

## **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.

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## **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

## **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

## **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

## **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

## **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

## **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

## **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

## **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 space 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 space 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

## **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

## **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

## **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/resources/translink/cycling/regional%20cycling%20strategy/wayfinding\\_guidelines\\_for\\_utility\\_cycling\\_in\\_metro\\_vancouver](https://www.translink.ca/resources/translink/cycling/regional%20cycling%20strategy/wayfinding_guidelines_for_utility_cycling_in_metro_vancouver)
- 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