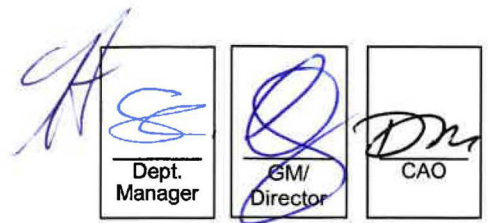


AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: November 23 2020
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

November 10, 2020
File: 16.8310.00/000.000

AUTHOR: Banafsheh Rahmani P.Eng, Transportation Engineer

SUBJECT: On-Street Parking Corporate Policy, Alternative Vehicle Parking Rates (On-Site) Administrative Policy

RECOMMENDATION:

THAT the On-Street Parking Corporate Policy (Attachment - DNV On-Street Parking Corporate Policy) is approved by Council.

AND THAT the Alternative Vehicle Parking Rates (On-Site) Administrative Policy is received for information.

REASON FOR REPORT:

The reason for this report is to seek approval of the updated On-Street Parking Corporate Policy, and that the Alternative Vehicle Parking Rates (On-Site) Administrative Policy is received for information.

SUMMARY:

On-Street Parking Corporate Policy

A comprehensive parking policy is needed to enable Transportation staff to more effectively manage parking restrictions in a fair, equitable, and consistent way across the District. Effective management of both on-street and off-street parking supply also offers a number of key benefits, as articulated in the following **goals**:

- **Livability** - Improve liveability in residential neighbourhoods;
- **Access** - Maintain public accessibility to parks and other open spaces;
- **Vibrancy** - Promote local commercial activity through increased turnover;
- **Sustainability** - Encourage travel by public transit and sustainable modes of transportation;
- **Fairness** - Achieve fair and consistent parking management treatments across the District;

- **Vision** - Complement and support the OCP and town centres; and
- **Relevance** - Regulate based on daily and seasonal variations in demand.

Available regulatory **tools** to achieve these benefits or goals include:

- Resident Parking Only (RPO);
- Time Limited Parking with/without Resident Exempt (RE); and
- Pay Parking.

These goals and tools were endorsed by Council at the November 04, 2019 Transportation Workshop. The attached Corporate On-Street Parking Policy represents Council direction received to date on this initiative, and allows for consistent, simplified and straightforward guidance for implementation.

Alternative Vehicle Parking Rates (On-Site) Administrative Policy

Administrative policies are a tool used by staff to ensure consistency of procedure across multiple departments. Accordingly, such procedures are approved under the authority of the Chief Administrative Officer. The Alternative Vehicle Parking Rates (On-Site) Administrative Policy is included herewith for information because on-site parking practices and on-street parking practices are co-dependent. Following the procedure outlined in this Policy will result in recommended reduced parking rates applicable to specific development applications that are then presented to Council for approval.

Since 2014, when considering multifamily development applications staff has been using the *Reduced Parking Rates for Multifamily Residential Developments* policy for guidance when working with applicants to reduce parking requirements. Based on experience, Council input, the latest data, and current best practices, staff are now updating the policy. The updated policy is expanded to include commercial/mixed use development, and includes a broader array of measures proven to mitigate demand for parking.

The policy also allows additional opportunities that may be considered separately or in combination to reduce the base vehicle parking rates including the development site's proximity to transit or accommodating carshare on-site.

Base parking rate requirements are stipulated in Part 10 of the Zoning Bylaw. This policy provides staff with consistent criteria when evaluating and ultimately making recommendations to Council for alternative parking rates below what is required on a case-specific basis. Ultimately Council retains the authority to approve or reject vehicle parking rates proposed through development applications in line with this policy.

BACKGROUND:

On-Street Parking Corporate Policy

Currently, the District does not have a comprehensive parking management policy. Without a Council-endorsed methodology or criteria for objective evaluation, parking regulations have evolved inconsistently over time across the District, influenced largely by residents. As a result,

access to on-street parking in some high demand areas such as near transit hubs, commercial zones and municipal and regional parks and trails is severely restricted.

In addition, RPO permit costs and allowances for visitor passes are inconsistent between neighbourhoods. While there is language in the Street and Traffic Bylaw (Bylaw 7125) on how to obtain Resident Parking Permits, the existing process falls to the discretion of the Municipal Engineer and/or Council.

Alternative Vehicle Parking Rates (On-Site) Administrative Policy

Since 2014, to enhance consistency when considering multifamily development applications staff has been using the *Reduced Parking Rates for Multifamily Residential Developments* policy to provide guidance. Having worked with the policy, and in consideration of Council input during workshop sessions regarding parking maximums and minimums in town centres, staff are updating the policy.

