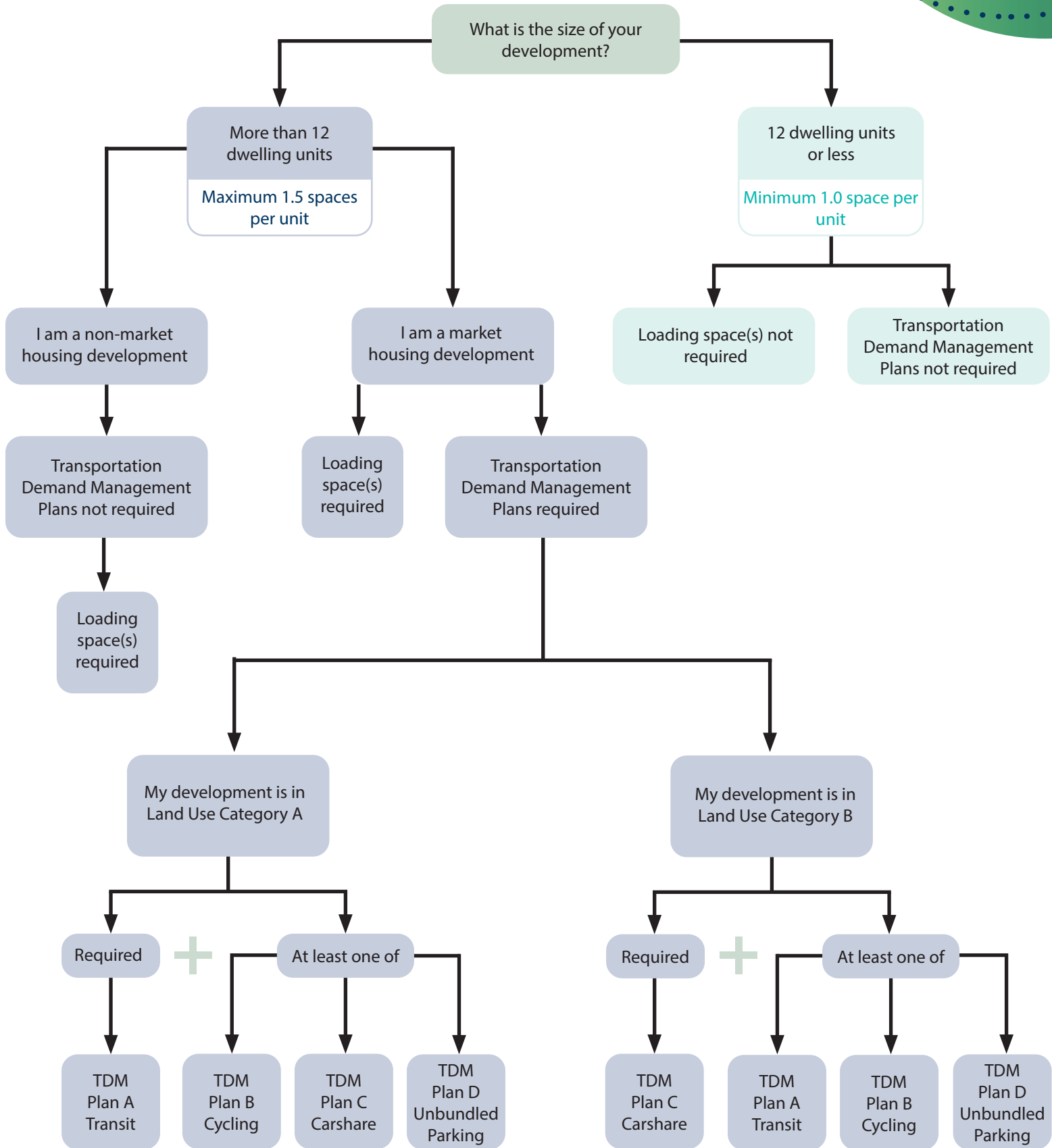


Residential Off-Street Parking and Loading Requirements for Multi-Unit or Mixed-Use Buildings Flow Chart



Note: Accessible parking, visitor parking, bike parking, and Transit Oriented Area (TOA) parking requirements are separate from and additional to the interim amendments to off-street parking and loading. Please refer to the [Zoning Bylaw, 2003](#), for more details regarding off-street parking and loading requirements.

Definitions

Transportation Demand Management

Transportation Demand Management (TDM) is the application of strategies and policies to influence traveler behavior with the aim of reducing automobile travel demand, as a means to save energy, reduce greenhouse gas emissions, improve air quality, and reduce traffic congestion.

Transportation Demand Management Plan

A predetermined set of transportation demand management measures, based on best practices, for transit, cycling, carshare, and unbundled parking.

Land Use Category A

Land Use Category A includes all developments in the future land use designation Uptown Core, Centres, or Primary Corridors. Refer to page 52-57 of the Official Community Plan for more details.

Land Use Category B

Land Use Category B includes all developments in the future land use designation Villages, Neighbourhoods, Neighbourhood Hubs, Secondary Corridors, and all other future land use designations. Refer to page 52-57 of the Official Community Plan for more details.

Transportation Demand Management Plan A

Transportation demand management measures that include:

- i. Providing every dwelling unit access to a public transit fund equivalent to the value of one monthly Adult pass for a minimum of a 3-year term for every dwelling unit; and
- ii. Providing new residents with a transit welcome packet within 30 days of occupancy containing relevant information.

Transportation Demand Management Plan B

Transportation demand management measures that include:

- i. Providing 30% additional Class I bicycle parking spaces above the minimum requirements;
- ii. Providing energized outlets to 50% of Class I bicycle parking spaces;
- iii. Providing 15% additional non-standard bike parking spaces; and
- iv. Providing a secure bicycle repair station, where bicycle maintenance tools and supplies are readily available.

Transportation Demand Management Plan C

Transportation demand management measures that include:

- i. Providing membership to a two-way carshare service for every dwelling unit for the lifetime of the building;
- ii. Providing a number of carshare vehicles and corresponding exclusive use parking spaces based on unit size of the building; and
- iii. Providing a letter of intent from a two-way carshare vehicle service operator, indicating their willingness to supply and operate the carshare vehicle(s) on the site upon building occupancy for a period of at least 3 years.

Transportation Demand Management Plan D

Transportation demand management measures that include:

- i. Unbundling parking from all dwelling units that are to be sold or leased separately from the dwelling units.