%	100%
P Other	Minima	9%	2%	1%	1%	98%

We suggest where more than 50% of a zone falls into the “strong” category then a very strong case exists for removing parking minimums on the grounds of their economic impacts.



Fig. 73.— Looking towards Kelburn and Wellington Terrace from Cambridge and Kent Terraces.

## Increased Car Dependency

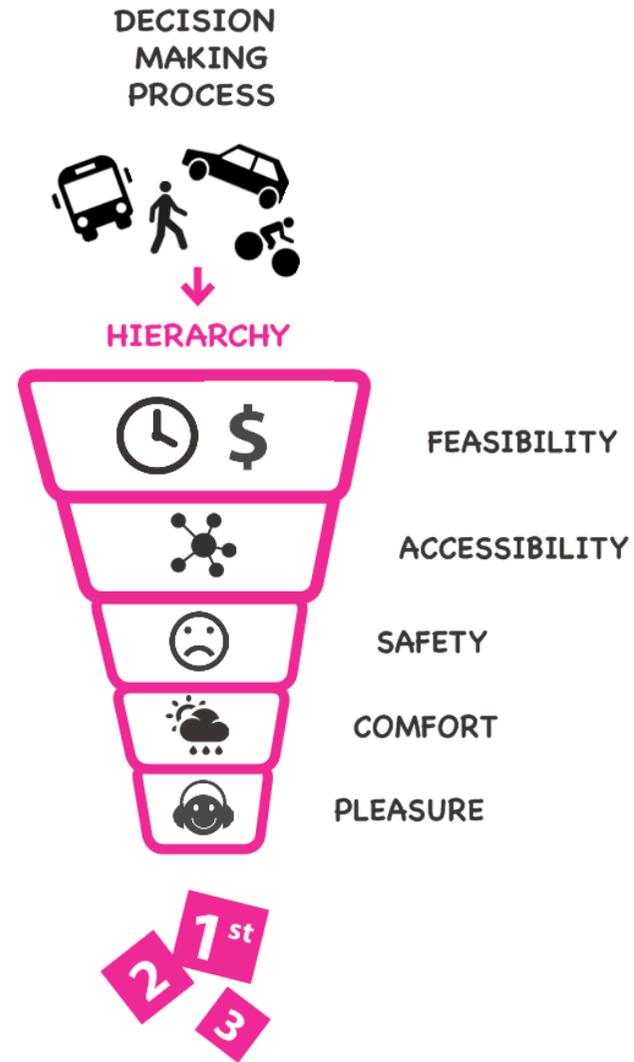


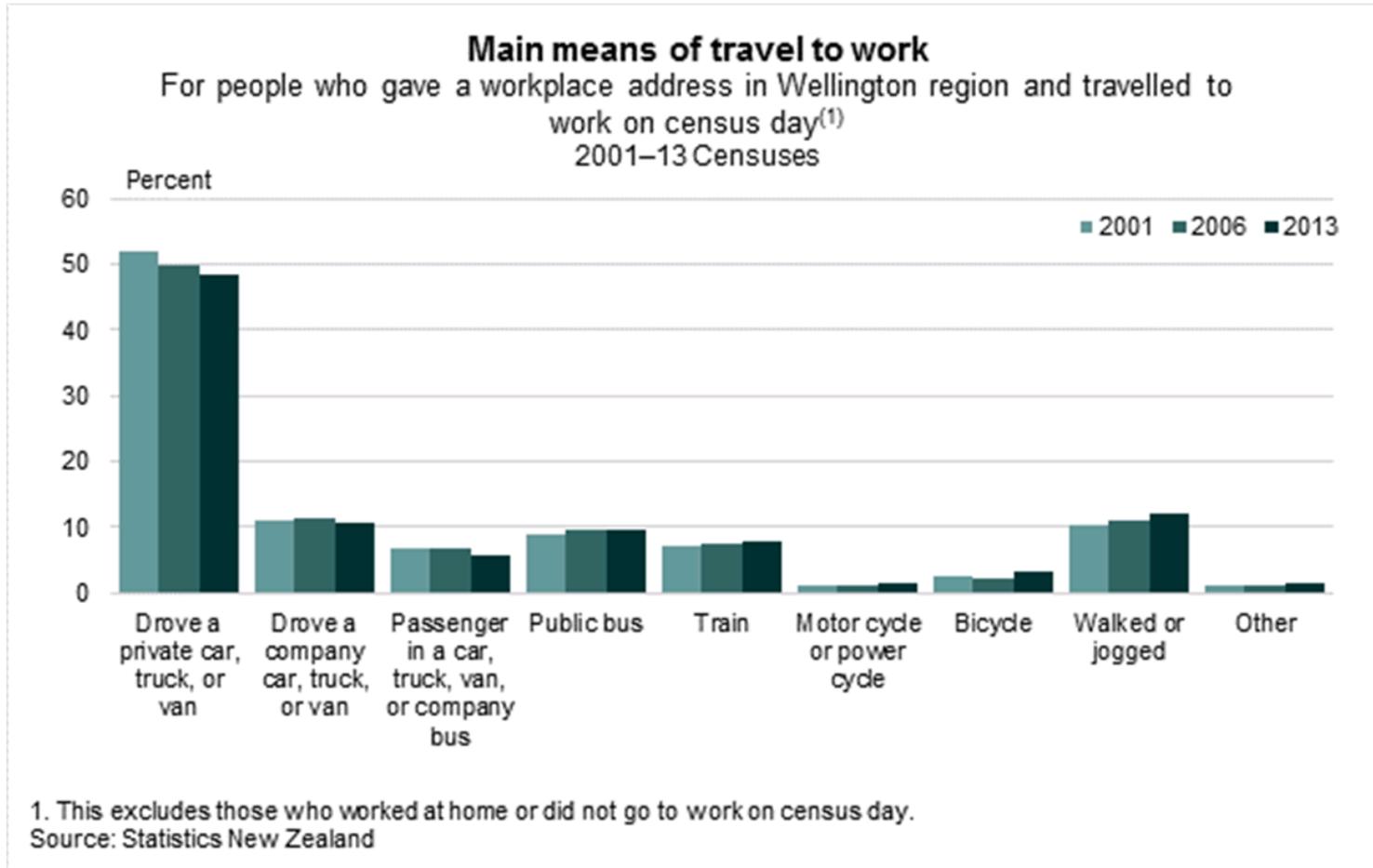
IMAGE:  
Diagram of Environmental  
and Economic influences of  
human travel behavior  
decision making.  
Michael Lowe