The 2014 policy was grounded in Metro Vancouver's 2012 *Apartment Parking Study*. Metro Vancouver updated this work in 2017/2018¹. Our revised policy uses Metro Vancouver's 2012 and 2018 parking studies, best practices and similar policies from Canadian and US cities. The 2014 policy focuses solely on multifamily residential development applications. The policy notes Transportation Demand Management (TDM) measures are to be used to address the parking reductions but does not provide guidance of how many TDM measures should be considered in order to offset the parking reductions.

An update is necessary to address applications for mixed use and/or commercial developments and to provide additional guidance on the extent of TDM measures for developments of varying sizes and land uses. A multi-departmental team worked together to address these needs and the policy was expanded accordingly.

The updated policy is intended to build upon previous work and best practices. It is a merit-based point system that allows applicants flexibility to choose from an array of measures that are proven to mitigate demand for parking until they achieve enough points to warrant parking rate relaxation. It is noted that this flexibility has proven somewhat complex to administer, and hence the need for a comprehensive administrative policy to enhance clarity, consistency and transparency.

The updated policy outlines TDM measures that can be employed to ensure the needs of residents, visitors and employees are met while allowing for lower parking rates. TDM measures are generally scored based on their effectiveness in reducing vehicle miles travelled (VMT).

EXISTING POLICY:

Currently, there is no comprehensive policy to effectively and consistently manage on-street parking across the District.

¹ Metro Vancouver's 2018 findings were found consistent with the 2012 study.

SUBJECT: On-Street Parking Corporate Policy, Alternative Vehicle Parking Rates (On-Site) Administrative Policy

October 19, 2020

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Since 2014, to enhance consistency when considering on site parking rates for multifamily development applications staff has been using the *Reduced Parking Rates for Multifamily Residential Developments* policy to provide guidance

Financial Impacts:

Permit Fees collected based on the proposed comprehensive On-Street Parking Policy would be designed to cover administrative costs as a cost-neutral program.

Conclusion:

On-Street Parking Corporate Policy

On-Street Parking Management Corporate Policy allows for on- street parking to be effectively managed through the articulation of clear goals, the use of appropriate regulatory tools and the use of follow-up evaluation criteria.

Alternative Vehicle Parking Rates (On-Site) Administrative Policy

Part 10 of the Zoning Bylaw contains the required vehicle parking requirements for land uses. The *Alternative Vehicle Parking Rates* policy provide administrative procedural guidance to staff when considering alternative vehicle parking rates below the bylaw for recommendation to Council on a case by case basis as part of development applications. This policy also provides clarity and transparency to development applicants. This update builds upon and expands the guidance of the 2014 policy based on current best practice. Ultimately, Council retains the authority to approve or reject vehicle parking rates proposed through development applications in line with this policy.

Options:

THAT the On-Street Parking Corporate Policy (Attachment - DNV On-Street Parking Corporate Policy) is approved by Council. (recommended)

OR THAT discuss and agree upon changes deemed necessary

AND THAT the Alternative Vehicle Parking Rates (On-Site) Administrative Policy is received for information. (recommended)

Respectfully submitted,



Banafsheh Rahmani PEng
Transportation Engineer

Attachments: DNV On-Street Parking Corporate Policy; DNV Alternative Vehicles Parking Rates Administrative Policy

SUBJECT: On-Street Parking Corporate Policy, Alternative Vehicle Parking Rates (On-Site) Administrative Policy

October 19, 2020

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REVIEWED WITH:

- ☐ Community Planning _____
- ☐ Development Planning _____
- ☐ Development Engineering _____
- ☐ Utilities _____
- ☐ Engineering Operations _____
- ☐ Parks _____
- ☐ Environment _____
- ☐ Facilities _____
- ☐ Human Resources _____
- ☐ Review and Compliance _____

- ☐ Clerk's Office _____
- ☐ Communications _____
- ☐ Finance _____
- ☐ Fire Services _____
- ☐ ITS _____
- ☐ Solicitor _____
- ☐ GIS _____
- ☐ Real Estate _____
- ☐ Bylaw Services _____
- ☐ Planning _____

External Agencies:

- ☐ Library Board _____
- ☐ NS Health _____
- ☐ RCMP _____
- ☐ NVRC _____
- ☐ Museum & Arch. _____
- ☐ Other: _____

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District of North Vancouver
CORPORATE POLICY

Section:	Engineering
Sub-Section:	Transportation
Title:	On-Street Parking Policy

POLICY

It is the policy of the District of North Vancouver Council that on-street parking be effectively managed through the articulation of clear goals, the use of appropriate regulatory tools and the use of follow-up evaluation criteria.

REASON FOR POLICY

To provide the District's on-street parking management goals, available parking management regulatory tools and evaluation criteria for implementing the on-street parking regulations.

