



# City of Vancouver *Planning By-law Administration Bulletins*

## Planning, Urban Design and Sustainability Department

453 West 12th Avenue, Vancouver, BC V5Y 1V4 | tel: 3-1-1, outside Vancouver 604.873.7000 | fax: 604.873.7100  
website: vancouver.ca | email: planning@vancouver.ca | app: VanConnect

# Transportation Demand Management for Developments in Vancouver

Authority – Director of Planning  
Effective January 1, 2019

## 1 Introduction

Transportation Demand Management (TDM) may be defined as a set of strategies aimed at maximizing the utility of sustainable transportation choices. TDM is used to manage traffic and parking demands, and enhance the effectiveness of non-personal vehicle transportation.

The City may require a Transportation Demand Management Plan (TDM Plan) that provides measures which prioritize more sustainable travel as part of rezoning and/or development permit applications. This contributes to the Transportation 2040 and Greenest City targets of:

- Having walking, cycling and public transit trips make up at least 50% of all trips by 2020 and 66% of all trips by 2040;
- Reducing motor-vehicle kilometres traveled per resident by 20% from 2007 levels; and
- Reducing community-based greenhouse gas emissions by 33% from 2007 levels.

This document provides guidelines for acceptable TDM Measures and developing TDM plans as provided for in the Parking By-law.

**Schedule A** of this Bulletin provides several worksheets to assist in determining TDM applicability for a site, and developing a TDM Plan.

## 2 Process

The overall process for approval of a TDM plan includes:

### 1. Plan Development

The applicant determines if the TDM program is applicable to the project, as outlined in **Section 3**, and submits a TDM plan with the rezoning or development permit application.

### 2. Review

City staff review the TDM plan and determine compliance with the TDM Program Standards, as outlined in **Section 4.2**, and suitability of the proposed measures.

### 3. Conditions and Agreements

If the TDM Plan is approved, a requirement to comply with the TDM plan is included as a Condition of Approval in addition to provision of any required agreements to secure the proposed measures.

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### **3 Required and Permitted TDM Projects**

#### **3.1 Required TDM Projects**

Refer to Worksheets A, B, and C in **Schedule A** to determine TDM Point requirements for a project.

The following developments must provide an acceptable TDM plan:

- Projects in the Downtown, except residential strata and non-social housing rental in the West End and Robson North Permit Area.
- Large Sites:
  - having a total site size of 8,000 m<sup>2</sup> (1.98 acres) or more, or
  - containing 45,000 m<sup>2</sup> (484,375 ft<sup>2</sup>) or more of new floor area.

Despite these requirements A TDM Plan is not expected for small developments or small changes of use. Also, land uses that make up only a small portion of larger developments need not provide TDM measures, even if other land uses on the site require TDM. For these exemptions, the following maximums apply:

- 500 m<sup>2</sup> of new non-residential floor area
- 2300 m<sup>2</sup> of non-residential change of use
- 11 Dwelling Units

TDM plans must meet the point targets outlined in **Table 1**, **Table 2**, or **Table 3**, depending on size and location.

#### **3.2 Permitted TDM Projects**

For all other development projects not defined under **Section 3.1**, a TDM plan may be provided in order to achieve parking reductions, as outlined in **Tables 1 to 4**, depending on location. Refer to Worksheets A, B, and C in **Schedule A** to determine TDM Point requirements for a project.

### **4 Deliverables**

At minimum, Worksheet A must accompany each rezoning and development permit application. Where a TDM Plan is required, a TDM Plan Summary must be submitted with a rezoning or development permit application. Worksheets D, and E in **Schedule A** comprise an acceptable format for a TDM Plan Summary, although an alternative format may be submitted.

A detailed TDM Plan is required for some TDM measures and should be submitted in addition to the TDM Plan Summary. A TDM plan may form part of a Transportation Assessment and Management Study (TAMS).

This plan details TDM measures that will be incorporated into the development project as well as information detailing how the program will be delivered. This section describes the recommended content and layout of a TDM plan or TAMS chapter:

## 4.1 Sample TDM Plan Contents

1. TDM Plan Summary
2. Area / Site Description
  - a. Location – Downtown or City-wide
  - b. Project Description (land uses)
  - c. TDM Point Requirement or Target, Worksheet B
  - d. Transit Accessibility, Worksheet C
3. Proposed TDM Measure Details
  - a. Summary of TDM measures
  - b. Financial Incentives
  - c. Active Transportation
  - d. Alternative Commute Services
  - e. Support, Promotion, and Information
  - f. Parking Management
  - g. Other
4. Site Plan showing proposed TDM measures

The TDM plan may not need to be prepared by a transportation engineer. The City may request additional supporting information or design details as part of the review process.

## 4.2 TDM Standards

### 4.2.1 Targets

A point target is specified based upon land use, size, and location of the development. If a project involves multiple land use categories (mixed-use development), each of the land uses are subject to separate targets. TDM measures may count towards multiple land uses if they are accessible to them. For example, a single two-way shared vehicle with public access may provide points to all land uses on a project.

- For sites *requiring* a TDM plan per **Section 3.1**, a TDM plan must be submitted meeting the point target in **Table 1**, **Table 2**, or **Table 3**.
- For sites *that do not require* a TDM plan per **Section 3.2**, a TDM plan may be submitted to achieve parking reductions. Achieving the maximum point targets outlined in **Table 1** to **Table 4** allows developments to achieve a maximum vehicle parking reduction for each respective land use, as per **Table 5** and **Table 6**. A proportionally lower parking reduction may be granted for achieving a lower number of points.

### 4.2.2 Menu of Acceptable TDM Measures for Developments

For simplicity, the TDM program standards classify land uses into five (5) categories:

- Residential – Strata
- Residential – Rental
- Residential – Social
- Commercial – Office
- Commercial – Retail/Service

TDM plan targets and applicable measures for land uses not defined above, such as hotels, institutional and industrial land uses, will be determined on a case-by-case.

To achieve a target, developers may select from a menu of 22 TDM measures summarized in **Table 7**.

Not all TDM measures are applicable to each land use category or appropriate for every development. A single TDM measure may count towards multiple land uses if it is usable by each land use. Detailed requirements for each TDM Measure are included in **Schedule B**.

#### **4.2.3 TDM Monitoring**

Monitoring is required to assess the effectiveness of the package of TDM measures to inform future policy. Developments will be required to provide a contribution towards a City-led TDM monitoring program, as follows.

- All large sites and development projects in the Downtown will be required to provide a contribution towards TDM monitoring in an amount equal to \$2 per square meter of new gross floor area.
- City-wide, new development projects will be required to provide a contribution towards TDM monitoring equal to \$280 for each vehicle parking space being relaxed.

In addition, access agreements shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections and data collection activities, as needed.

**Table 1 - TDM Point Targets for Large Sites**

The following requirements apply to large sites with >8000 m<sup>2</sup> in land area, or >45,000 m<sup>2</sup> of new development floor area.

Minimum targets for each land use must be met individually; however TDM measures available to multiple land uses may count towards the requirements of all those land uses.

Note that for large sites, at least eight (8) of the required points must come from shared vehicles. While a TDM plan is required for all Large Sites, achieving the point target set in **Table** permits Large Sites to benefit from parking reductions by land use, as per **Table** and **Table**.

Development	Required Points
<b>Residential</b>	
Residential - Social housing	<ul style="list-style-type: none"> <li>Fewer than 12 dwelling units, no TDM requirement</li> <li>For 12 dwelling units or more, a minimum of 18 points.</li> </ul>
Residential – Strata	<ul style="list-style-type: none"> <li>Fewer than 12 dwelling units, no TDM requirement</li> <li>For 12 to 24 dwelling units, a minimum of one (1) point per dwelling unit;</li> <li>For 25 or more dwelling units, a minimum of 30 points;</li> </ul>
Residential – Rental	<ul style="list-style-type: none"> <li>Fewer than 12 dwelling units, no TDM requirement</li> <li>For 12 to 24 dwelling units, a minimum of one (1) point per dwelling unit;</li> <li>For 25 or more dwelling units, a minimum of 30 points;</li> </ul>
<b>Commercial</b>	
Commercial - Office	<ul style="list-style-type: none"> <li>Less than 500 m<sup>2</sup>, no TDM requirement</li> <li>For 500 to 1,000 m<sup>2</sup> a minimum of 0.024 points per m<sup>2</sup>;</li> <li>For greater than 1,000 m<sup>2</sup> a minimum of 30 points;</li> </ul>
Commercial Retail/Service	<ul style="list-style-type: none"> <li>Less than 500 m<sup>2</sup>, no TDM requirement</li> <li>For 500 to 1,000 m<sup>2</sup> a minimum of 0.024 points per m<sup>2</sup>;</li> <li>For greater than 1,000 m<sup>2</sup> a minimum of 30 points;</li> </ul>
<b>Other</b>	
All other land uses	<ul style="list-style-type: none"> <li>Up to 30 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.</li> </ul>
<b>Change of Use</b>	
Change of use, all land uses	<ul style="list-style-type: none"> <li>For 2,300 m<sup>2</sup> or more, 30 points, to be determined by the Director of Planning in consultation with the General Manager of Engineering Services.</li> </ul>

**Table 2 - TDM Point Targets for Downtown Sites  
outside the West End and Robson North Permit Zone**

The following requirements apply to sites that are within Downtown, but not within the West End and Robson North Permit Zone, which are not large sites.

Minimum targets for each land use must be met individually; however TDM measures available to multiple land uses may count towards the requirements of all those land uses.

Land Use	Calculation
<b>Residential</b>	
Residential - Social housing	<ul style="list-style-type: none"> <li>Fewer than 12 dwelling units, no TDM requirement</li> <li>For 12 dwelling units or more, a minimum of 12 points</li> </ul>
Residential - Strata	<ul style="list-style-type: none"> <li>Fewer than 12 dwelling units, no TDM requirement</li> <li>For 12 to 24 dwelling units, a minimum of one (1) point per dwelling unit;</li> <li>For 25 to 220 dwelling units, a minimum of 24 points;</li> <li>For 221 dwelling units or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.</li> </ul>
Residential – Rental	<ul style="list-style-type: none"> <li>Fewer than 12 dwelling units, no TDM requirement</li> <li>For 12 to 24 dwelling units, a minimum of one (1) point per dwelling unit;</li> <li>For 25 to 220 dwelling units, a minimum of 24 points;</li> <li>For 221 dwelling units or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.</li> </ul>
<b>Commercial</b>	
Commercial - Office	<ul style="list-style-type: none"> <li>Under 500 m<sup>2</sup> no TDM requirement</li> <li>For 500 to 1,000 m<sup>2</sup> a minimum of 0.024 points per m<sup>2</sup>;</li> <li>For 1,001 to 2,300 m<sup>2</sup> a minimum of 24 points;</li> <li>For 2,301 m<sup>2</sup> or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.</li> </ul>
Commercial Retail/Service	<ul style="list-style-type: none"> <li>Under 500 m<sup>2</sup> no TDM requirement</li> <li>For 500 to 1,000 m<sup>2</sup> a minimum of 0.024 points per m<sup>2</sup>;</li> <li>For 1,001 to 2,300 m<sup>2</sup> a minimum of 24 points;</li> <li>For 2,301 m<sup>2</sup> or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.</li> </ul>
<b>Other</b>	
All other land uses	<ul style="list-style-type: none"> <li>Up to 24 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.</li> </ul>
<b>Change of Use</b>	
Change of use, all land uses	<ul style="list-style-type: none"> <li>Under 2300 m<sup>2</sup> no TDM requirement</li> <li>For 2,300 m<sup>2</sup> or more, up to 24 points, to be determined by the Director of Planning in consultation with the General Manager of Engineering Services.</li> </ul>

**Table 3 - TDM Point Targets within the West End and Robson North Permit Zone**

The following requirements apply to sites within the West End and Robson North Permit Zone, which are not large sites.