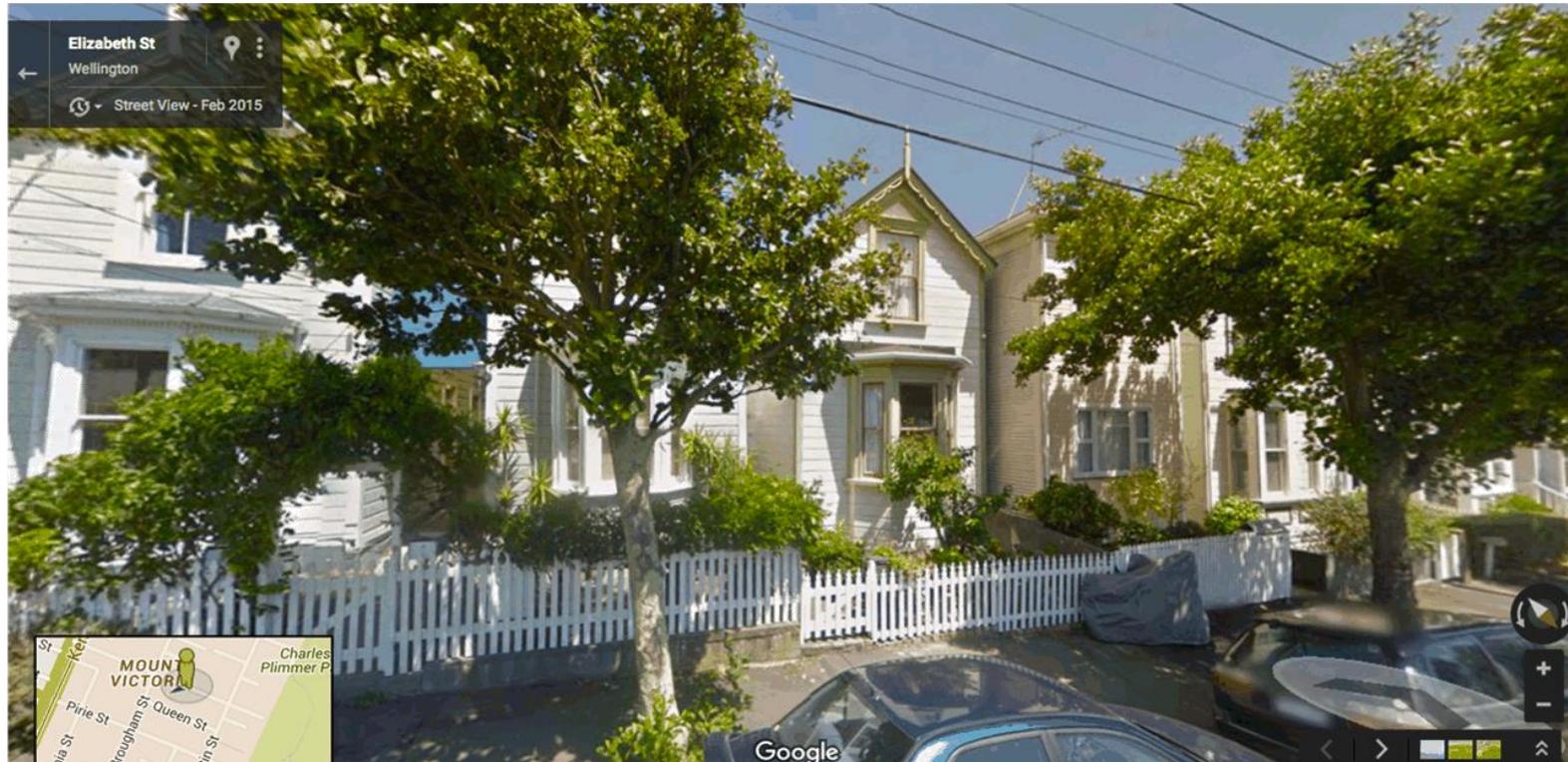


Typical 2 bed house  
4.5 x 24m lot

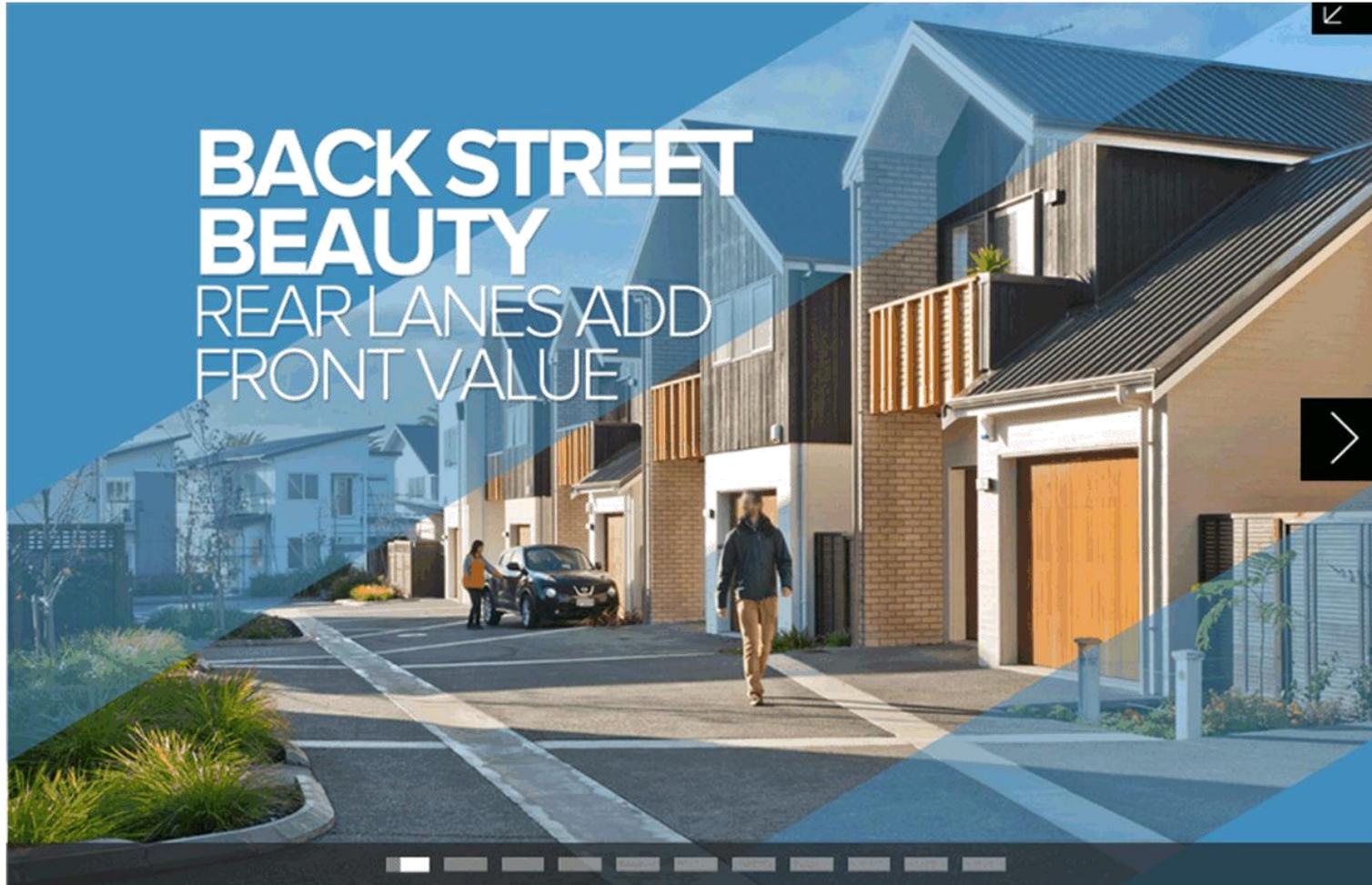


