

5. **ADDITIONAL INFORMATION FOR INTERIM ZONING BYLAW AMENDMENTS FOR OFF-STREET PARKING AND TRANSPORTATION DEMAND MANAGEMENT**

Supplemental report of the Director of Planning dated October 15, 2024.

To give second and third readings to amended “Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071,” which would establish an effective date of the zoning bylaw changes to ensure minimal impact to in-stream applications; clarify electric vehicle parking supply requirements and provide further clarification on required measures within each Transportation Demand Management (TDM) Plan.

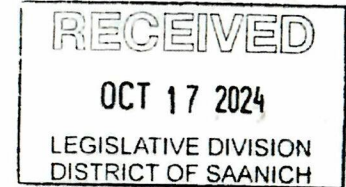


The Corporation of the District of Saanich

Supplemental Report

C-October-28-2024

To: Mayor and Council
From: Lindsay Chase, Director of Planning
Date: October 15, 2024
Subject: Additional Information for Interim Zoning Bylaw Amendments for Off-Street Parking and Transportation Demand Management
File: 2310-30



RECOMMENDATION

1. That Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071 be amended in accordance with the edited version of the Bylaw attached to this report (Attachment B), as follows:
 - a. That Transit Demand Management (TDM) Plans be secured through legal agreements and non-market housing is exempt;
 - b. That an effective date of March 10, 2025, be established to align with building code changes;
 - c. That energized spaces are ensured for residential projects of more than 12 units;
 - d. That TDM Plan requirements allow for at least one additional TDM Plan Package;
 - e. That TDM Plan A – Transit aligns with new direction from BC Transit;
 - f. That TDM Plan B – Cycling requires a secure bicycle repair station;
 - g. That TDM Plan C – Carshare secures membership for the lifetime of the building and provides new thresholds for carshare vehicle requirements; and
 - h. That TDM Plan D – Unbundled Parking sells or leases parking spaces separately from the unit.
2. That Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071 be given second reading, as amended.

PURPOSE

The purpose of this Report is to provide Council with supplemental information and proposed minor revisions to Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071, related to off-street parking to enhance clarity of the regulations and address in-stream applications. The proposed revisions would establish an effective date of the zoning bylaw changes to ensure minimal impact to in-stream applications; clarify electric vehicle parking supply requirements and provide further clarification on required measures within each Transportation Demand Management (TDM) Plan.

BACKGROUND

Council Direction

At the September 23, 2024, Council meeting, Council gave first reading to Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071. Council also adopted the following motions:

1. That Council provide direction to staff that prior to bringing forward Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071 for Second Reading that the requirement of a car share as part of the Transportation Demand Management program be considered a requirement "in perpetuity".
2. That Council direct staff to develop a Development Variance Permit Delegation Bylaw for delegating parking variances to staff for permit approval for Council's consideration.

Issues to Address in Minor Bylaw Revisions

Based on feedback from Council, additional staff review and consultation with stakeholders, a limited number of minor changes are proposed to the Zoning Bylaw Amendment. These changes are to ensure that:

- The introduction of new off-street parking, TDM, and loading requirements has minimal impact on in-stream development applications;
- Standards of minimum energized spaces for electric vehicle charging infrastructure are met; and
- Additional requirements and/or clarity are provided for the details of TDM Plan A – Transit, TDM Plan B – Cycling, TDM Plan C – Carshare, and TDM Plan D – Unbundled Parking.

Additional Consultation

After additional review and engagement with representatives of BC Transit and a two-way carshare service provider, specific changes to the Zoning Bylaw Amendment were identified. The representative from BC Transit detailed the new structure of their EcoPASS program, how participating developers will contribute to a transit fund for residents, and what language the District of Saanich may want to use in TDM Plan A – Transit to meet its proposed intent.

The representative of the two-way carshare service provider offered clarity on how their service operates, ideal car to member ratios to ensure operational sustainability, and how previous service agreements with developers have been structured. The two-way carshare service representative emphasized the infeasibility of requiring carshare vehicles for the lifespan of a building, noting that an agreement with a minimum period of three years could be provided, regardless of economic performance. However, a longer-term agreement without an open-ended period of time, on the terms initially agreed on, would instill further risks and significantly reduce the feasibility for the carshare service provider. Providing carshare service memberships for the lifetime of the building is both feasible and commonly practiced.