Minimum targets for each land use must be met individually; however TDM measures available to multiple land uses may count towards the requirements of all those land uses.

Land Use	Required Points
<b>Residential</b>	
Residential - Social housing	<ul style="list-style-type: none"> <li>For 12 dwelling units or more, a minimum of 12 points;</li> </ul>
Residential - Strata	<p><b>No TDM Requirement</b>  <i>Up to 20% parking requirement reduction with maximum points</i>  <i>Up to 10% parking requirement reduction with proximity to transit (refer to Worksheet C)</i></p> <ul style="list-style-type: none"> <li>For less than 12 dwelling units, up to 12 points;</li> <li>For 12 to 24 dwelling units, up to one (1) point per dwelling unit;</li> <li>For 25 to 220 dwelling units, up to 24 points;</li> <li>For 221 dwelling units or more, up to 24 points, with up to 8 points from car share-related measures, proportional to total points achieved.</li> </ul>
Residential Rental	<p><b>No TDM Requirement</b>  <i>Up to 40% parking requirement reduction with maximum points</i>  <i>Up to 20% parking requirement reduction with proximity to transit (refer to Worksheet C)</i></p> <ul style="list-style-type: none"> <li>For less than 12 dwelling units, up to 12 points;</li> <li>For 12 to 24 dwelling units, up to one (1) point per dwelling unit;</li> <li>For 25 to 220 dwelling units, up to 24 points;</li> <li>For 221 dwelling units or more, up to 24 points, with up to 8 points from car share-related measures, proportional to total points achieved.</li> </ul>
<b>Commercial</b>	
Commercial Office	<ul style="list-style-type: none"> <li>Less than 500 m<sup>2</sup>, no TDM requirement</li> <li>For 500 to 1,000 m<sup>2</sup> a minimum of 0.024 points per m<sup>2</sup>;</li> <li>For 1,001 to 2,300 m<sup>2</sup> a minimum of 24 points;</li> <li>For 2,301 m<sup>2</sup> or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.</li> </ul>
Commercial Retail/Service	<ul style="list-style-type: none"> <li>Less than 500 m<sup>2</sup>, no TDM requirement</li> <li>For 500 to 1,000 m<sup>2</sup> a minimum of 0.024 points per m<sup>2</sup>;</li> <li>For 1,001 to 2,300 m<sup>2</sup> a minimum of 24 points;</li> <li>For 2,301 m<sup>2</sup> or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.</li> </ul>
<b>Other</b>	
All other land uses	<ul style="list-style-type: none"> <li>Up to 24 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.</li> </ul>
<b>Change of Use</b>	
Change of use, all land uses	<ul style="list-style-type: none"> <li>Under 2300 m<sup>2</sup>, no TDM requirement</li> <li>For 2,300 m<sup>2</sup> or more, up to 24 points, to be determined by the Director of Planning in consultation with the General Manager of Engineering Services.</li> </ul>

**Table 4 - TDM Plan Point Targets to Achieve Parking Reductions**

The following opportunities are available to sites outside the downtown, which are not large sites and do not require TDM, but may provide TDM measures in order to reduce parking requirements.

TDM measures available to multiple land uses may count towards parking requirement reductions of all those land uses.

Parking reductions up to the maximum percentage for the land use may be received for TDM plans achieving the maximum point value. A proportionally lesser parking reduction may be received for a lesser number of TDM points.

In addition to TDM parking requirement reductions, reductions for Transit Accessibility may apply. Refer to **Table** and **Table**.

Land Use	Maximum Points
<b>Residential</b>	
Residential - Social housing (Maximum 40% reduction)	<ul style="list-style-type: none"> <li>Up to 12 points</li> </ul>
Residential – Strata (Maximum 20% reduction)	<ul style="list-style-type: none"> <li>For less than 12 dwelling units, up to 12 points;</li> <li>For 12 to 24 dwelling units, up to one (1) point per dwelling unit;</li> <li>For 25 to 220 dwelling units, up to 24 points;</li> <li>For 221 dwelling units or more, up to 24 points.</li> </ul>
Residential - Rental (Maximum 40% reduction)	<ul style="list-style-type: none"> <li>For less than 12 dwelling units, up to 12 points;</li> <li>For 12 to 24 dwelling units, up to one (1) point per dwelling unit;</li> <li>For 25 to 220 dwelling units, up to 24 points;</li> <li>For 221 dwelling units or more, up to 24 points.</li> </ul>
<b>Commercial</b>	
Commercial – Office (Maximum 20% reduction)	<ul style="list-style-type: none"> <li>For less than 500 m<sup>2</sup> up to 12 points;</li> <li>For 500 to 1,000 m<sup>2</sup> up to 0.024 points per m<sup>2</sup>;</li> <li>For 1,001 to 2,300 m<sup>2</sup> up to 24 points;</li> <li>For 2,301 m<sup>2</sup> or more, up to 24 points.</li> </ul>
Commercial Retail/Service (Maximum 20% reduction)	<ul style="list-style-type: none"> <li>For less than 500 m<sup>2</sup> up to 12 points;</li> <li>For 500 to 1,000 m<sup>2</sup> up to 0.024 points per m<sup>2</sup>;</li> <li>For 1,001 to 2,300 m<sup>2</sup> up to 24 points;</li> <li>For 2,301 m<sup>2</sup> or more, up to 24 points.</li> </ul>
<b>Other</b>	
All other land uses (Maximum 20% reduction)	<ul style="list-style-type: none"> <li>Up to 24 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.</li> </ul>
<b>Change of Use</b>	
Change of use, all land uses (Maximum 20% reduction)	<ul style="list-style-type: none"> <li>For less than 2,300 m<sup>2</sup> up to 12 points;</li> <li>For 2,300 m<sup>2</sup> or more, up to 24 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.</li> </ul>



**Table 5 - Maximum Vehicle Parking Reductions by Land Use, Transit Accessibility, and TDM Commitment**

Development	Transit Accessibility		
	Level A	Level B	Level C
Residential – Rental (including social housing) no TDM plan	20%	10%	0%
Residential – Rental (including social housing) with TDM plan achieving applicable Point Target per <b>Table 1 to 4</b>	60%	50%	40%
All other land uses no TDM plan	10%	5%	0%
All other land uses with TDM plan achieving applicable Point Target per <b>Table 1 to 4</b>	30%	25%	20%

**Table 6 - Transit Accessibility Definitions**

Transit Accessibility	Development Location
<b>Level A</b>	Within: <ul style="list-style-type: none"> <li>• 100 m walking distance of any one (1) existing FTN route, including B-Line stops, or</li> <li>• 200 m walking distance of any intersection of two (2) existing FTN routes, including B-Line stops, or</li> <li>• 400 m walking distance of a SkyTrain station</li> </ul>
<b>Level B</b>	Within: <ul style="list-style-type: none"> <li>• 101 m to 200 m walking distance of any one (1) existing FTN route, including B-Line stops, or</li> <li>• 201 m to 400 m walking distance of any intersection of two (2) existing FTN routes, including B-Line stops, or</li> <li>• 401 m to 800 m walking distance of a SkyTrain station</li> </ul>
<b>Level C</b>	Greater than: <ul style="list-style-type: none"> <li>• 200 m walking distance of any one (1) existing FTN route, including B-Line stops, or</li> <li>• 400 m walking distance of any intersection of two (2) existing FTN routes, including B-Line stops, or</li> <li>• 800 m walking distance of a SkyTrain station</li> </ul>

FTN: Frequent Transit Network, as defined by TransLink, <https://www.translink.ca/Plans-and-Projects/Frequent-Transit-Network.aspx>

**Table 7 - Menu of Acceptable TDM Measures for New Developments**

TDM Measure		Details	Applicable Land Uses - Maximum Points				
			Residential Strata	Residential Rental	Residential Social Housing	Commercial Office	Commercial Retail/Service
<b>Financial Incentives</b>							
<b>FIN-01</b>	<b>Car Share Membership</b>	Provide annual car share membership to residents.	2	4	4		
<b>FIN-02</b>	<b>Public Transit Passes</b>	Provide subsidized transit pass for residents and employees.		16	16	16	6
<b>Active Transportation</b>							
<b>ACT-01</b>	<b>Additional Class A Bicycle Parking</b>	Provide additional Class A bicycle parking above minimum requirements.	8	8	8	8	3
<b>ACT-02</b>	<b>Improved Access to Class A Bicycle Parking</b>	Provide improved access to Class A bicycle parking.	8	8	8	8	3
<b>ACT-03</b>	<b>Enhanced Class B Bicycle Parking</b>	Provide enhanced visitor Class B bicycle parking, including well-lit, secure, indoor facilities.	2	2	2	2	2
<b>ACT-04</b>	<b>Secure Public Bicycle Parking</b>	Provide secure public bicycle parking on-site.				2	2
<b>ACT-05</b>	<b>Bicycle Maintenance Facilities</b>	Provide on-site bicycle maintenance facilities.	2	2	2	2	2
<b>ACT-06</b>	<b>Improved End-of-trip Amenities</b>	Provide improved and/or additional end-of-trip amenities for employees.				6	2
<b>ACT-07</b>	<b>Public Bicycle Share Space</b>	Where the City requires space and SRW for on-site Public Bicycle Share (PBS) station.	8	8	8	8	8
<b>ACT-08</b>	<b>Shared Bicycle Fleet</b>	Provide fleet of bicycles for residents, employees, and/or guests to use (private bicycle share).		4	4	4	2
<b>ACT-09</b>	<b>Walking Improvements</b>	Provide safe, attractive, and direct off-site connections for pedestrians linking building entrances with public sidewalks, transit stops, and key destinations. Subject to City approval.	6	6	6	6	6

TDM Measure	Details	Applicable Land Uses - Maximum Points					
		Residential Strata	Residential Rental	Residential Social Housing	Commercial Office	Commercial Retail/Service	
<b>Alternative Commute Services</b>							
COM-01	Carshare Spaces	Provide dedicated publicly available parking spaces for car share vehicles (1-way or 2-way).	8	16	16	8	8
COM-02	Carshare Vehicles and Spaces	Provide publicly accessible two-way car share vehicle(s) and space(s) on-site for 3 years.	8	16	16	8	3
COM-03	Additional Pick-Up/Drop-Off Spaces	Provide improved and/or additional short-term pick-up/drop-off passenger spaces.	8	8	8	8	8
COM-04	Shuttle Bus Service	Provide free local shuttle bus services to between the development site and regional transit hubs, commercial centres, and residential areas for customers, employees, and visitors.				14	14
COM-05	Vanpool/Carpool Service	Provide vanpool/carpool services to employees.				4	2
<b>Support, Promotion, Information</b>							
SUP-01	Transportation Marketing Services	Provide Travel planning resources such as individualized marketing, including active transportation maps, community resources		2	2	2	2
SUP-02	Real-Time Information	Install real-time alternative transportation information boards in lobbies and/or other public areas.		2	2	2	2
SUP-03	Multimodal Wayfinding Signage	Provide directional signage to major destinations and public amenities.	2	2	2	2	2

TDM Measure	Details	Applicable Land Uses - Maximum Points				
		Residential Strata	Residential Rental	Residential Social Housing	Commercial Office	Commercial Retail/Service
<b>Parking Management</b>						
PKG-01	<b>Parking Pricing</b>	Implement paid parking for all users, including employees, customers, visitors. This measure is only applicable to sites outside the Downtown.				
PKG-02	<b>Parking Supply</b>	2	2	2	2	2
<b>Other</b>						
OTH-01	<b>Innovative Strategies</b>	The City may consider other innovative developer-proposed strategies proposed by the developer, with acceptable rationale, justification.				
		16	16	16	16	16

## Schedule A

### Transportation Demand Management (TDM) Plan Summary Worksheets

The following worksheets are intended to assist in the application of the Administrative Bulletin: Transportation Demand Management for Developments in Vancouver.

