

Table C.1 - TDM Descriptions

TDM Measure			Description
Residential Use			
i.	BC Transit EcoPASS contributions		\$1,500 per dwelling unit available for a minimum five-year term (plus an additional two-year grace period to access unused funds)
ii.	Car share	Memberships for all dwelling units	Two-way car share contribution requirements increase based on the number of dwelling units: <ul style="list-style-type: none">0-49 dwelling units = car share memberships only50-149 dwelling units = 1 vehicle with dedicated parking stall150-299 dwelling units = 2 vehicles each with a dedicated parking stallgreater than 300 dwelling units = 3 vehicles each with a dedicated stall Dedicated car share parking stalls must have access to EV charging
		Plus a vehicle and dedicated parking stall* *Optional for developments with fewer than 50 dwelling units, mandatory when developments are comprised of 50 dwelling units or more	
iii.	Additional long-term bicycle parking		An additional 20% (or more) long-term bicycle parking is provided in excess of the minimum required number of stalls. EV bicycle charging and the provision of oversized bike stalls will be calculated based on the total number of long-term bicycle stalls provided.
Non-Residential Use (Office and Retail Uses only)			
i.	BC Transit EcoPASS contributions		\$2,000 per 100m ² of GFA for a minimum five-year term (only applies where GFA is 200m ² or greater)
ii.	Car share – dedicated parking stall		Dedicated car share vehicle parking stalls to be provided based on the GFA of the proposed development (only applies where GFA is 500m ² or greater): <ul style="list-style-type: none">500-1,999m² = 1 dedicated car share space2,000-3,999m² = 2 dedicated car share spacesgreater than 4,000m² = 3 dedicated car share spaces Dedicated car share parking stalls must have access to EV charging
iii.	Additional long-term bicycle parking		An additional 20% (or more) long-term bicycle parking is provided in excess of the minimum required number of stalls. EV bicycle charging and the provision of oversized bike stalls will be calculated based on the total number of long-term bicycle stalls provided.

Table C.2 - TDM Requirements for Geographic Areas

TDM Measure	Downtown	MMH	TPN	Other Areas
BC Transit EcoPASS contributions	Required	Required	Required	Optional
Car share*			Optional	
Additional long-term bicycle parking		Optional	Optional	

Table C.3 - Parking Reductions for Optional TDM Measures

TDM Measure			Reduction in Required Vehicle Parking Spaces
Residential Use			
i.	BC Transit EcoPASS contributions		20%
ii.	Car share	Memberships for all dwelling units	10%
		Plus a vehicle and dedicated parking stall	15%
iii.	Additional long-term bicycle parking		10%
Non-Residential Use			
i.	BC Transit EcoPASS contributions		20%
ii.	Car share – dedicated parking stall		10%
iii.	Additional long-term bicycle parking		10%

Table C.4 – Proposed Residential Baseline Parking Supply Rates

	Proposed Parking Supply Rate (stalls per unit)*		Existing Parking Supply Rate (stalls per unit)
Residential Type	Unit Floor Area		Multiple combined**
	Up to 45m2	Over 45m2	
Affordable Housing	N/A	N/A	Up to 0.75
Market Rental	0.75	0.9	Up to 1.30
Market Owner Occupied	0.85	1	Up to 1.45
Family Housing	N/A	1	Up to 1.45

*Note that these rates would not apply in the Downtown, would be reduced by 50% in Major Mobility Hubs and by 30% within 200m of the Transit Priority Network.

**Zoning Regulation Bylaw, Schedule C, currently differentiates between three floor area categories: less than 45m2, between 45m2 and 70m2, and more than 70m2.

Table C.5 – Proposed Non-Residential Baseline Parking Supply Rates

Class of Use			Proposed Minimum Number of Parking Spaces	Existing Minimum Number of Parking Spaces
Commercial	Office		1 space per 55m ²	Up to 1 space per 50m ²
	Medical Office		1 space per 40m ²	Up to 1 space per 37.5m ²
	Personal Services		1 space per 40m ²	Up to 1 space per 37.5m ²
	Financial Services		1 space per 40m ²	Up to 1 space per 37.5m ²
	Restaurant		1 space per 40m ²	Up to 1 space per 20m ²
	Drinking Establishment		1 space per 70m ²	Up to 1 space per 60m ²
	Retail		1 space per 50m ²	Up to 1 space per 37.5m ²
	Grocery Store	800m ² or less	1 space per 50m ²	Up to 1 space per 37.5m ²
		>800m ²	1 space per 40m ²	Up to 1 space per 20m ²
	Transient Accommodation		0.5 spaces per room	No change
Institutional	Hospital		1 space per 80m ²	No change
	Elementary / Middle School		1 space per 150m ²	No change
	Secondary School		1 space per 75m ²	No change
	University / College		1 space per 80m ²	No change
	Arts and Culture		1 space per 80m ²	Up to 1 space per 40m ²
	Place of Worship		1 space per 80m ²	Up to 1 space per 40m ²
	Assembly		1 space per 20m ²	No change
	Health and Fitness		1 space per 20m ²	No change
	Care Facility		1 space per 80m ²	No change
	Transient Housing and Emergency Shelters		1 space per 80m ²	No change
Industrial	Industrial		1 space per 140m ²	No change
	Warehouse		1 space per 100m ²	No change