Using this new information, staff explored options to ensure that the measures within TDM Plan C – Carshare fit within Council's direction, that the requirement of a carshare be considered in perpetuity, while staying feasible for the two-way carshare service provider and the developer. Staff have proposed that membership and an exclusive-use parking space for a two-way carshare service be provided for the lifetime of the building and the supply and operation of that vehicle for a period of at least three years to fit within these constraints. Requiring an

open-ended non-fixed term agreement of at least three years between the service provider and the developer, allows for flexibility and ensures better long-term outcomes. Details of the proposed changes to TDM Plan C – Carshare are outlined in Attachments A and B.

CHANGES TO ZONING BYLAW, 2003, AMENDMENT BYLAW, 2024, NO. 10071

Effective Date of Bylaw Changes

The proposed Zoning Bylaw Amendments generally provide a more flexible pathway to applicants achieving compliance with off-street parking requirements identified in Zoning Bylaw, 2003. However, for a limited number of applications intending to proceed to Council in the next couple of months, new requirements to loading or TDM Plans may be challenging to meet.

To address this issue, staff recommend integrating provisions to ensure in-stream developments are not adversely impacted by establishing an effective date of January 1, 2025, and allowing in-stream applicants to opt-in to these new requirements or use old requirements until March 10, 2025. The March 10, 2025, date was chosen as it is also the date that building code changes come into effect. The proposed approach allows applications with imminent approvals to proceed without changes, while allowing flexibility for other in-stream applications.

Non-Market Housing

On September 9, 2024, Council approved bylaw changes to support the rapid deployment of non-market housing. Included in those changes was an exemption from off-street parking regulations. The proposed bylaw amendments now being considered by Council could unintentionally add Transportation Demand Management requirements on non-market housing projects, counter to the original intention of the rapid deployment initiative. To better align with the rapid deployment of non-market housing initiative, staff recommend changing 7.4(g) to ensure non-market housing developments are exempt from TDM requirements.

Electric Vehicle Parking Supply

Council's direction for parking space requirements for residential or mixed-use buildings over 12 dwelling units was to change the minimum number of spaces to a *maximum* number of spaces. Staff, based on their understanding of Council's intent, recommended 0 spaces as the minimum requirement for such developments.

An unintended consequence of that change, however, is that, if zero spaces are required *and* the minimum number of Energized Spaces for electric vehicle charging is based on a percentage of that requirement, then none of the spaces a developer may provide would be required to be Energized Spaces. As such, Schedule A, Table 7.1 "1.0 Residential", is proposed to be amended with an asterisk to indicate that all parking spaces must be energized spaces. That asterisk reads:

"Although zero spaces are required, 100% of parking spaces provided for Buildings with more than 12 dwelling units must be Energized Spaces".

Securing Transportation Demand Management Plans

To ensure the measures within each Transportation Demand Management Plan are appropriately secured, an amendment is proposed to Section 7.4(g) to be clear about the mechanism, as shown in underlined text below:

“The following types of developments must select a Transportation Demand Management Plan, outlined in Table 7.5, and secured as necessary through legal agreements acceptable to the Director of Engineering and the Director of Planning:”

Transportation Demand Management Plans

Based on Council, stakeholder and staff feedback, a number of amendments are proposed to the details of Transportation Demand Management packages to improve clarity, assist in evaluation and align with operational realities. New or replacement text is shown as underlined (except section headers).

Required Transportation Demand Management Packages

To enable developers to go above and beyond the TDM Plan requirements for their respective Land Use Category, and in alignment with Council’s direction, it is proposed to add the following language in Schedule B, Table 7.5, under TDM Plan Requirements, that developments:

“Must choose at least one additional TDM Plan Package from the selections below”.