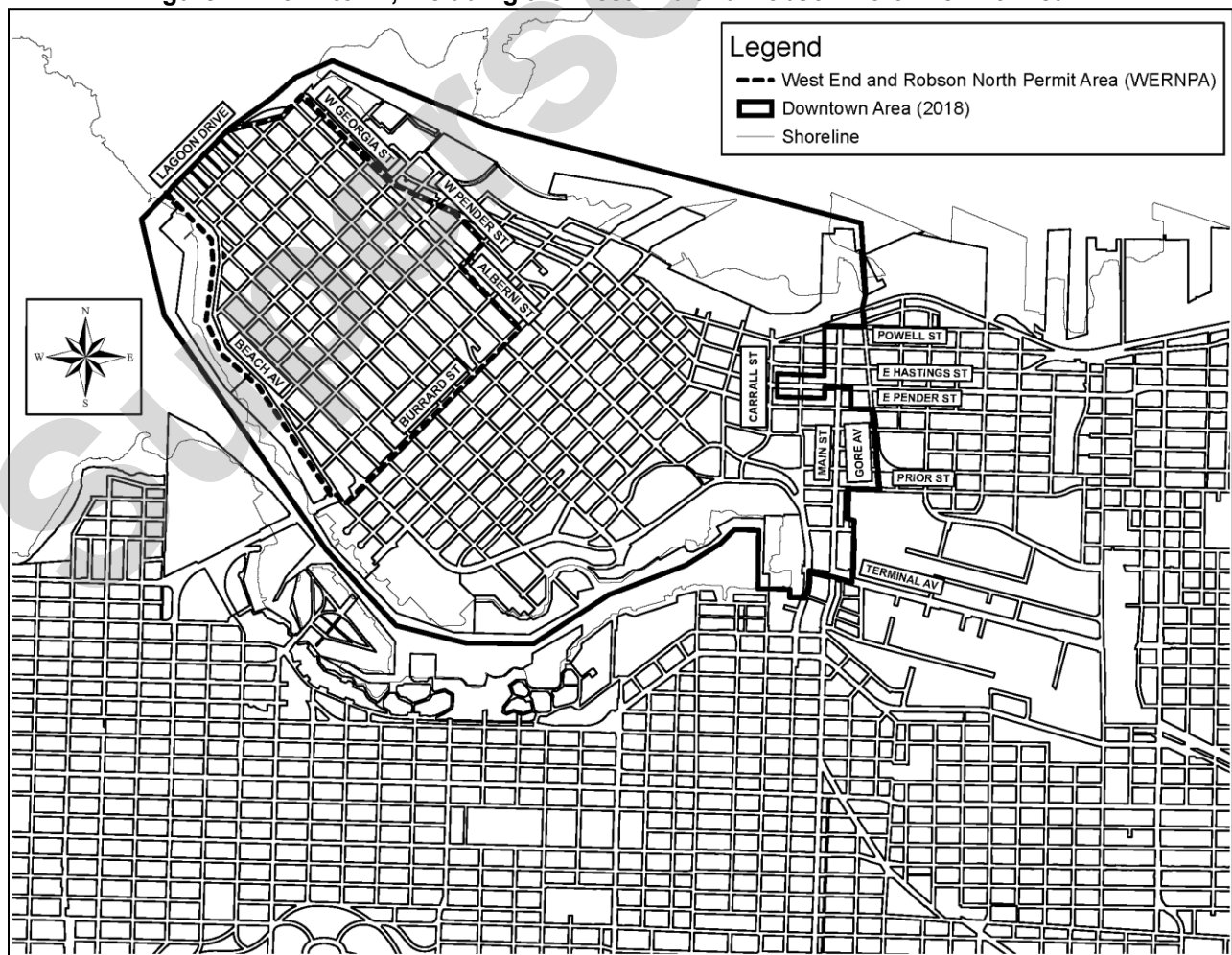
Submit the required information with your rezoning and/or development permit application along with a TDM Plan, if applicable. Submissions may be in the form of the worksheets here or in another format. At minimum, Worksheet A must be submitted indicating the TDM requirement(s) of the development. For additional information, refer to the Administrative Bulletin and Schedule B.

Worksheets include:

- Worksheet A – TDM Requirements Flow Chart
- Worksheet B - Transit Accessibility Parking Reductions
- Worksheet C - TDM Point Requirements
- Worksheet D - TDM Plan Summary – TDM Measures
- Worksheet E – TDM Plan Summary – Parking Provision

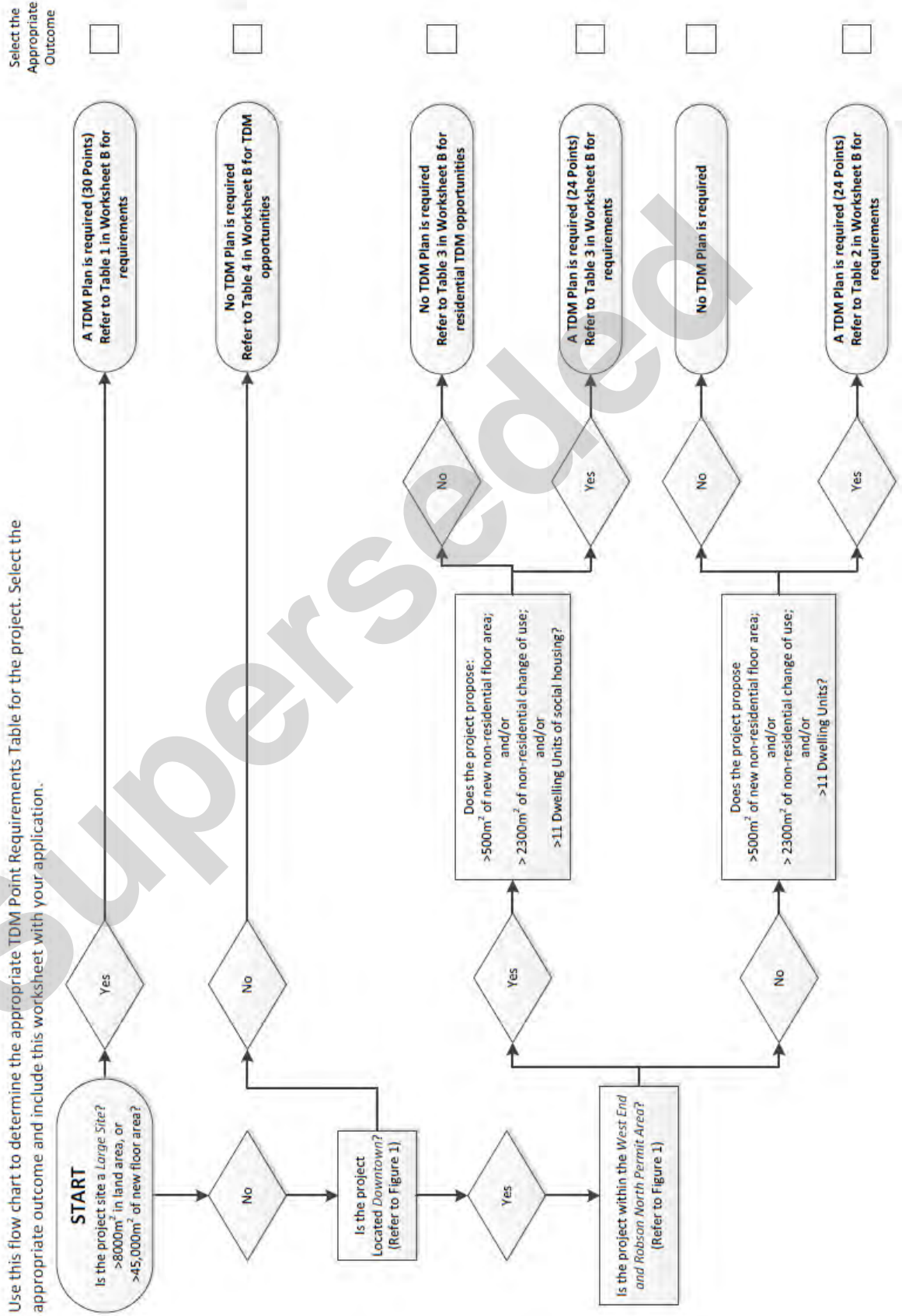
Figure 1 below indicated relevant areas for the purposed of assessing TDM Requirements in Worksheet A.

**Figure 1 - Downtown, including the West End and Robson North Permit Area**



### WORKSHEET A: TDM Requirements Flow Chart

Use this flow chart to determine the appropriate TDM Point Requirements Table for the project. Select the appropriate outcome and include this worksheet with your application.



## WORKSHEET B: TDM Point Requirements

Refer to Worksheet A to determine the appropriate Table for the project.

**Table 1 - TDM Point Targets for Large Sites**

The following requirements apply to large sites with >8000m<sup>2</sup> in land area, or >45,000m<sup>2</sup> of new development floor area.

Select the appropriate target for each development land use. Minimum targets for each land use must be met individually; however TDM measures available to multiple land uses may count towards the requirements of all those land uses.

Note that for large sites, at least eight (8) of the required points must come from shared vehicles.

Development	Required Points
<b>Residential</b>	
Residential - Social housing	<input type="checkbox"/> Fewer than 12 dwelling units, no TDM requirement <input type="checkbox"/> For 12 dwelling units or more, a minimum of 18 points.
Residential – Strata	<input type="checkbox"/> Fewer than 12 dwelling units, no TDM requirement <input type="checkbox"/> For 12 to 24 dwelling units, a minimum of one (1) point per dwelling unit; <input type="checkbox"/> For 25 or more dwelling units, a minimum of 30 points;
Residential – Rental	<input type="checkbox"/> Fewer than 12 dwelling units, no TDM requirement <input type="checkbox"/> For 12 to 24 dwelling units, a minimum of one (1) point per dwelling unit; <input type="checkbox"/> For 25 or more dwelling units, a minimum of 30 points;
<b>Commercial</b>	
Commercial - Office	<input type="checkbox"/> Less than 500 m <sup>2</sup> , no TDM requirement <input type="checkbox"/> For 500 to 1,000 m <sup>2</sup> a minimum of 0.024 points per m <sup>2</sup> ; <input type="checkbox"/> For greater than 1,000 m <sup>2</sup> a minimum of 30 points;
Commercial - Retail/Service	<input type="checkbox"/> Less than 500 m <sup>2</sup> , no TDM requirement <input type="checkbox"/> For 500 to 1,000 m <sup>2</sup> a minimum of 0.024 points per m <sup>2</sup> ; <input type="checkbox"/> For greater than 1,000 m <sup>2</sup> a minimum of 30 points;
<b>Other</b>	
All other land uses	<input type="checkbox"/> Up to 30 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.
<b>Change of Use</b>	
Change of use, all land uses	<input type="checkbox"/> For 2,300 m <sup>2</sup> or more, 30 points, to be determined by the Director of Planning in consultation with the General Manager of Engineering Services.