*Note that these rates would not apply in the Downtown, would be reduced by 50% in Major Mobility Hubs and by 30% within 200m of the Transit Priority Network.

Table C.6 – Proposed Electric Vehicle Parking Supply Rate

Uses*		Proposed Minimum Energized Electrical Outlets	Existing Minimum Energized Electrical Outlets	Minimum Level 2 EV Charging Stations**
Residential	Assisted Living Facility	20%	n/a	5%
Commercial	Office, Medical Office, Financial Service	20%	As low as 0 required when less than 10 parking spaces are provided, up to two (2) or 5% of outlets, whichever is greater, when more than 15 parking spaces provided	10%
	Personal Service	15%		5%
	Restaurant, Drinking Establishment			
	Grocery Store			
	Transient Accommodation			
Institutional	Hospital	15%		5%
	Elementary/Middle/High School			
	University/College			
	Arts and Culture, Assembly			
	All other institutional uses			
Industrial	Light Industrial uses	10%	5%	
	Heavy Industrial Uses			

*Only proposed changes to EV supply rates are shown above; all other use rates remain unaffected.

**No existing requirements for minimum level 2 EV charging stations in *Zoning Regulation Bylaw*, Schedule C.

Table C.7 – Proposed and Existing Bicycle Parking Space Requirements.

Uses*		Proposed Bicycle Parking Space Requirements		Existing Bicycle Parking Space Requirements	
		Long-term	Short-term	Long-term	Short-term
Institutional	Place of Worship	1 per 500m ² floor area	6 spaces plus 1 per 200m ² floor area	n/a	1 per 200m ² floor area
	Schools (Elementary, Middle, Secondary, University/College)	1 per 1,000m ² floor area	1 per 100m ² floor area	As low as 1 per 1,600m ² floor area	As low as 1 per 160m ² floor area
	Arts and Culture	1 per 400m ² floor area	1 per 150m ² of floor area	1 per 450m ² floor area	1 per 130m ² floor area
	Assembly	1 per 400m ² floor area	1 per 150m ² floor area	n/a	1 per 200m ² floor area
Industrial	Light and Heavy Industrial	1 per 1,000m ² floor area	6 spaces	1 per 1,200m ² floor area	6 spaces

*Only proposed changes to long- and short-term bicycle parking space requirements are shown above; all other use rates remain unaffected. Highlighted text illustrates changed requirements.

Table C.8 – Proposed End-of-Trip Facility Rates

Required Number of Long-term Bicycle Parking Spaces	End-of-Trip Facility				
	Water Closet	Sink	Shower	Bicycle Repair & Wash Station	Locker
All Residential Uses, Hotel					
7-100	0	0	0	1	0
Per additional 100 (or part thereof)	-	-	-	+1	-
All other uses					
6-10	0	1	1	0	1 per long-term bicycle parking space
11-20	0	2	2	1	
21-30	1	3	3	1	
31-40	2	4	4	2	
Per additional 40 (or part thereof)	+2	+2	+2	+1	

Table C.9 – Proposed Loading Stall Supply Rates

Use	Building Size	Required Off-Street Loading Spaces	
		Class A	Class B
All Residential Uses	30 to 199 dwelling units	1	-
	Each additional 100 dwelling units	+1	-
Commercial and Industrial Uses	500m ² to 1,999m ²	-	1
	Each additional 2,500m ²	-	+1
Office and All Institutional Uses	500m ² to 999m ²	1	-
	1,000m ² to 5,000m ²	+1	1
	Each additional 2,500m ²	+1	+1

Table C.10 – Proposed Loading Stall Dimensions

Vehicle Class	Length	Width	Height
Class A	5.5m	2.6m	2.1m
Class B	9.0m	3.4m	3.8m