Transit Requirements within TDM Plan A

To better align with BC Transit’s updated structure to their EcoPASS program, it is proposed to change the language within Schedule B, Table 7.5, Transportation Demand Management Plans, TDM Plan A – Transit Package to:

- i. Through the EcoPASS program, or any future replacement program for BC Transit, provide 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. Provide new residents with a transit welcome packet within 30 days of occupancy containing redeemable benefit codes, and marketing information on program eligibility, specific transit routes, and schedules associated with the project site.

Cycling Requirements within TDM Plan B

To provide additional requirements for developers when adopting TDM Plan B, in alignment with direction from Council, it is proposed to add the following language to Schedule B, Table 7.5, Transportation Demand Management Plans, TDM Plan B – Cycling Package:

- iv. Provide a secure bicycle repair station, otherwise known as a bike kitchen, within the building, where bicycle maintenance tools and supplies are readily available to complete basic repairs and adjustments.

Carshare Vehicle Requirements within TDM Plan C

To provide clearer requirements for developers when adopting TDM Plan C, Carshare Vehicle Requirements, it is proposed to add the following language to Schedule B, Table 7.5, Transportation Demand Management Plans, TDM Plan C – Carshare Package:

- i. Provide membership to a two-way carshare service for every dwelling unit, for the lifetime of the building; and
- ii. Provide at least the following number of carshare vehicles and corresponding exclusive-use parking spaces:
 - a. One carshare vehicle and parking space for developments with 99 or fewer dwelling units;
 - b. Two carshare vehicles and parking spaces for developments with 100-149 dwelling units;
 - c. Three carshare vehicles and parking spaces for developments with 150-199 dwelling units;
 - d. Four carshare vehicles and parking spaces for developments with over 199 dwelling units.

Unbundled Parking Requirements within TDM Plan D

To ensure that the requirements within TDM Plan D – Unbundled Parking applied to both for sale and rental tenure, a clarification has been proposed to include the separate lease of parking spaces, in addition to the sale of separate parking spaces. The proposed changes are more inclusive of strata and rental building types, ensuring that the requirements within the TDM Plan can be met. The following language, as seen in Attachment A, show this change.

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

CONCLUSION

Updates have been proposed to the Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071, to ensure minimal impacts on in-stream developments and improve clarity for energized parking spaces and TDM measures. These changes remain in line with Council's original direction.

Prepared by:

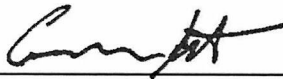


Adam Smith
Planning Analyst



Dustin Bright
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Reviewed by:



Cameron Scott
Manager, Community Planning

Approved by:



Lindsay Chase
Director of Planning

AS/DB/kb

Attachments:

A: Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071

B: Proposed Changes to Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation from the Director of Planning.



Brent Reems, Chief Administrative Officer

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 10071

TO AMEND BYLAW NO. 8200,
BEING THE "ZONING BYLAW, 2003"

The Municipal Council of The Corporation of the District of Saanich, in open meeting assembled, enacts as follows:

1. Bylaw No. 8200, being the "Zoning Bylaw, 2003" is hereby amended as follows:
 - (a) By deleting section "1.0 Residential" of Table 7.1 and replacing it with Schedule "A" attached hereto.
 - (b) By adding the following immediately after section 7.4(f):

(g) Transportation Demand Management Plan

The following types of developments must select a Transportation Demand Management Plan, outlined in Table 7.5, and secured as necessary through legal agreements acceptable to the Director of Engineering and the Director of Planning:

- (i) Buildings with more than twelve (12) dwelling units except for buildings developed for Non-Market Housing Development use.

Notwithstanding this section 7.4(g), if an application for development permit is submitted, in accordance with the District of Saanich applicable bylaws, on or before January 1, 2025, ("In-stream Applications") the applicant may elect to either provide the maximum number of spaces required in Table 7.1, or meet the Transportation Demand Management Plan requirements under this section and Table 7.5. If for any reason the In-stream Application is not approved on or before March 10, 2025, the applicant will be required to meet the Transportation Demand Management Plan requirements.