**Table 2 - TDM Point Targets for Downtown Sites outside the West End and Robson North Permit Zone**

The following requirements apply to sites that are within Downtown, but not within the West End and Robson North Permit Zone, which are not large sites.

Select the appropriate target for each development land use. Minimum targets for each land use must be met individually; however TDM measures available to multiple land uses may count towards the requirements of all those land uses.

Land Use	Calculation
<b>Residential</b>	
Residential - Social housing	<input type="checkbox"/> Fewer than 12 dwelling units, no TDM requirement <input type="checkbox"/> For 12 dwelling units or more, a minimum of 12 points;
Residential - Strata	<input type="checkbox"/> Fewer than 12 dwelling units, no TDM requirement <input type="checkbox"/> For 12 to 24 dwelling units, a minimum of one (1) point per dwelling unit; <input type="checkbox"/> For 25 to 220 dwelling units, a minimum of 24 points; <input type="checkbox"/> For 221 dwelling units or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.
Residential Rental -	<input type="checkbox"/> Fewer than 12 dwelling units, no TDM requirement <input type="checkbox"/> For 12 to 24 dwelling units, a minimum of one (1) point per dwelling unit; <input type="checkbox"/> For 25 to 220 dwelling units, a minimum of 24 points; <input type="checkbox"/> For 221 dwelling units or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.
<b>Commercial</b>	
Commercial - Office	<input type="checkbox"/> Under 500 m <sup>2</sup> no TDM requirement <input type="checkbox"/> For 500 to 1,000 m <sup>2</sup> a minimum of 0.024 points per m <sup>2</sup> ; <input type="checkbox"/> For 1,001 to 2,300 m <sup>2</sup> a minimum of 24 points; <input type="checkbox"/> For 2,301 m <sup>2</sup> or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.
Commercial Retail/Service -	<input type="checkbox"/> Under 500 m <sup>2</sup> no TDM requirement <input type="checkbox"/> For 500 to 1,000 m <sup>2</sup> a minimum of 0.024 points per m <sup>2</sup> ; <input type="checkbox"/> For 1,001 to 2,300 m <sup>2</sup> a minimum of 24 points; <input type="checkbox"/> For 2,301 m <sup>2</sup> or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.
<b>Other</b>	
All other land uses	<input type="checkbox"/> Up to 24 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.
<b>Change of Use</b>	
Change of use, all land uses	<input type="checkbox"/> Under 2300 m <sup>2</sup> no TDM requirement <input type="checkbox"/> For 2,300 m <sup>2</sup> or more, up to 24 points, to be determined by the Director of Planning in consultation with the General Manager of Engineering Services.



**Table 3 - TDM Point Targets within the West End and Robson North Permit Zone**

The following requirements apply to sites within the West End and Robson North Permit Zone, which are not large sites.

Select the appropriate target for each development land use. Minimum targets for each land use must be met individually; however TDM measures available to multiple land uses may count towards the requirements of all those land uses.

Land Use	Required Points
<b>Residential</b>	
Residential - Social housing	<input type="checkbox"/> For 12 dwelling units or more, a minimum of 12 points;
Residential - Strata	<p><b>No TDM Requirement</b>  <i>Up to 20% parking requirement reduction with maximum points</i>  <i>Up to 10% parking requirement reduction with proximity to transit (refer to Worksheet C)</i></p> <input type="checkbox"/> For less than 12 dwelling units, up to 12 points; <input type="checkbox"/> For 12 to 24 dwelling units, up to one (1) point per dwelling unit; <input type="checkbox"/> For 25 to 220 dwelling units, up to 24 points; For 221 dwelling units or more, up to 24 points, with up to 8 points from car share-related measures, proportional to total points achieved.
Residential Rental	<p><b>No TDM Requirement</b>  <i>Up to 40% parking requirement reduction with maximum points</i>  <i>Up to 20% parking requirement reduction with proximity to transit (refer to Worksheet C)</i></p> <input type="checkbox"/> For less than 12 dwelling units, up to 12 points; <input type="checkbox"/> For 12 to 24 dwelling units, up to one (1) point per dwelling unit; <input type="checkbox"/> For 25 to 220 dwelling units, up to 24 points; <input type="checkbox"/> For 221 dwelling units or more, up to 24 points, with up to 8 points from car share-related measures, proportional to total points achieved.
<b>Commercial</b>	
Commercial - Office	<input type="checkbox"/> Less than 500 m <sup>2</sup> , no TDM requirement <input type="checkbox"/> For 500 to 1,000 m <sup>2</sup> a minimum of 0.024 points per m <sup>2</sup> ; <input type="checkbox"/> For 1,001 to 2,300 m <sup>2</sup> a minimum of 24 points; <input type="checkbox"/> For 2,301 m <sup>2</sup> or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.
Commercial Retail/Service	<input type="checkbox"/> Less than 500 m <sup>2</sup> , no TDM requirement <input type="checkbox"/> For 500 to 1,000 m <sup>2</sup> a minimum of 0.024 points per m <sup>2</sup> ; <input type="checkbox"/> For 1,001 to 2,300 m <sup>2</sup> a minimum of 24 points; <input type="checkbox"/> For 2,301 m <sup>2</sup> or more, a minimum of 24 points, with a minimum of 8 points from shared vehicle-related measures.
<b>Other</b>	
All other land uses	<input type="checkbox"/> Up to 24 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.
<b>Change of Use</b>	
Change of use, all land uses	<input type="checkbox"/> Under 2300 m <sup>2</sup> no TDM requirement <input type="checkbox"/> For 2,300 m <sup>2</sup> or more, up to 24 points, to be determined by the Director of Planning in consultation with the General Manager of Engineering Services.

**Table 4 - TDM Plan Point Targets to Achieve Parking Reductions**

The following opportunities are available to sites outside the downtown, which are not large sites and do not require TDM, but may provide TDM measures in order to reduce parking requirements.

Select the appropriate target for each development land use. TDM measures available to multiple land uses may count towards parking requirement reductions of all those land uses.

Parking reductions up to the maximum percentage for the land use may be received for TDM plans achieving the maximum point value. A proportionally lesser parking reduction may be received for a lesser number of TDM points.

In addition to TDM parking requirement reductions, reductions for Transit Accessibility may apply. Refer to Worksheet C.

Land Use	Maximum Points
<b>Residential</b>	
Residential - Social housing (Maximum 40% reduction)	<input type="checkbox"/> Up to 12 points
Residential – Strata (Maximum 20% reduction)	<input type="checkbox"/> For less than 12 dwelling units, up to 12 points; <input type="checkbox"/> For 12 to 24 dwelling units, up to one (1) point per dwelling unit; <input type="checkbox"/> For 25 to 220 dwelling units, up to 24 points; <input type="checkbox"/> For 221 dwelling units or more, up to 24 points.
Residential - Rental (Maximum 40% reduction)	<input type="checkbox"/> For less than 12 dwelling units, up to 12 points; <input type="checkbox"/> For 12 to 24 dwelling units, up to one (1) point per dwelling unit; <input type="checkbox"/> For 25 to 220 dwelling units, up to 24 points; <input type="checkbox"/> For 221 dwelling units or more, up to 24 points.
<b>Commercial</b>	
Commercial Office (Maximum 20% reduction)	<input type="checkbox"/> For less than 500 m <sup>2</sup> up to 12 points; <input type="checkbox"/> For 500 to 1,000 m <sup>2</sup> up to 0.024 points per m <sup>2</sup> ; <input type="checkbox"/> For 1,001 to 2,300 m <sup>2</sup> up to 24 points; <input type="checkbox"/> For 2,301 m <sup>2</sup> or more, up to 24 points.
Commercial Retail/Service (Maximum 20% reduction)	<input type="checkbox"/> For less than 500 m <sup>2</sup> up to 12 points; <input type="checkbox"/> For 500 to 1,000 m <sup>2</sup> up to 0.024 points per m <sup>2</sup> ; <input type="checkbox"/> For 1,001 to 2,300 m <sup>2</sup> up to 24 points; <input type="checkbox"/> For 2,301 m <sup>2</sup> or more, up to 24 points.
<b>Other</b>	
All other land uses (Maximum 20% reduction)	<input type="checkbox"/> Up to 24 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.
<b>Change of Use</b>	
Change of use, all land uses (Maximum 20% reduction)	<input type="checkbox"/> For less than 2,300 m <sup>2</sup> up to 12 points; <input type="checkbox"/> For 2,300 m <sup>2</sup> or more, up to 24 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.

## WORKSHEET C: Transit Accessibility Parking Reductions

A project may be eligible for minimum parking reduction based on high levels of Transit Accessibility. Refer to the table below to determine the parking requirement reduction available to each land use in the proposed development.

Transit accessibility parking reductions are in addition to parking reductions achieved through the provision of TDM measures.

### Accessibility Levels

- Level A** Within:
  - 100 m walking distance of any one (1) existing FTN route, including B-Line stops only, or
  - 200 m walking distance of any intersection of two (2) existing FTN routes, including B-Line stops only, or
  - 400 m walking distance of a SkyTrain station
  
- Level B** Within:
  - 101 m to 200 m walking distance of any one (1) existing FTN route, including B-Line stops only, or
  - 201 m to 400 m walking distance of any intersection of two (2) existing FTN routes, including B-Line stops only, or
  - 401 m to 800 m walking distance of a SkyTrain station
  
- Level C** Greater than:
  - 200 m walking distance of any one (1) existing FTN route, including B-Line stops only, or
  - 400 m walking distance of any intersection of two (2) existing FTN routes, including B-Line stops only, or
  - 800 m walking distance of a SkyTrain station

FTN is the Frequent Transit Network, as defined by TransLink.

**Table 5 - Parking Requirement Reduction by Land Use and Transit Accessibility**

Land Use	Transit Accessibility		
	Level A	Level B	Level C
Residential – Social Housing Residential – Rental (except social housing)	20%	10%	0%
Residential – Strata Commercial – Office Commercial – Retail / Service Other	10%	5%	0%

## WORKSHEET D: TDM Plan Summary – TDM Measures

The TDM Plan Summary List includes the various measures the project may select in order to meet the required point target. Select measures appropriate for the development until the minimum point target has been met for each land use.

Checkbox () TDM Measures indicate that additional details are needed. If these TDM measures are selected a more detailed TDM Plan is required.

Not all TDM measures are applicable to each land use category or appropriate for every development. A single TDM measure may count towards multiple land uses if it is usable by each land use. TDM plan targets and applicable measures for land uses not defined in the table will be determined on a case-by-case basis.

For detailed applicability and compliance information, refer to the Fact Sheet for each measure in Schedule B of the Administrative Bulletin: Transportation Demand Management for Developments in Vancouver.

