

PROPOSED OFF-STREET MOBILITY APPROACH – GEOGRAPHIC EXAMPLES

Area A: Downtown

Example: **40-unit** strata condominium project within **Downtown**.

Table 1. Mobility options and requirements for a project Downtown.

	Notes	Parking stalls required (#)
Baseline Parking Supply Rate	Downtown would be exempt from minimum parking requirements	N/A
Geographic Reduction	N/A (no minimum parking requirement)	N/A
Mandatory TDM	BC Transit EcoPASS contributions (\$1,500 per dwelling), car share memberships for all dwelling units and an additional 10 long-term bicycle parking stalls.	N/A
Optional TDM	N/A	N/A
Cash-in-lieu (CIL) of Parking	N/A (no minimum parking requirements)	N/A



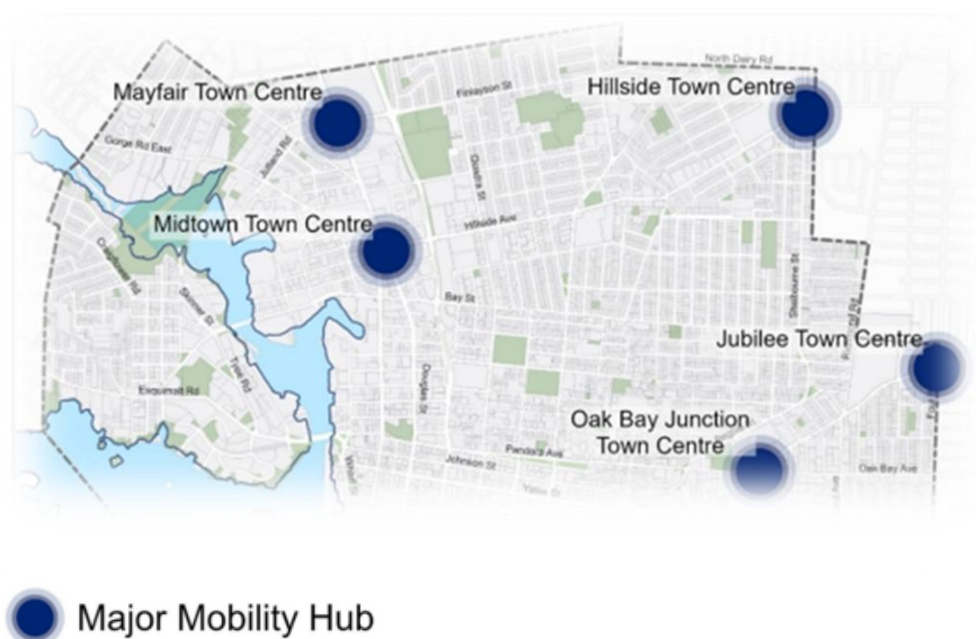
22 Downtown

Area B: Major Mobility Hubs

Example: **40-unit** strata condominium project within a **Major Mobility Hub**.

Table 2. Mobility options and requirements for a project in a Major Mobility Hub.

	Notes	Parking stalls required (#)
Baseline Parking Supply Rate	The baseline parking supply required for this project would be 40 parking stalls (assuming all dwelling units exceed 45m ² , i.e. 1 parking stall per unit).	40
Geographic Reduction	A 50% reduction to the baseline parking supply rate applies.	20
Mandatory TDM	BC Transit EcoPASS contributions (\$1,500 per dwelling) and car share memberships for all dwelling units.	-
Optional TDM	Option of providing additional TDM measures to reduce parking requirements further, for example by providing additional long-term bicycle parking and/or a car share vehicle and dedicated stall. Providing one, or both, of these TDM measures would reduce parking stall requirements by 10-25%.	10-20
Cash-in-lieu (CIL) of Parking	Option to further reduce parking stall requirements by providing CIL of parking for all, or a portion, of the parking stalls still required after providing TDM measures.	0-20



Area D: All other areas

Example: **40-unit** strata condominium project within “**other area**”.

Table 4. Mobility options and requirements for a project in all other areas of the City.

	Notes	Parking stalls required (#)
Baseline Parking Supply Rate	The baseline parking supply required for this project would be 40 parking spaces (assuming all dwelling units exceed 45m ² which require 1 parking stall per unit).	40
Geographic Reduction	N/A	N/A
Mandatory TDM	N/A	N/A
Optional TDM	Option to provide any or all TDM measures, reducing the baseline parking supply rate by up to 55%, or 22 parking stalls.	18-40
Cash-in-lieu (CIL) of Parking	Option to provide CIL for all, or a portion, of the parking stalls.	0-40