- (c) By adding the following immediately after section 7.4(g):

(h) On-site loading space requirements

Additional on-site parking spaces must be provided for the temporary stopping, loading, and unloading of vehicles for residential developments with more than twelve (12) dwelling units. The number and type of on-site loading spaces provided will be in accordance with the requirements in Tables 7.6A and 7.6B. Loading spaces shall meet the following requirements:

- (i) Each on-site loading space shall be of adequate size and accessibility to accommodate the vehicles expected to load and unload.
 - (ii) Access to any loading area shall be arranged such that no backing or

- turning movement of vehicles going to or from the site causes interference with traffic on the abutting streets or lanes.
- (iii) Access to any loading area shall be provided internally to the development or from a lane abutting the development.
 - (iv) Each off-street loading space shall be clearly marked for use as a loading space in which standard, visitor, or accessible parking is not permitted.
 - (v) On-site loading spaces should be exclusive of the space set aside for residential garbage and waste collection, with the exception that if the waste bins are stored elsewhere, they shall be moved to the loading area for collection when required.
 - (vi) The Director of Planning, in consultation with the Director of Engineering, may allow a decrease in the length, width, or height of no more than 30 centimetres so long as such dimensions remain adequate to accommodate the largest vehicles intended to occupy the space while loading.

(d) By adding the following section 7.9 immediately after section 7.8:

7.9 Where a Transportation Demand Management Plan is required pursuant to section 7.4(g), development permit submissions must include a Transportation Demand Management Plan identified for the specific Land Use Category in Table 7.5. Notwithstanding, a development will be deemed to be in Land Use Category "A" as identified in Table 7.5, if the development is located on lands that are within:

- (a) both Land Use Category "B" and Land Use Category "A", as identified in Table 7.5;
- (b) both Land Use Category "B" and a Transit Oriented Area, as established by the Transit Oriented Area Bylaw, 2024, No. 10015, as may be amended or replaced from time to time.

(e) By adding Table 7.5 attached hereto as Schedule "B" immediately after Table 7.4.

(f) By adding Table 7.6A and 7.6B attached hereto as Schedule "C" immediately after Table 7.5.

2. This Bylaw may be cited for all purposes as the "**ZONING BYLAW, 2003, AMENDMENT BYLAW, 2024, NO. 10071**".

3. The effective date of section 1. (c) and 1 (f) of this Bylaw is March 10, 2025. All other sections of this Bylaw will be effective on final adoption of this Bylaw.

Read a first time this ____ day of _____, 2024.

Read a second time this ____ day of _____, 2024.

Read a third time this ____ day of _____, 2024.

Adopted by Council, signed by the Mayor and Corporate Officer and sealed with the Seal of the Corporation on the ____ day of _____, 2024.

Corporate Officer

Mayor

Schedule "A"

Table 7.1 “1.0 Residential”

USE OF BUILDING		MINIMUM REQUIRED PARKING SPACES	MAXIMUM PARKING SPACES ALLOWED	REQUIRED EV CHARGING INFRASTRUCTURE		
				Min. energized spaces	Min. EVSE	Min. charging level
1.0 Residential						
1.1	Single Family Dwellings	1 space per dwelling unit	n/a	1	0	L2M
1.2	Secondary Suite or Garden Suite	1 space	n/a	1	0	L2M
1.3	Two Family Dwellings	1 space per dwelling unit	n/a	2	0	L2M
1.4	Single Family Dwelling providing boarding or sleeping accommodation for guest in a bed and breakfast	1 space per dwelling unit plus 0.5 space per bedroom used for boarders or guests	n/a	2	0	L2M
1.5	Attached Housing with 3-12 dwelling units	1 space per dwelling unit	n/a	100%	0	L2M
1.6	Apartments with 3-12 dwelling units	1 space per dwelling unit	n/a	100%	0	L2M
1.7	Buildings with more than 12 dwelling units	0	1.5 spaces per dwelling unit	100% *	0	L2M
1.8	Accessory residential uses in buildings also used for commercial users	1 space per dwelling unit	n/a	100%	0	L2M
1.9	Buildings for Tourist Accommodation	1 space per dwelling unit or sleeping unit and 1 space per employee	n/a	100%	0	L2M
1.10	Congregate Housing	0.5 space per dwelling or sleeping unit	n/a	100%	0	L2M

* Although 0 spaces are required, 100% of parking spaces provided for Buildings with more than 12 dwelling units must be Energized Spaces.