TDM Measure	(Maximum Points) Points Achieved											
	Strata		Residential Rental		Social		Office		Retail/Service		Other	
<b>Financial Incentives</b>												
<b>FIN-01: Car Share Membership</b>												
<input type="checkbox"/> Provide a two-way car share membership to remain associated with each unit, for a minimum of 20 years.												
(2)												
<input type="checkbox"/> 2 points for two-way car share memberships to residents at least semi-annually for at least 20 years.												
<input type="checkbox"/> 2 points for including \$200 annual driving credits per dwelling unit												
(4)												
<b>FIN-02: Public Transit Passes</b>												
<input type="checkbox"/> Offer monthly subsidies toward TransLink Compass Cards (stored value or monthly pass) to residents for a minimum of 10 years equivalent to:												
• \$100 for Residential – Rental land uses, and/or												
• \$50 for Non-Residential land uses.												
May receive partial points for reduced contributions.												
(16)												
<b>Active Transportation</b>												
<b>ACT-01: Additional Class A Bicycle Parking</b>												
Up to 40% above minimum requirements												
May receive points for fewer additional spaces.												
(8)												
(8)												
(8)												
(8)												
(3)												

TDM Measure	(Maximum Points) Points Achieved					
	Residential			Office	Retail/ Service	Other
	Strata	Rental	Social			
<b>ACT-02: Improved Access to Class A Bicycle Parking</b> <ul style="list-style-type: none"> <li>• 2 points, bicycle access ramp fully separated from the vehicle parking ramp</li> <li>• 2 points, minimum 40% Class A parking at-grade, or</li> <li>• 4 points, 100% of Class A parking at-grade, or</li> <li><input type="checkbox"/> 4 points, for providing 60% fully-automated bicycle parking with no user fees</li> <li><input type="checkbox"/> Up to 2 points, for providing excellent design of lighting, finishes, grades, convenience, etc.</li> </ul>	(8)	(8)	(8)	(8)	(3)	
<b>ACT-03: Enhanced Class B Bicycle Parking</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide enhanced visitor Class B bicycle parking, consisting of well-lit, secure, indoor facilities, excellent design of lighting, finishes, grades, convenience etc.</li> </ul>	(2)	(2)	(2)	(2)	(2)	
<b>ACT-04: Secure Public Bicycle Parking</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide secure bicycle parking spaces available to the public, available to users not associated with the building. This may require a membership.</li> </ul>				(2)	(2)	
<b>ACT-05: Bicycle Maintenance Facilities</b> Provide bicycle maintenance facilities and workspace	(2)	(2)	(2)	(2)	(2)	
<b>ACT-06: Improved End-of-trip Amenities</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> 2 points, for providing improved facilities</li> <li>• Up to 4 points, for providing additional end-of-trip facilities up to 50% above the minimum requirements</li> </ul>				(6)	(2)	
<b>ACT-07: Public Bicycle Share Space</b> Where the City requires space and SRW for on-site Public Bicycle Share (PBS) station. Up to eight (8) points shall be available to projects meeting the PBS size and siting requirements as determined by the City.	(8)	(8)	(8)	(8)	(8)	
<b>ACT-08: Shared Bicycle Fleet</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide fleet of bicycles for residents, employees, and/or guests to use (private bicycle share) for 20 years to encourage all types of cycling.               <ul style="list-style-type: none"> <li>• One (1) cycle for each 10 dwelling units for Residential – Rental land uses</li> <li>• One (1) cycle for each 3,000 m<sup>2</sup> gross floor area for Commercial – Office and Commercial Retail land</li> </ul> </li> <li>At minimum, six (6) cycles shall be provided. Development projects may receive points commensurate with the fleet size provided.</li> </ul>		(4)*	(4)*	(4)*	(2)*	
*May round a fractional number of cycles up for a proportional number of points above the maximum for this measure.						
<b>ACT-09: Walking Improvements</b> Up to 4 points for a secured public pedestrian connection through a site. <ul style="list-style-type: none"> <li><input type="checkbox"/> Up to 6 points for pedestrian connections linking building entrances with the surrounding pedestrian network, transit stops, and key destinations, other than connections along the site frontage.</li> </ul>	(6)	(6)	(6)	(6)	(6)	

TDM Measure	(Maximum Points) Points Achieved					
	Residential			Office	Retail/ Service	Other
	Strata	Rental	Social			
<b>Alternative Commute Services</b>						
<b>COM-01: Car Share Spaces</b> Provide dedicated publicly available parking spaces for car share vehicles (one-way or two-way), up to the following ratios: <ul style="list-style-type: none"> <li>• Residential - Strata: 1 car share parking space for every 20 Dwelling Units;</li> <li>• Residential - Rental: 1 car share parking space for every 10 Dwelling Units;</li> <li>• Commercial - Office: 1 car share parking space for each 2,300 m<sup>2</sup> of gross floor area;</li> <li>• Commercial - Retail: 1 car share parking space for each 930 m<sup>2</sup> of gross floor area.</li> </ul> Projects may receive partial points for fewer spaces.	(8)*	(16)*	(16)*	(8)*	(8)*	
*May round a fractional number of spaces up for a proportional number of points above the maximum for this measure.						
<b>COM-02: Car Share Vehicles and Spaces</b> The property owner shall provide publicly accessible two-way car share vehicle(s) and space(s) on-site for at least 3 years, up to the following ratios: <ul style="list-style-type: none"> <li>• Residential - Strata: 1 car share vehicle and space for every 50 Dwelling Units;</li> <li>• Residential - Rental: 1 car share vehicle and space for every 25 Dwelling Units;</li> <li>• Commercial - Office: 1 car share vehicle and space for each 4,600 m<sup>2</sup> of gross floor area;</li> <li>• Commercial - Retail: 1 car share vehicle and space for each 4,600 m<sup>2</sup> of gross floor area.</li> </ul> Projects may receive partial points for fewer vehicles.	(8)*	(16)*	(16)*	(8)*	(3)*	
* May round a fractional number of vehicles up for a proportional number of points above the maximum for this measure.						
<b>COM-03: Additional Pick-Up/Drop-Off Spaces</b> Provide additional short-term pick-up/drop-off passenger spaces. <ul style="list-style-type: none"> <li>• 2 points, for providing one (1) Class A passenger space, or</li> <li>• 4 points, for providing two (2) Class A passenger spaces, and/or</li> <li>• 4 points, for providing one (1) Class B passenger space.</li> </ul>	(8)	(8)	(8)	(8)	(8)	
<b>COM-04: Shuttle Bus Service</b> <input type="checkbox"/> Provide free local shuttle bus services to between the development site and regional transit hubs, commercial centres, and residential areas for customers, employees, and visitors for 20 years. Up to 14 points, for depending on level of service frequency				(14)	(14)	
<b>COM-05: Vanpool/Carpool Service</b> <input type="checkbox"/> For development projects with at least 25 employees, the property owner shall implement an employer or building manager-sponsored Vanpool or Carpool service for 20 years. Preferential parking spaces for carpool/vanpool vehicles should also be provided to accommodate 5% of employees carpooling.				(4)	(2)	
<b>Support, Promotion, Information</b>						
<b>SUP-01: Transportation Marketing Services</b> <input type="checkbox"/> The property owner shall provide individualized, tailored marketing and communication campaigns, including incentives to encourage the use of sustainable transportation modes.		(2)	(2)	(2)	(2)	
<b>SUP-02: Real-Time Information</b> <input type="checkbox"/> Provide real-time sustainable transportation information for 20 years on displays in prominent locations on the project site.		(2)	(2)	(2)	(2)	
<b>SUP-03: Multimodal Wayfinding Signage</b> <input type="checkbox"/> Provide directional signage to major destinations and public amenities.	(2)	(2)	(2)	(2)	(2)	

TDM Measure		(Maximum Points) Points Achieved					
		Residential			Office	Retail/ Service	Other
		Strata	Rental	Social			
<b>Parking Management</b>							
<b>PKG-01: Parking Pricing</b> <input type="checkbox"/> Implement paid parking for all users, including employees, customers, visitors. A parking rate or pass beyond one day is not to be provided. Only applicable to sites outside the Downtown.					(4)	(4)	
<b>PKG-02: Parking Supply</b> Provide no more than the minimum vehicle parking provisions for all land uses on site. Outside Downtown, this measure is only applicable to large developments.		(2)	(2)	(2)	(2)	(2)	
<b>Other</b>							
<b>OTH-01: Innovative Strategies</b> <input type="checkbox"/> Other innovative developer-proposed strategies, with acceptable rationale and implementation plan.		(16)	(16)	(16)	(16)	(16)	
<b>LINE 1</b>							
<b>TOTAL POINTS ACHIEVED</b>							
<b>LINE 2</b>							
<b>POINT TARGET (Refer to Worksheet B)</b>		( )	( )	( )	( )	( )	( )
<b>For developments seeking parking reductions:</b>							
<b>LINE 3</b>							
<b>Parking Reduction for Transit Accessibility (Refer to Worksheet C)</b>							
<b>LINE 4</b>							
<b>Maximum Parking Reduction with achieving TDM Plan Point Targets</b>		20%	40%	40%	20%	20%	20%
<b>LINE 5</b>							
<b>Available Parking Reduction with Points Achieved</b> = (LINE 1 / LINE 2) x LINE 4 Cannot exceed LINE 4							
<b>LINE 6</b>							
<b>Total Allowable Parking Reduction (Transit plus TDM)</b> = LINE 3 + LINE 5							

**WORKSHEET E: TDM Plan Summary – Parking Provision**

Check here if a TDM Plan is not required for the development

Transit Accessibility Level (if applicable):  Level A  Level B  Level C

Parking Bylaw Reference	Land Use	Land Use Subtype (Unit size, # Bedrooms)	Land Use Quantity	Required Spaces	Reduction % Claimed	Adj. Required Spaces	Proposed Spaces
<b>Vehicle Parking</b>							
Total							
<b>Loading</b>							
Total							
<b>Bicycle Parking</b>							
Total							
<b>Passenger Loading</b>							
Total							



## **Schedule B**

### **TDM Measures Fact Sheets**

A fact sheet is provided for each TDM measure that guides its inclusion in a TDM plan. Each fact sheet includes the following information:

#### **TDM Measure**

This language describes the measure itself, including a description of the transportation amenity being provided, the amount/frequency of this amenity, and the property owner's responsibilities with regard to this measure over the life of the project.

#### **Applicability**

The applicability section states which land use categories the measure applies to among land use categories (i.e. Residential-Strata, Residential-Rental, Commercial-Office, and Commercial-Retail). In some cases, additional applicability information is also supplied. Additional information typically relates to the size and/or location of the development project.

#### **Points**

The points section identifies the maximum number of points awarded for the selection of the TDM measure. In some cases, a range of point values are assigned. Here, it is important to carefully review each option, as the options provide key details on how to earn a particular number of points for the measure.

#### **Compliance Information**

The compliance information section includes information about the property owner's actions and obligations during the development review phase, and the ongoing monitoring and reporting phase.

#### **Development Review**

This section documents what the property owner must provide with the TDM plan in order to document how the TDM measure would be implemented so that City staff may confirm that the TDM measure meets the criteria in the TDM fact sheet, is in compliance with relevant supporting policy and documents, and so that the appropriate point value may be assigned.

#### **Ongoing Monitoring and Reporting**

This section documents what the property owner must provide on an ongoing basis to show that the TDM measure continues to be correctly and appropriately implemented.

#### **Supporting Policy & Documents**

This includes a list of (and links to) relevant sections of supporting policy and documents that apply to the TDM measure. It is important to review the references prior to selecting a TDM measure, as these references may contain key details. In some cases, a property owner may receive a point value for selecting a TDM measure, even if the TDM measure is required elsewhere per City policy.