**~12%**  
Of total lot land value





# Lost Development Potential







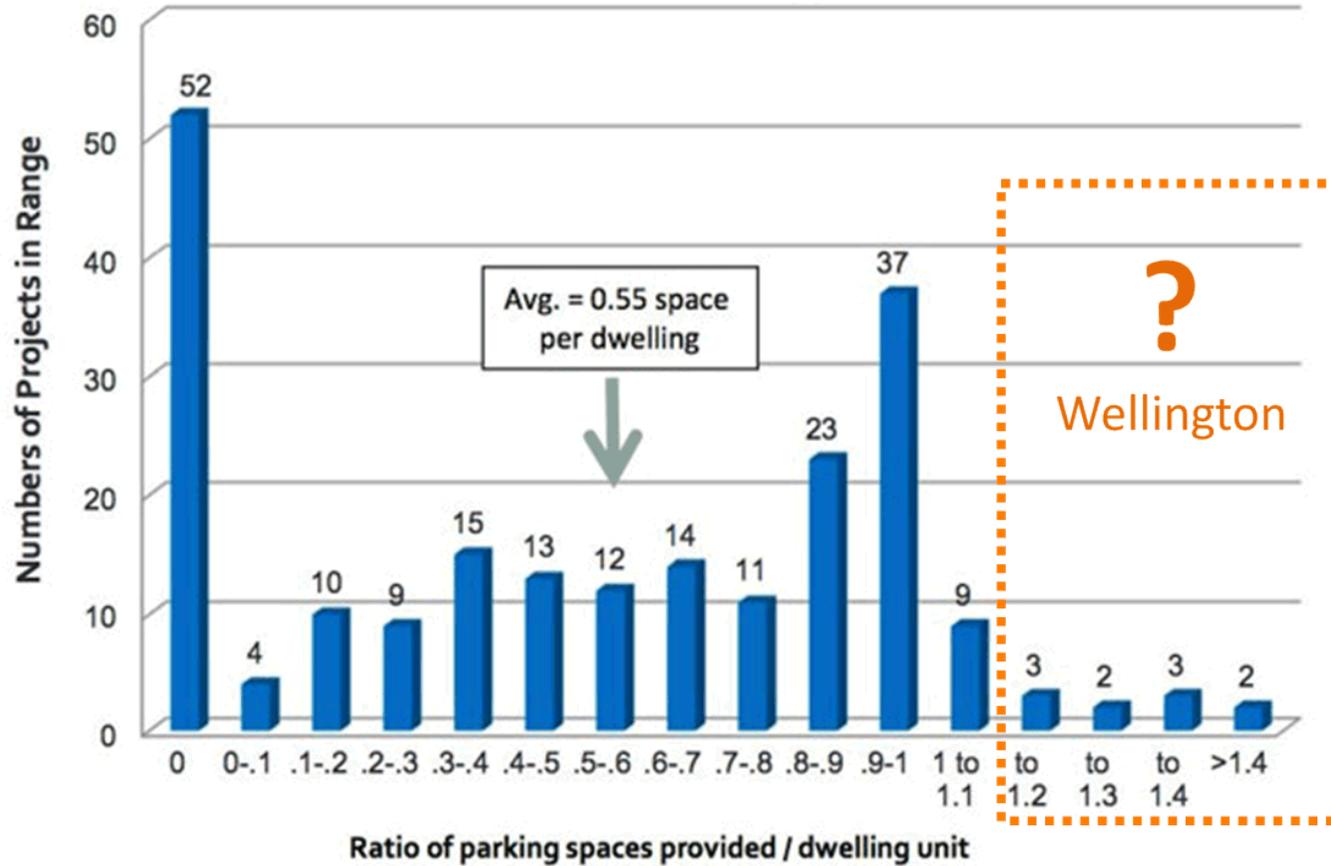
- Poor connection between ground floor and street
- Living spaces on 1<sup>st</sup> floor disconnected from green spaces.
- Additional cost of ~50% of total ground floor for garaging