Schedule "B"

Table 7.5 Transportation Demand Management Plans

Land Use Category	OCP Land Use Designations	TDM Plan Requirements
A	Uptown Core Centres Primary Corridors	Must adopt TDM Plan A – Transit Package Must choose <u>at least</u> one additional TDM Plan Package from the selections below
B	Villages Neighbourhoods Neighbourhood Hubs Secondary Corridors Other Land Use Designations with a residential component of more than 12 dwelling units	Must adopt TDM Plan C – Carshare Package Must choose <u>at least</u> one additional TDM Plan Package from the selections below
TDM Plan A – Transit Package <ul style="list-style-type: none"> i. <u>Through the EcoPASS program, or any future replacement program for BC Transit, provide 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</u> ii. <u>Provide new residents with a transit welcome packet within 30 days of occupancy containing redeemable benefit codes, and marketing information on program eligibility, specific transit routes, and schedules associated with the project site.</u> 		
TDM Plan B – Cycling Package <ul style="list-style-type: none"> i. Provide 30% additional Class I bicycle parking spaces above the minimum requirements set out in Table 7.4; ii. Provide energized outlets to 50% of Class I bicycle parking spaces; iii. Provide 15% additional non-standard bike parking spaces; and iv. <u>Provide a secure bicycle repair station, otherwise known as a bike kitchen, within a secured and covered area on the lot, where bicycle maintenance tools and supplies are readily available to complete basic repairs and adjustments.</u> 		
TDM Plan C – Carshare Package <ul style="list-style-type: none"> i. Provide membership to a two-way carshare service for every dwelling unit <u>for the lifetime of the building</u>; and ii. <u>Provide at least the following number of carshare vehicles and corresponding exclusive-use parking spaces:</u> <ul style="list-style-type: none"> a. <u>One carshare vehicle and parking space for developments with 99 or fewer dwelling units;</u> b. <u>Two carshare vehicles and parking spaces for developments with 100-149 dwelling units;</u> c. <u>Three carshare vehicles and parking spaces for developments with 150-199 dwelling units;</u> d. <u>Four carshare vehicles and parking spaces for developments with over 199 dwelling units.</u> iii. Provide 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. The letter should indicate acceptance of the general location, configuration, and accessibility of the carshare vehicle space(s). 		
TDM Plan D – Unbundled Parking Package <ul style="list-style-type: none"> i. Unbundle parking from all dwelling units that are to be sold <u>or leased</u> separately from the dwelling units. 		

Schedule "C"

Tables 7.6A and 7.6B – Minimum Number and Dimensions of Loading Spaces

Table 7.6A Minimum number of on-site loading spaces required for residential uses		
Number of dwelling units	Number of loading spaces based on Land Use Category as per Table 7.5	
	Type A	Type B
Up to and including 12	n/a	n/a
13 to 100	0	1
100 to 250	1	1
For every additional 250 units	1	0

Table 7.6B Minimum on-site loading space dimensions			
Land Use Category as per Table 7.5	Minimum Length (m) (includes operating clearances)	Minimum Width (m) (includes operating clearances)	Minimum Vertical Clearance (m)
Type A (medium size)	7.5	3.0	3.5
Type B (large size)	10.2	3.5	4.5

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 10071

TO AMEND BYLAW NO. 8200, BEING THE "ZONING BYLAW, 2003"

The Municipal Council of The Corporation of the District of Saanich, in open meeting assembled, enacts as follows:

1. Bylaw No. 8200, being the "Zoning Bylaw, 2003" is hereby amended as follows:

(a) By deleting section "**1.0 Residential**" of Table 7.1 and replacing it with Schedule "A" attached hereto.

(b) By adding the following immediately after section 7.4(f):

(g) Transportation Demand Management Plan

The following types of developments must select a Transportation Demand Management Plan, outlined in Table 7.5, and secured as necessary through legal agreements acceptable to the Director of Engineering and the Director of Planning:

(i) Buildings with more than twelve (12) dwelling units except for buildings developed for Non-Market Housing Development use.