Fact Sheets are provided on the following pages:

<b>FIN-01 // CAR SHARE MEMBERSHIP</b> .....	<b>3</b>
<b>FIN-02 // PUBLIC TRANSIT PASSES</b> .....	<b>5</b>
<b>ACT-01 // ADDITIONAL CLASS A BICYCLE PARKING</b> .....	<b>7</b>
<b>ACT-02 // IMPROVED ACCESS TO CLASS A BICYCLE PARKING</b> .....	<b>8</b>
<b>ACT-03 // ENHANCED CLASS B BICYCLE PARKING</b> .....	<b>10</b>
<b>ACT-04 // SECURE PUBLIC BICYCLE PARKING</b> .....	<b>11</b>
<b>ACT-05 // BICYCLE MAINTENANCE FACILITIES</b> .....	<b>12</b>
<b>ACT-06 // IMPROVED END OF TRIP AMENITIES</b> .....	<b>14</b>
<b>ACT-07 // PUBLIC BICYCLE SHARE SPACE</b> .....	<b>16</b>
<b>ACT-08 // SHARED CYCLING FLEET</b> .....	<b>17</b>
<b>ACT-09 // WALKING IMPROVEMENTS</b> .....	<b>19</b>
<b>COM-01 // CARSHARE SPACES</b> .....	<b>20</b>
<b>COM-02 // CARSHARE VEHICLES AND SPACES</b> .....	<b>22</b>
<b>COM-03 // ADDITIONAL PASSENGER LOADING SPACES</b> .....	<b>24</b>
<b>COM-04 // SHUTTLE BUS SERVICE</b> .....	<b>25</b>
<b>COM-05 // VANPOOL/CARPOOL SERVICE</b> .....	<b>27</b>
<b>SUP-01 // TRANSPORTATION MARKETING SERVICES</b> .....	<b>29</b>
<b>SUP-02 // REAL-TIME INFORMATION</b> .....	<b>31</b>
<b>SUP-03 // MULTIMODAL WAYFINDING SIGNAGE</b> .....	<b>32</b>
<b>PKG-01 // PARKING PRICING</b> .....	<b>33</b>
<b>PKG-02 // PARKING SUPPLY</b> .....	<b>34</b>
<b>OTH-01 // INNOVATIVE STRATEGIES</b> .....	<b>35</b>

## **FIN-01 // CAR SHARE MEMBERSHIP**

### **TDM Measure**

Two options depending on land use:

#### *Option A, Residential - Strata*

For stratified residential developments, the property owner of the development project shall provide a two-way car share membership for each dwelling unit with the purchase of that unit. The membership shall remain associated to that residential unit, regardless of owner, for a minimum of 20 years. This shall be secured with agreements, as appropriate.

#### *Option B, Residential - Rental*

The property owner shall proactively offer two-way car share memberships and credits to residents on a minimum semi-annual basis for a minimum of 20 years. If requested by the resident, the property owner shall pay for, or otherwise provide, memberships equivalent to one annual membership, including \$200 annual driving credits, per Dwelling Unit. Program participants are not permitted to take cash in lieu of the TDM measure. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential – Strata
- Residential - Rental

### **Points**

Up to four (4) points, depending on land use:

- For Residential – Strata, Two (2) points
- For Residential – Rental, up to four (4) points assigned as follows:
  - Two (2) points, for providing memberships
  - Two (2) points, for providing \$200 driving credits

### **Compliance Information**

#### **Development Review**

The property owner shall provide the City with:

- A letter of support from a car share provider (for Option A)
- An operational plan detailing how the memberships will be offered and delivered, and the schedule for doing so
- If available, the property owner shall also submit any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer car share memberships and credits.

#### **Ongoing Monitoring and Reporting**

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

For Option B, after occupancy of the development project, the City may periodically request that the property owner submit documentation to verify implementation of the TDM measures, including, but not limited to:

- The total number of occupied Dwelling Units and the number of memberships purchased annually, and
- Documentation demonstrating that the incentives were offered.

#### **Supporting Policy & Documents**

- Transportation 2040
- Greenest City Action Plan

Superseded

## **FIN-02 // PUBLIC TRANSIT PASSES**

### **TDM Measure**

The property owner shall proactively offer monthly subsidies toward TransLink Compass Cards (stored value or monthly pass) to residents and/or employees on a minimum semi-annual basis for a minimum of 10 years. If requested by a resident or employee, the property owner shall pay for contributions, or otherwise provide, a monthly subsidy equivalent to:

- \$100 for Residential – Rental land uses, and/or
- \$50 for Non-Residential land uses.

Program participants are not permitted to take cash in lieu of the TDM measure. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential – Rental
- Commercial – Office
- Commercial – Retail/Service

### **Points**

Up to 16 points, depending on land use:

- For Residential – Rental, up to 16 points
- For Commercial - Office, up to 16 points
- For Commercial - Retail/Service, up to six (6) points

Development projects may receive points commensurate with the level of contribution. For example, development projects providing a \$25 monthly subsidy shall be eligible for 4 points towards Residential – Rental land uses, and 8 points towards Commercial - Office land uses.

### **Compliance Information**

#### ***Development Review***

The property owner shall provide the City with:

- An operational plan detailing the level of contribution, how subsidies will be offered, and how it will be delivered.
- If available, the property owner shall also submit any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer transit subsidies.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically request that the property owner submit documentation to verify implementation of the TDM measures, including, but not limited to:

- The number of employees and/or occupied Dwelling Units, that requested and were provided with subsidies,
- Copies of invoices or receipts, with sensitive billing information redacted, to document the number and dollar amount of transit subsidies purchased annually. and
- Documentation demonstrating that the contributions or incentives were offered.

## Supporting Policy & Documents

- Transportation 2040
- Greenest City Action Plan

Superseded

## **ACT-01 // ADDITIONAL CLASS A BICYCLE PARKING**

### **TDM Measure**

The property owner shall provide additional Class A bicycle parking, up to a maximum of 40% above minimum requirements as defined by the Parking By-law. The property owner may choose to provide more, however only up to 40% may be eligible for TDM points.

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial – Retail/Service

### **Points**

Up to 8 points, depending on land use:

- For Residential – Strata, up to eight (8) points
- For Residential – Rental, up to eight (8) points
- For Commercial - Office, up to eight (8) points
- For Commercial – Retail/Service, up to three (3) points

Development projects may receive points commensurate with the amount of additional parking provided. For example, for a Residential – Strata development, 2 points will be assigned for every 10% above the minimum required Class A bicycle parking provided.

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans that identify the amount and location of the additional Class A bicycle parking. City staff will review the plans to ensure that the bicycle parking spaces provided meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically conduct site visits to verify that the project continues to meet the standards specified in the project approvals.

### **Supporting Policy & Documents**

- City of Vancouver Parking By-law
- Transportation 2040
- Greenest City Action Plan

## **ACT-02 // IMPROVED ACCESS TO CLASS A BICYCLE PARKING**

### **TDM Measure**

The property owner shall provide improved access to Class A bicycle parking, which may include:

- An entry for bicycles fully separated from the vehicle ramp for bicycle parking located underground
- Location of at least 40% of Class A bicycle parking above grade
- Automated bicycle parking that is accessed at grade

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to 8 points, depending on land use:

- For Residential – Strata, up to eight (8) points
- For Residential – Rental, up to eight (8) points
- For Commercial - Office, up to eight (8) points
- For Commercial - Retail/Service, up to three (3) points

Development projects may receive points assigned as follows:

- Two (2) points, for providing a bicycle access ramp fully separated from the vehicle parking ramp. Only applicable to developments which provide some portion of bicycle parking below grade.
- Two (2) points, for providing a minimum 40% Class A cycle parking at-grade, or
- Four (4) points, for providing 100% of Class A parking is provided at-grade, or
- Four (4) points, for providing fully-automated bicycle parking with no user fees
- Up to two (2) points, for providing excellent access design with respect to: lighting, finishes, grades, convenience, weather protection.

### **Compliance Information**

#### ***Development Review***

The property owner shall submit:

- Plans that identify the amount and location of the additional Class A bicycle parking, as well as note the access route to reach the Class A bicycle parking from the outside; and
- Operational and design specifications for automated bicycle parking (if applicable)

City staff will review the plans to ensure that the bicycle parking spaces provided meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.



After occupancy of the development project, the City may periodically conduct site visits to verify that the project continues to meet the standards specified in the project approvals.

### **Supporting Policy & Documents**

- City of Vancouver Parking By-law
- City of Vancouver Bicycle Parking Design Supplement
- Transportation 2040
- Greenest City Action Plan

Superseded

## **ACT-03 // ENHANCED CLASS B BICYCLE PARKING**

### **TDM Measure**

The property owner shall provide enhanced visitor Class B bicycle parking, consisting of well-lit, secure, indoor facilities, excellent access design with respect to: lighting, finishes, grades, convenience.

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to two (2) points

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans that identify the amount, location and characteristics of the enhanced Class B bicycle parking. City staff would review the plans to ensure that the bicycle parking spaces provided exceed the standards and minimums identified in the Parking By-law.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically conduct site visits to verify that the project continues to meet the standards specified in the project approvals.

### **Supporting Policy & Documents**

- City of Vancouver Parking By-law
- City of Vancouver Bicycle Parking Design Supplement
- Transportation 2040
- Greenest City Action Plan

## **ACT-04 // SECURE PUBLIC BICYCLE PARKING**

### **TDM Measure**

The property owner shall provide secure bicycle parking spaces available to the public, which includes users not associated with the building. The design of the secure public bicycle parking shall meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines, for Class A bicycle parking. These spaces need not be in addition to the required Class A bicycle parking. Building occupants must have priority access to Class A bicycle parking. Public Class A bicycle parking must be advertised. This measure shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to two (2) points

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans that identify the amount and location of public Class A bicycle parking spaces, as well as note the access route to reach the secure public Class A bicycle parking from the outside. City staff will review the plans to ensure that the bicycle parking spaces provided meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically conduct site visits to verify that the project continues to meet the standards specified in the project approvals.

### **Supporting Policy & Documents**

- City of Vancouver Parking By-law
- City of Vancouver Bicycle Parking Design Supplement
- Transportation 2040
- Greenest City Action Plan

## **ACT-05 // BICYCLE MAINTENANCE FACILITIES**

### **TDM Measure**

The property owner shall include bicycle maintenance facilities in a designated, secure area within the building with proper drainage, where sufficient workspace with bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition to encourage bicycling. Tools and supplies should include, at minimum, those necessary for fixing a flat tire, adjusting a chain, and performing other basic bicycle maintenance, such as: a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches. Facilities provided at non-residential sites must be accessible for public use. This measure shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to two (2) points

### **Compliance Information**

#### ***Development Review***

The property owner shall submit:

- Plans that demonstrate the provision of the on-site bicycle maintenance facilities
- An operational plan detailing:
  - A description of the amenities to be provided,
  - A means of providing access to all residents, commercial tenants, and the public (if applicable), and
  - Plan for maintaining these amenities.
- If available, the property owner shall also submit any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.

City staff will review the documentation to ensure that the proposed on-site bicycle maintenance facilities comply with this measure.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically conduct site visits or request photographs to verify that the project continues to meet the standards specified in the project approvals, including that: tools continue to be in place, maintained, and available to residents, tenants, and the public (if applicable).

## **Supporting Policy & Documents**

- Vancouver Building By-law
- Transportation 2040
- Greenest City Action Plan

Superseded

## **ACT-06 // IMPROVED END OF TRIP AMENITIES**

### **TDM Measure**

The property owner shall provide and maintain improved and/or additional end-of-trip amenities for employees, including but not limited to: clothes dryers (or hot air drying rack systems), permanent hair dryers, shower doors, secure facilities for charging bicycle lights and electric bicycle batteries, enhanced facility finishes.

More points may be given for additional showers, change rooms, lockers, up to 100% above minimum requirements in the Parking By-law. The developer may choose to provide more, however only up to 100% may be eligible for TDM points.