PROCEDURE

1. Goals of On-Street Parking Regulatory Tools

The on-street parking regulatory tools will be used on a site specific basis to support the following goals:

- Improve liveability in residential neighbourhoods;
- Maintain public accessibility to parks and other open spaces;
- Promote local commercial activity through increased turnover;
- Encourage travel by public transit and sustainable modes of transportation;
- Achieve fair and consistent parking management treatments across the District;
- Complement and support the OCP and town centres; and
- Regulate based on daily and seasonal variations in demand.

2. On-Street Parking Regulatory Tools

The following on-street parking regulatory tools are endorsed for use in the District of North Vancouver:

- Resident Parking Only (RPO);
- Time Limited Parking with/without Resident Exempt (RE); and
- Pay Parking with/without Resident Exempt (RE).

3. Evaluation Criteria for On-Street Parking Regulatory Tools

3.1 Resident Parking Only (RPO) and Resident Exempt (RE) Zones

RPO or RE may be considered based on the following criteria:

- Road classification: local and collector roads only are eligible for RPO/RE;
- Demonstrated level of parking demand during peak periods: 85% occupancy required for RPO consideration, 75% occupancy required for RE consideration; and
- Demonstrated support for on-street parking regulations: 67% support required by abutting property owners.
- Regulation and enforcement periods established to suit parking demand variation by season of year, day of week and time of day

3.2 Time Limited and/or Pay Parking

Time Limited and/or Pay parking may be considered for the following areas:

- Town and village centres;
- Around major trip generators such as public parks, transit hubs, civic buildings, libraries, tourist attractions; and
- High-density mixed-use buildings.

4. Parking Permits

Residents/property owners of streets where on-street parking regulatory tools are in place may purchase permits (based on available parking supply and demand) exempting them from the parking restrictions:

- For their own vehicles; and
- For their visitors vehicles.

AUTHORITY TO ACT

Municipal Engineer

Approval Date:		Approved By:	
1. Amendment Date:		Approved By:	
2. Amendment Date:		Approved By:	
3. Amendment Date:		Approved By:	



The Corporation of the District of North Vancouver

ADMINISTRATIVE AND OPERATIONAL POLICY

Title	Alternative Vehicle Parking Rates
Section	Engineering and Public Works

POLICY

This policy is intended to guide staff when considering alternative vehicle parking rates below what is required in the Part 10 of the District's Zoning Bylaw in association with a development application for new multifamily residential, commercial and/or mixed use development or significant renovations.

1.0 DEFINITIONS

- (a) *"Frequent Transit Network (FTN)"* is a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week (as per TransLink's definition).
- (b) *"RapidBus"* (also known as B-Line, or better frequent bus service) means frequent transit service with a limited-stop, all-door boarding, and high-capacity articulated bus that runs at least every 15 minutes, throughout the day, everyday of the week (as per TransLink's definition).
- (c) *"Transportation Demand Management (TDM)"* means measures intended to a) reduce reliance on personal motor vehicles by residents, patrons and visitors of a development, b) ensure vehicle parking occurs on-site, so that development-generated parking does not overflow into adjacent neighbourhoods, and c) to support reduced vehicle parking requirements.
- (d) *"Transportation Demand Management (TDM) Plan"* means a document forming part of a development application that sets out the commitments made by the owner of a development regarding the implementation of TDM Measures.

2.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) POINT TARGETS

TDM provides an opportunity to allow for lower parking rates while still ensuring the needs of residents, visitors, and employees are met. *TDM* measures can accelerate changes to travel behaviours by incentivising individuals to choose non-personal vehicle travel. A point target must be fulfilled for development applications seeking alternative vehicle parking rates below what is required in the Part 10 of the District's Zoning Bylaw. The point target is specified based upon land use, size, and location of the development, as outlined in Table 1. If a project involves multiple land use categories (mixed-use

development), each of the land uses should be subjected to separate targets. *TDM* points may count towards multiple land uses if they are applicable to them.

To achieve a target, developers may select from a set of *TDM* measures summarized in Appendix A. Each *TDM* measure is assigned a number of possible points, intended to reflect its relative effectiveness in reducing vehicle miles traveled (VMT). *TDM* point values are generally assigned as follows: for each one (1) percent reduction in VMT expected for a given *TDM* measure, rounded to the next full percent, two (2) points are assigned. Those measures with little or no data to accurately quantify effectiveness in reducing VMT are assigned lower point values, roughly two (2) points.

3.0 BASE VEHICLE PARKING RATES

The base vehicle parking rates as outlined in Table 2 should be considered for new multifamily residential, commercial and/or mixed use development or significant renovations, where *TDM* point targets have been fulfilled.