Notwithstanding this section 7.4(g), if an application for development permit is submitted, in accordance with the District of Saanich applicable bylaws, on or before January 1, 2025, ("**In-stream Applications**") the applicant may elect to either provide the maximum number of spaces required in Table 7.1, or meet the Transportation Demand Management Plan requirements under this section and Table 7.5. If for any reason the In-stream Application is not approved on or before March 10, 2025, the applicant will be required to meet the Transportation Demand Management Plan requirements.

(c) By adding the following immediately after section 7.4(g):

(h) On-site loading space requirements

Additional on-site parking spaces must be provided for the temporary stopping, loading, and unloading of vehicles for residential developments with more than twelve (12) dwelling units. The number and type of on-site loading spaces provided will be in accordance with the requirements in Tables 7.6A and 7.6B. Loading spaces shall meet the following requirements:

- (i) Each on-site loading space shall be of adequate size and accessibility to accommodate the vehicles expected to load and unload.
- (ii) Access to any loading area shall be arranged such that no backing or turning movement of vehicles going to or from the site causes interference with traffic on the abutting streets or lanes.
- (iii) Access to any loading area shall be provided internally to the development

- or from a lane abutting the development.
- (iv) Each off-street loading space shall be clearly marked for use as a loading space in which standard, visitor, or accessible parking is not permitted.
- (v) On-site loading spaces should be exclusive of the space set aside for residential garbage and waste collection, with the exception that if the waste bins are stored elsewhere, they shall be moved to the loading area for collection when required.
- (vi) The Director of Planning, in consultation with the Director of Engineering, may allow a decrease in the length, width, or height of no more than 30 centimetres so long as such dimensions remain adequate to accommodate the largest vehicles intended to occupy the space while loading.

(d) By adding the following section 7.9 immediately after section 7.8:

7.9 Where a Transportation Demand Management Plan is required pursuant to section 7.4(g), development permit submissions must include a Transportation Demand Management Plan identified for the specific Land Use Category in Table 7.5. Notwithstanding, a development will be deemed to be in Land Use Category "A" as identified in Table 7.5, if the development is located on lands that are within:

- (a) both Land Use Category "B" and Land Use Category "A", as identified in Table 7.5;
- (b) both Land Use Category "B" and a Transit Oriented Area, as established by the Transit Oriented Area Bylaw, 2024, No. 10015, as may be amended or replaced from time to time.

(e) By adding Table 7.5 attached hereto as Schedule "B" immediately after Table 7.4.

(f) By adding Table 7.6A and 7.6B attached hereto as Schedule "C" immediately after Table 7.5.

2. This Bylaw may be cited for all purposes as the "**ZONING BYLAW, 2003, AMENDMENT BYLAW, 2024, NO. 10071**".

3. The effective date of section 1. (c) and 1 (f) of this Bylaw is March 10, 2025. All other sections of this Bylaw will be effective on final adoption of this Bylaw.

Read a first time this 23rd day of September, 2024.

Read a second time this ____ day of _____, 2024.

Read a third time this ____ day of _____, 2024.

Adopted by Council, signed by the Mayor and Corporate Officer and sealed with the Seal of the Corporation on the ____ day of _____, 2024.

Corporate Officer

Mayor

Schedule "A"

Table 7.1 “1.0 Residential”