### **Applicability**

This measure is applicable to the following land uses:

- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to 6 Points, depending on land use:

- For Residential – Strata, up to six (6) points
- For Residential – Rental, up to six (6) points
- For Commercial - Office, up to six (6) points
- For Commercial - Retail/Service, up to two (2) points

Development projects may receive points assigned as follows:

- 2 points, for providing improved facilities for all end-of-trip amenities being provided.
- Up to 4 points, for providing additional end-of-trip facilities, commensurate with the amount of additional facilities provided, up to 50% above the minimum requirements of the Building By-law. For example, a development project providing 25% additional end-of-trip facilities shall be eligible for two (2) points.

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans that identify the location, number and type of end-of-trip amenities being provided. City staff will review the proposed plan to ensure that the amenities exceed the standards and minimums identified in the Parking By-law and/or applicable Design Guidelines.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically conduct site visits or request photographs to verify that the project continues to meet the standards specified in the project approvals.

## **Supporting Policy & Documents**

- City of Vancouver Building By-law
- City of Vancouver Parking By-law
- Transportation 2040
- Greenest City Action Plan

Superseded

## **ACT-07 // PUBLIC BICYCLE SHARE SPACE**

### **TDM Measure**

The City may require the property owner to provide space for Public Bicycle Share (PBS) as a condition of approval. The property owner shall provide space and Statutory Right of Way (SRW) in a location, as approved by the City. Where PBS may be a requirement as a condition of approval, the City may provide points to the development project for this requirement. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to eight (8) points shall be assigned to development projects meeting the PBS size and siting requirements as set out by the City.

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans that illustrate the size and location of the PBS space being provided, and how the development project is meeting the requirements as specified by City staff and in the Design Standards for Public Bicycle Share (PBS) Rezoning and Development Application Requirements. City staff will review the plans to ensure that the PBS space provided meet the terms as intended.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically conduct site visits or request photographs to verify that the project continues to meet the standards specified in the project approvals.

### **Supporting Policy & Documents**

- Transportation 2040 Plan
- Greenest City Action Plan
- Design Standards for Public Bicycle Share (PBS) Rezoning and Development Application Requirements



## **ACT-08 // SHARED CYCLING FLEET**

### **TDM Measure**

The property owner shall provide a fleet of cycles including proportion dedicated to specialty cycling equipment including, but not limited to: adaptive (tri-, hand-, recumbent-cycles, etc.), cargo, and/or electric cycles for use by residents and/or employees for 20 years to encourage all types of cycling. Electric-powered cycles are encouraged. The fleet size shall be provided as follows:

- One (1) cycle for each 10 dwelling units for Residential – Rental land uses
- One (1) cycle for each 3,000 m<sup>2</sup> gross floor area for Commercial – Office and Commercial - Retail/Service land uses

At minimum, six (6) cycles shall be provided.

The property owner shall ensure that the cycles are properly stored and maintained, and shall provide additional secure Class A bicycle parking, beyond the amount required by the Parking By-law, to adequately accommodate these cycles of various shapes and sizes.

All cycles should only be useable by residents, employees, and/or visitors in the presence of the resident/employee, 24 hours a day, 365 days a year. The cycles shall be available for usage without any additional user fees and there shall be a reasonable liability to the user in case of loss or damage. All the equipment shall be privately owned and operated by the Project Owner.

The cycles shall facilitate two-way trips only; each trip has to start and end on-site as a back-to-one bicycle share system. It is prohibited to determine the location of the cycles outside of the bicycle room or bicycle cage (i.e. no geolocation). Commercial external third party ownership, operation, and branding are prohibited.

All bicycles shall be ISO Certified. Further, the property owner shall provide for every cycle: helmets, locks, automatic lights (white in front and red in back) and other safety features (reflectors, bell) to support compliance with the laws of British Columbia and the By-laws of the City of Vancouver. Other amenities to facilitate convenient use of the fleet are encouraged.

This shall be secure with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to 4 points, depending on land use:

- For Residential – Rental, up to four (4) points
- For Commercial - Office, up to four (4) points
- For Commercial - Retail, up to two (2) points

Development projects may receive points commensurate with the rate of provision of the shared cycling fleet.

## **Compliance Information**

### ***Development Review***

The property owner shall submit plans that identify the location of the Class A Bicycle Parking designated for the fleet of cycles, proposed cycle type(s), and operational plan. The operational plan should describe:

- Ownership of equipment
- Equipment Maintenance for: storage, locking, charging (if applicable), user limitations (ride time, hours of operation, number of bicycles, etc.), administration, terms and conditions of use, and capital replacement of cycles and parts
- Plan for providing ongoing monitoring and reporting standards set out below
- If available, the property owner shall also submit any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will deliver this service.

City staff will review the proposed plan to ensure that the fleet of cycles shall be properly housed, maintained and easily accessed.

### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: Site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically conduct site visits, and/or request that the property owner submit documentation to verify that the project continues to meet the standards specified in the project approvals, including, but not limited to: usage and ridership data gathering and sharing, such as inventory of available equipment, usage per resident, usage per bicycle, ridership numbers. If no users have opted to use the available private fleet, then the property owner shall submit documentation demonstrating that the services were offered and declined.

### **Supporting Policy & Documents**

- British Columbia Motor Vehicle Act
- City of Vancouver Bicycle Parking Design Supplement
- City of Vancouver Parking By-law
- Transportation 2040 Plan
- Greenest City Action Plan

## **ACT-09 // WALKING IMPROVEMENTS**

### **TDM Measure**

Where the City requires large scale improved and enhanced pedestrian facilities off-site as a condition of approval, the property owner shall provide safe, attractive, and direct off-site connections for pedestrians linking building entrances with the surrounding pedestrian network, transit stops, and key destinations.

Where walking improvements may be a requirement as a condition of approval, the City may provide points to the development project for these requirements. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to six (6) points, based on level of implementation.

### **Compliance Information**

#### ***Development Review***

The property owner shall submit a streetscape plan and sections that show the location, design, and dimensions of existing and proposed pedestrian-oriented streetscape elements along the project frontage(s).

City staff will review the proposed streetscape plan during the development review process to provide a staff recommendation regarding the streetscape improvements. If City staff recommend that the streetscape improvements should be approved, the development project would receive the points based on the level of implementation.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

The property owner shall maintain all streetscape improvements in good condition, and repair or replace, as needed, unless the maintenance and ownership of specific streetscape elements have been transferred to the City. After occupancy of the development project, the City may periodically conduct site visits, and/or request that the property owner submit documentation to verify that the project continues to meet the standards specified in the project approvals.

### **Supporting Policy & Documents**

City of Vancouver Street & Traffic By-law  
City of Vancouver Street Tree By-law  
Transportation 2040 Plan  
Greenest City Action Plan

## **COM-01 // CARSHARE SPACES**

### **TDM Measure**

The property owner shall provide dedicated publicly available parking spaces for car share vehicles (one-way or two-way), up to the following ratios:

- Residential - Strata: one (1) car share parking space for every 20 Dwelling Units;
- Residential - Rental: one (1) car share parking space for every 10 Dwelling Units;
- Commercial - Office one (1) car share parking space for each 2,300 square metres of gross floor area;
- Commercial - Retail: one (1) car share parking space for each 930 square metres of gross floor area.

The car share space shall be provided in perpetuity and they shall only be occupied by car share vehicles operated by a professional car share organization. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to 16 points\*, depending on land use and commensurate with the rate of provision, as follows:

- For Residential – Strata, up to eight (8) points
- For Residential – Rental, up to 16 points
- For Commercial - Office, up to eight (8) points
- For Commercial - Retail/Service, up to eight (8) points

\*Where the rate of provision results in a partial number of car share spaces being provided, a development may provide the next whole number of spaces for a proportional number of points above the maximum for this measure.

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans that identify the car-sharing parking spaces. City staff will review the location to ensure public accessibility and compliance with the Parking By-law.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically conduct site visits, and/or request that the property owner submit documentation to verify that the project continues to meet the standards specified in the project approvals.

## **Supporting Policy & Documents**

- City of Vancouver Parking By-law
- Transportation 2040 Plan
- Greenest City Action Plan

Superseded

## **COM-02 // CARSHARE VEHICLES AND SPACES**

### **TDM Measure**

The property owner shall provide publicly accessible two-way car share vehicle(s) and space(s) on-site for at least 3 years, up to the following ratios:

- Residential - Strata: one (1) car share vehicle and space for every 50 Dwelling Units;
- Residential - Rental: one (1) car share vehicle and space for every 25 Dwelling Units;
- Commercial - one (1) car share vehicle and space for each 4,600 square metres of gross floor area;
- Commercial - Retail: one (1) car share vehicle and space for each 4,600 square metres of gross floor area.

The car share space shall be provided in perpetuity. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to 16 points\*, depending on land use and commensurate with the rate of provision, as follows:

- For Residential – Strata, up to eight (8) points
- For Residential – Rental, up to 16 points
- For Commercial - Office, up to eight (8) points
- For Commercial - Retail/Service, up to three (3) points

\*Where the rate of provision results in a partial number of car share vehicles and spaces being provided, a development may provide the next whole number of car share vehicles and spaces for a proportional number of points above the maximum for this measure.

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans to the City that identify the total number of two-way public car share vehicles and parking spaces, as well as letter of support from a professional two-car car sharing organization. City staff will review the location to ensure public accessibility and compliance with the Parking By-law.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically conduct site visits, and/or request that the property owner submit documentation to verify that the project continues to meet the standards specified in the project approvals, such as verification of car share operations associated with any car

share spaces and vehicles such as copies of operating agreements with a Professional Car Share Organization. City staff will verify that the submitted documentation complies with the project approvals.

### **Supporting Policy & Documents**

- City of Vancouver Parking By-law
- Transportation 2040 Plan
- Greenest City Action Plan

Superseded

## **COM-03 // ADDITIONAL PASSENGER LOADING SPACES**

### **TDM Measure**

The property owner shall provide additional on-site passenger loading spaces, fully accessible at-grade, to facilitate short-term loading activities such as pick-up/drop-off. The spaces shall be provided in perpetuity. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to 8 points based upon level of provision, as follows:

- Two (2) points, for providing one (1) Class A passenger space, or
- Four (4) points, for providing two (2) Class A passenger spaces, and/or
- Four (4) points, for providing one (1) Class B passenger space. Subject to City approval.

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans showing the location, design, and dimensions of passenger loading spaces. City staff will review the proposed plan to ensure public accessibility and that the spaces provided meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

City staff would verify that the standards specified in the project approvals continue to be met. City staff may contact the TDM coordinator for further information regarding this measure.

### **Supporting Policy & Documents**

- City of Vancouver Parking By-law
- Transportation 2040
- Greenest City Action Plan



## **COM-04 // SHUTTLE BUS SERVICE**

### **TDM Measure**

The property owner shall provide local shuttle service for 20 years. The local shuttles will primarily provide service between the project site and regional transit hubs, commercial centers, and/or residential areas. Local shuttle service shall be provided free of charge to residents, tenants (employees), and visitors. Shuttle stop locations shall be posted with shuttle schedules (or frequency and hours).