**Draft MDRA building standards**

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Image – WCC – Medium Density Residential Area Zone Rules

Parking spaces per dwelling, in development under review,  
 mid-2012 to Feb. 2015



Seattle Department of Planning and Development



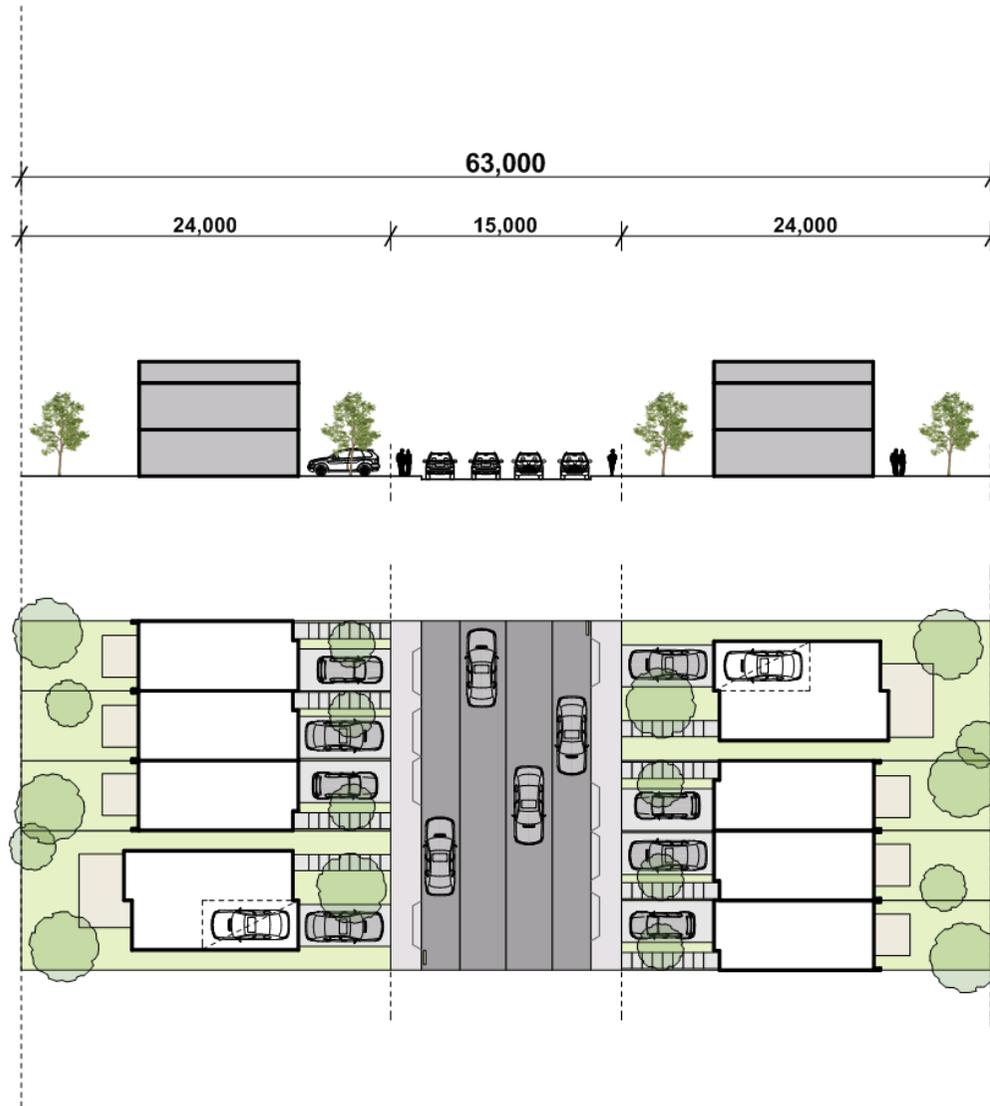
## Industry insight

**OPTION A**  
1 car park per unit ratio

- Car dominated street edge
- Site area lost due to large road
- Inefficient off street parking
- Inefficient lot depth
- Promotes car ownership



IMAGE: Michael Lowe 2016



### OPTION B

No minimum car parking requirement

- Desirable street edge
- Site efficient narrow road
- Efficient off street parking
- Efficient lot depth
- New available land freed up



IMAGE: Michael Lowe 2016

