

STAFF RECOMMENDATIONS

Summary of Off-Street Mobility Recommendations:

1. Draft amendments to the City's Zoning Bylaws that:
 1. replace the current regulatory approach prescribed in Part 5 of *Zoning Bylaw 2018* and Schedule C of the *Zoning Regulation Bylaw*, with a new Geographic based approach, summarized as follows:
 - a. for Downtown (the area governed by *Zoning Bylaw 2018*), minimum TDM measures apply
 - b. for Major Mobility Hubs, the baseline parking supply rate is reduced by 50%, minimum TDM measures (relating to transit and car share) apply and optional TDM measures or the payment of cash-in-lieu can be provided to further reduce the baseline parking supply rate
 - c. within 200m of the Transit Priority Network, the baseline parking supply rate is reduced by 30%, minimum TDM measures (relating to transit) apply and optional TDM measures or the payment of cash-in-lieu can be provided to further reduce the baseline parking supply rate
 - d. for all other areas, off-street parking shall be provided per a baseline parking supply rate that may be reduced through the provision of optional TDM measures or the payment of cash-in-lieu
 2. establish a maximum parking supply rate of 10% above the baseline parking supply rate for geographic areas (not including Downtown), to deter an over-supply of parking
 3. continue to require accessible parking and visitor parking be provided in all instances
 4. update bicycle parking supply rates and specifications and require that:
 - i. a minimum of 15% of long-term bicycle parking stalls be designed to accommodate oversized bicycles
 - ii. a minimum of 50% of long-term stalls have access to a charging outlet
 - iii. end of trip facilities be provided based on use and the scale of development
 5. update EV charging requirements to:
 - i. ensure that all residential parking stalls have access to a charging outlet
 - ii. increase charging requirements for non-residential uses
 - iii. include EV charging station requirements based on use and the scale of development
 6. allow commercial uses to utilize 50% of visitor stalls in mixed use developments
 7. create new standardized loading stall standards for two classifications of vehicles (smaller delivery and passenger vehicles and larger vehicles transporting commercial goods)
2. Draft a Cash-In-Lieu Bylaw and any other associated documents and systems to support a cash-in-lieu of parking regime and to satisfy legislative requirements