Shuttle service lines may not replicate TransLink transit service lines, unless recommended for approval by the City of Vancouver. Shuttles must stop at legal curbside and comply with parking and traffic regulations. Eligible shuttle service should typically run from 7 a.m. to 8 p.m., continuously, and must offer headways of 15 minutes or better during peak hours (generally 7 - 9 a.m. and 4 - 6 p.m. on weekdays), and headways of 30 minutes or better during off-peak periods (which should generally run at least until 8 p.m., unless unnecessary for the particular land use). This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Commercial – Office
- Commercial - Retail/Service

Does not apply to development projects located within a Level A transit accessibility area, i.e.:

- Within 100 m walking distance of any one (1) existing FTN route, including B-Line stops, or
- Within 200 m walking distance of any intersection of two (2) existing FTN routes, including B-Line stops, or
- Within 400 m walking distance of any SkyTrain station

### **Points**

Up to 14 points, for depending on level of service frequency

### **Compliance Information**

#### ***Development Review***

The property owner shall submit a conceptual service plan describing the hours of operation, stop location(s), routes, and headways for the shuttle service. The property owner shall also submit plans that identify the location and dimensions of potential shuttle stops at the development project site and the proposed destination(s) stops. If available, the property owner shall also submit any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer this service. The plans should identify any other relevant information that may be helpful in understanding potential conflicts at the proposed shuttle stop locations (e.g., proximity to transit stops, crosswalks, etc.). Shuttles must stop at existing legal curbside and comply with parking and traffic regulations, or stops shall be provided on-site. City staff will review the feasibility and adequacy of the proposed service plan, including the shuttle stop locations.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may conduct site visits, or periodically request that the property owner submit documentation to verify that the provided services continue to comply with the

standards specified in the project approvals, including, but not limited to: shuttle schedule, routes, average daily ridership, and agreement with the shuttle operator.

### **Supporting Policy & Documents**

- City of Vancouver Parking By-law
- City of Vancouver Street and Traffic By-law
- Transportation 2040
- Greenest City Action Plan

Superseded

## **COM-05 // VANPOOL/CARPOOL SERVICE**

### **TDM Measure**

For development projects with at least 25 employees, the property owner shall implement an employer- or building manager-sponsored Vanpool or Carpool service for 20 years. The Vanpool or Carpool will primarily provide service between the project site and locations where Vanpool or Carpool users live. The property owner shall purchase or lease vehicles for employee use and pay for mileage and maintenance of the vehicles. The pooling service should primarily serve the development site and locations where users live. Eligible service should typically run during the peak hours, intended to serve trips at the beginning and end of the workday. The program must provide an active matching service using manual or automated matching of addresses and providing employees with potential carpools (passive matching alone such as bulletin boards is not acceptable). Pooling services may not replicate any TransLink service route. Preferential parking spaces for carpool/vanpool vehicles should also be provided to accommodate 5% of employees carpooling. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to four (4) points, depending on land use:

- For Commercial – Office, four (4) points
- For Commercial – Retail/Service, two (2) points

### **Compliance Information**

#### ***Development Review***

The property owner shall submit an operational plan detailing how the service will be delivered. The property owner shall also submit plans that identify the location and dimensions of the carpool or vanpool parking spaces on the project site. If available, the property owner shall also submit any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer this service. City staff will review the feasibility and adequacy of the proposed service plan, and the site plans to ensure that the parking spaces provided meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may conduct site visits, or periodically request that the property owner submit documentation to verify that the provided services continue to comply with the standards specified in the project approvals, including, but not limited to: copies of invoices for carpool/vanpool services provided during the last year with any sensitive billing information redacted, documentation of marketing materials provided for the service, routes, and average daily ridership.

### **Supporting Policy & Documents**

- City of Vancouver Parking By-law
- Transportation 2040

- Greenest City Action Plan

Superseded

## **SUP-01 // TRANSPORTATION MARKETING SERVICES**

### **TDM Measure**

The property owner shall provide individualized, tailored marketing and communication campaigns, including incentives to encourage the use of sustainable transportation modes. Marketing services shall either be provided by an assigned TDM coordinator or a communications professional.

Marketing services shall include, at a minimum, the following activities:

**Promotions** - The TDM coordinator shall develop and deploy promotions to encourage use of sustainable transportation modes. This includes targeted messaging and communications campaigns, incentives and contests, and other creative strategies. These campaigns may target existing and/or new residents/employees/ tenants; and

**Welcome Packets** - New residents and employees shall be provided with tailored marketing information about sustainable transportation options associated with accessing the project site (e.g. specific transit routes and schedules; bicycle routes; carpooling programs, etc.) as part of a welcome packet. For employees, the packet should reflect options for major commute origins. New residents and employees shall also be offered the opportunity for a one-on-one consultation about their transportation options.

The property owner shall proactively provide ongoing travel planning resources to residents and employees for 20 years. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Two (2) points

### **Compliance Information**

#### ***Development Review***

The property owner shall provide a description of the services to be provided to City staff. . If available, the property owner shall also submit any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer this service.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, the City may periodically request that the property owner submit documentation to verify that the provided services continue to comply with the standards specified in the project approvals, including, but not limited to: updated contact information for the contracted TDM coordinator, marketing plan and documentation of marketing activities—for example, promotions and outreach activities.

## Supporting Policy & Documents

- Transportation 2040
- Greenest City Action Plan

Superseded

## **SUP-02 // REAL-TIME INFORMATION**

### **TDM Measure**

The property owner shall provide real-time transportation information for 20 years on displays (e.g. large television screens or computer monitors) in prominent locations (e.g. entry/ exit areas, lobbies, elevator bays) on the project site to highlight sustainable transportation options and support informed trip-making. At minimum, a development project should include such screens at each major entry/exit.

The displays shall include real time information on sustainable transportation options in the vicinity of the project site, which may include, but are not limited to, transit arrivals and departures for nearby TransLink routes, walking times to these locations, and the availability of car share vehicles (within or adjacent to the building), shared bicycles, and shuttles. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Two (2) points

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans that identify the general locations for proposed displays and a description of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed. City staff would review the proposed plan to ensure that the display placement and content meets the intent of this measure.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed. After occupancy of the development project, City staff may periodically verify the ongoing maintenance and operation of the displays by performing site visits or request that the property owner submit documentation, e.g. photographs of the displays, to verify that the provided services continue to comply with the standards specified.

### **Supporting Policy & Documents**

- Transportation 2040
- Greenest City Action Plan

## **SUP-03 // MULTIMODAL WAYFINDING SIGNAGE**

### **TDM Measure**

The property owner shall provide multimodal wayfinding signage that can withstand weather elements (e.g., wind, rain) in key locations. That is, the signs shall be located externally and/or internally so that the residents, tenants, employees and visitors are directed to transportation services and infrastructure, including transit, bicycle share, car share parking, bicycle parking and amenities (including repair stations and fleets), showers and lockers, taxi stands, and shuttle/carpool/Vanpool pick-up/drop-off locations. Wayfinding signage shall meet City standards for any on-street wayfinding signage, in particular for bicycle and car share parking, and shall meet best practices for any interior wayfinding.

### **Applicability**

This measure is applicable to the following land uses:

- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Two (2) points

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans that identify general locations and content for the proposed signage. City staff would review the proposed plans to ensure that sign placement meets the intent of this measure.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, City staff may periodically verify the ongoing maintenance of signage by performing site visits or request that the property owner submit documentation, e.g. photographs of the displays, to verify that the provided services continue to comply with the standards specified in the project approvals.

### **Supporting Policy & Documents**

- City of Vancouver Sign By-law
- Wayfinding Guidelines for Utility Cycling in Metro Vancouver V1.1: [https://www.translink.ca/-/media/Documents/cycling/get\\_there\\_by\\_bicycle.pdf](https://www.translink.ca/-/media/Documents/cycling/get_there_by_bicycle.pdf)
- Transportation 2040
- Greenest City Action Plan



## **PKG-01 // PARKING PRICING**

### **TDM Measure**

The property owner shall implement paid parking for all users, including employees, customers, and visitors. The property owner shall not include a parking rate or pass beyond one day; in other words, no weekly, monthly, or annual parking passes would be provided. This shall be secured with agreements, as appropriate.

### **Applicability**

This measure is applicable to the following land uses:

- Commercial – Office
- Commercial - Retail/Service

Does not apply to development projects located within the Downtown.

### **Points**

Four (4) points

### **Compliance Information**

#### ***Development Review***

The measure must be included in the development project's TDM plan.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, City staff may periodically conduct site visits or request that the property owner submit documentation to verify that the provided services continue to comply with the standards specified in the project approvals, including but not limited to: copies of parking rate sheets, photos of signs documenting the parking rates for the facility, and evidence of parking revenues that reflect daily or shorter (i.e., hourly) payments for parking.

### **Supporting Policy & Documents**

- Transportation 2040
- Greenest City Action Plan

## **PKG-02 // PARKING SUPPLY**

### **TDM Measure**

The property owner shall provide off-street private vehicular parking in an amount no greater than the minimum vehicle parking provisions required as per the Parking By-law for all individual land uses on site, including allowable reductions provided in this Administrative Bulletin.

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

Outside the Downtown, this measure is only applicable to large sites, as defined by the Rezoning Policy for Sustainable Large Developments.

### **Points**

Two (2) points

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans showing the proposed number of parking spaces and the spatial layout of the parking, including means of ingress/egress. City staff will review the plans to ensure that the parking spaces provided meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, City staff may periodically conduct site visits or request that the property owner submit documentation, e.g. photographs, to verify that the provided services continue to comply with the standards specified in the project approvals.

### **Supporting Policy & Documents**

- City of Vancouver Parking By-law
- Rezoning Policy for Sustainable Large Developments
- Transportation 2040 Plan
- Greenest City Action Plan

## **OTH-01 // INNOVATIVE STRATEGIES**

### **TDM Measure**

The City may consider other innovative strategies proposed by the property owner, with acceptable rationale, justification, and assessment completed by a transportation consultant.

Examples of acceptable measures may include, but are not limited to: accommodation of Class A bicycle parking for non-standard or different types of bicycles (cargo, recumbent, trailers, etc.), subsidies for sustainable transportation use not previously defined, use of electric shared vehicles where shared vehicles are provided, electric vehicle rapid charging stations in excess of any stations required in applicable By-laws, guaranteed ride home, parking cash out, bicycle repair services, unbundled parking, bicycle valet, on-site child-care, delivery services and supportive amenities.

Items that shall not be considered as part of an acceptable TDM plan include:

- Virtues of the development project's location, e.g. being located close to existing transit or cycling infrastructure, or being located in a walkable neighborhood with plentiful services
- Virtues of the developments proposed uses, e.g. by orienting towards 'green' tenants.
- Meeting bylaw requirements, e.g. providing bicycle parking that meets bylaw requirements, or taking advantage of vehicle parking reductions by providing shared vehicles
- Unless otherwise provided for in the TDM menu, fulfilling engineering requirements noted as part of the rezoning and development application process, e.g. improving pedestrian realm by providing additional sidewalk widths or improved lighting.

### **Applicability**

This measure is applicable to the following land uses:

- Residential - Strata
- Residential – Rental
- Commercial – Office
- Commercial - Retail/Service

### **Points**

Up to 16 points, subject to City approval.

### **Compliance Information**

#### ***Development Review***

The property owner shall submit plans that identify the location of the on-site or off-site amenities and services. The property owner shall provide a description of the amenities and/or services to be provided, a means of providing access to all residents, tenants, and employees and a plan for maintaining these amenities. In addition, the property owner shall provide an acceptable rationale, justification, and assessment completed by a transportation consultant. City staff will review the plans and description to ensure they meet the relevant standards and minimums.

#### ***Ongoing Monitoring and Reporting***

Statutory rights-of-way (SRW) and agreements, as appropriate, shall be required to secure long-term City access to the site to conduct future TDM monitoring, which may include, but not be limited to: site inspections, vehicle generation and parking demand counts, resident/tenant/employee travel mode share surveys, and other data collection activities, as needed.

After occupancy of the development project, City staff may periodically conduct site visits or request that the property owner submit documentation to verify that the provided services continue to comply with the standards specified in the project approvals.

## Supporting Policy & Documents

- Transportation 2040 Plan
- Greenest City Action Plan

Superseded