USE OF BUILDING		MINIMUM REQUIRED PARKING SPACES	MAXIMUM PARKING SPACES ALLOWED	REQUIRED EV CHARGING INFRASTRUCTURE		
				Min. energized spaces	Min. EVSE	Min. charging level
1.0 Residential						
1.1	Single Family Dwellings	1 space per dwelling unit	n/a	1	0	L2M
1.2	Secondary Suite or Garden Suite	1 space	n/a	1	0	L2M
1.3	Two Family Dwellings	1 space per dwelling unit	n/a	2	0	L2M
1.4	Single Family Dwelling providing boarding or sleeping accommodation for guest in a bed and breakfast	1 space per dwelling unit plus 0.5 space per bedroom used for boarders or guests	n/a	2	0	L2M
1.5	Attached Housing with 3-12 dwelling units	1 space per dwelling unit	n/a	100%	0	L2M
1.6	Apartments with 3-12 dwelling units	1 space per dwelling unit	n/a	100%	0	L2M
1.7	Buildings with more than 12 dwelling units	0	1.5 spaces per dwelling unit	100% *	0	L2M
1.8	Accessory residential uses in buildings also used for commercial users	1 space per dwelling unit	n/a	100%	0	L2M
1.9	Buildings for Tourist Accommodation	1 space per dwelling unit or sleeping unit and 1 space per employee	n/a	100%	0	L2M
1.10	Congregate Housing	0.5 space per dwelling or sleeping unit	n/a	100%	0	L2M

* Although 0 spaces are required, 100% of parking spaces provided for Buildings with more than 12 dwelling units must be Energized Spaces.

Schedule "B"

Table 7.5 Transportation Demand Management Plans

Table 7.5 Land Use Designation (LUD) Category for TDM Plan Requirements		
Land Use Category	OCP Land Use Designations	TDM Plan Requirements
A	Uptown Core Centres Primary Corridors	Must adopt TDM Plan A – Transit Package Must choose at least one additional TDM Plan Package from the selections below
B	Villages Neighbourhoods Neighbourhood Hubs Secondary Corridors Other Land Use Designations with a residential component of more than 12 dwelling units	Must adopt TDM Plan C – Carshare Package Must choose at least one additional TDM Plan Package from the selections below
TDM Plan A – Transit Package <ul style="list-style-type: none"> i. Through the EcoPASS program, or any future replacement program for BC Transit, provide 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. Provide new residents with a transit welcome packet within 30 days of occupancy containing redeemable benefit codes, and marketing information on program eligibility, specific transit routes, and schedules associated with the project site. 		
TDM Plan B – Cycling Package <ul style="list-style-type: none"> i. Provide 30% additional Class I bicycle parking spaces above the minimum requirements set out in Table 7.4; ii. Provide energized outlets to 50% of Class I bicycle parking spaces; iii. Provide 15% additional non-standard bike parking spaces; and iv. Provide a secure bicycle repair station, otherwise known as a bike kitchen, within a secured and covered area on the lot, where bicycle maintenance tools and supplies are readily available to complete basic repairs and adjustments. 		
TDM Plan C – Carshare Package <ul style="list-style-type: none"> i. Provide membership to a two-way carshare service for every dwelling unit for the lifetime of the building; and ii. Provide at least the following number of carshare vehicles and corresponding exclusive-use parking spaces: <ul style="list-style-type: none"> a. One carshare vehicle and parking space for developments with 99 or fewer dwelling units; b. Two carshare vehicles and parking spaces for developments with 100-149 dwelling units; c. Three carshare vehicles and parking spaces for developments with 150-199 dwelling units; and d. Four carshare vehicles and parking spaces for developments with over 199 dwelling units. iii. Provide 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. The letter should indicate acceptance of the general location, configuration, and accessibility of the carshare vehicle space(s). 		
TDM Plan D – Unbundled Parking Package <ul style="list-style-type: none"> i. Unbundle parking from all dwelling units that are to be sold or leased separately from the dwelling units. 		

Schedule "C"

Tables 7.6A and 7.6B – Minimum Number and Dimensions of Loading Spaces

Table 7.6A Minimum number of on-site loading spaces required for residential uses		
Number of dwelling units	Number of loading spaces based on Land Use Category as per Table 7.5	
	Type A	Type B
Up to and including 12	n/a	n/a
13 to 100	0	1
100 to 250	1	1
For every additional 250 units	1	0

Table 7.6B Minimum on-site loading space dimensions			
Land Use Category as per Table 7.5	Minimum Length (m) (includes operating clearances)	Minimum Width (m) (includes operating clearances)	Minimum Vertical Clearance (m)
Type A (medium size)	7.5	3.0	3.5
Type B (large size)	10.2	3.5	4.5