4.0 VEHICLE PARKING REDUCTION OPPORTUNITIES

The following opportunities may be considered separately or in combination to reduce the base vehicle parking rates as outlined in Section 3.0. Unless a compelling rationale is provided, residential visitor spaces must not be included when calculating the reduction in parking and the residential visitor parking cannot be reduced. When calculating parking reductions from the following reduction opportunities, the reductions are eligible to be combined.

a) Proximity to Transit

If the proposed development is located to a close proximity to *RapidBus* bus stop or a regular bus stop at *Frequent Transit Network (FTN)* levels, one of the following reduction in parking requirements may be considered:

- A reduction of 10% may be considered where the site is within 800 metres of *RapidBus* (also known as B-Line, or better frequent bus service) bus stop;
- A reduction of 5% may be considered where the site is within 400 metres of a regular bus stop at *Frequent Transit Network (FTN)* levels.

The distance from a main building entrance to the bus stop should be measured 'as the crow flies'.

b) Shared Parking

If considering shared parking where residential visitor spaces are shared with commercial spaces, the following conditions must be met to reduce vehicle parking requirements:

- Shared parking area is accessible to both commercial and residential visitor users;
- A minimum 0.05 non-shared residential visitor spaces per dwelling unit is provided;

- Residential visitor spaces in excess of 0.05 spaces per dwelling unit may be shared with the commercial spaces;
- Applicant must consider basing the analysis and shared parking rates in compliance with the methodologies and factors outlined in the Shared Parking¹ (Second Edition), Published by the Urban Land Institute and the International Council of Shopping Centres.

c) Carshare Vehicle(s) and Space(s)

A reduction of three (3) spaces may be considered per one (1) carshare space with associated vehicle and not to exceed a maximum reduction of 6% of the overall base parking requirement (as outlined in Table 2). Locate carshare vehicle(s) and space(s) on-site, outside of the building(s), visible from a street or a lane, and easily accessible.

d) Unbundle Parking

If considering unbundled parking where a minimum of 50% dwelling units in a building are sold/rented separately from parking spaces, a reduction of 5% may be applied to the residential parking requirement. The reduction cannot be applied to the residential visitor parking spaces.

e) Parking Pricing

If 24-hour pay parking is in place and maintained by the occupier of a commercial building, including visitor and employee paid parking, then a reduction in the number of parking spaces by 2% can be considered. The reduction may only be applied if the adjacent on-street parking is also priced.

5.0 Minimum and Maximum Threshold of Reduced Vehicle Parking

The vehicle parking rates must not go below the minimum threshold or exceed the maximum threshold as outlined in Table 3. However, with a compelling rationale these thresholds may be relaxed.

6.0 PROCEDURE

The following procedure is used to implement this Policy but does not form part of the Policy. This procedure may be amended from time to time at the discretion of the Municipal Engineer.

- a. Applicant provides the following to request an alternative vehicle parking rate:
 - i. A calculation of the number and type (e.g., visitor spaces, small vehicle spaces) of vehicle parking spaces required for compliance with the Zoning Bylaw;
 - ii. The number of vehicle parking spaces proposed;
 - iii. The number of vehicle parking spaces outlined in this policy;
 - iv. The rationale for any differences between the spaces proposed and the Part 10 of the District's Zoning Bylaw; and

¹ Smith, Mary S. Shared Parking, Second Edition. Washington, D.C. ULI – Urban Land Institute and the International Council of Shopping Centres, 2005.

- v. *TDM plan* that includes point targets and achieved points in support of the vehicle parking spaces outlined in this policy.

- b. Review

Development Engineering staff (or designated person) reviews the applicant's vehicle parking proposal against the requirements set out in this policy. Development Engineering staff may require more information from the applicant, and may request changes be made to the proposal.

- c. Conditions and Agreements

Prior to a development project being taken to Council for consideration of approval, a legal framework for securing the requirements for vehicle parking, parking reductions, TDM plan, and any specific measures is required.

- d. Plans

Applicant shall provide architectural and/or engineering plans with any other appropriate documentation showing how the design meets the vehicle parking, parking reductions, and *TDM plan* as a condition of building permit issuance.

Policy approved on:

Replaces Policy: Reduced Parking Rates for Multifamily Residential
Developments (approved on December 15, 2014)

TABLE 1
TDM POINT TARGETS

Land Use	Minimum Required Points
Residential – Strata and Rental	
Multiple Dwellings with up to and including 20 dwelling units	One (1) point per dwelling unit
Multiple Dwellings with 21 dwelling units or more	24 points
Commercial	
Commercial developments with up to and including 1,000 m ² gross floor area	0.024 points per m ² gross floor area
Commercial developments with more than 1,000 m ² gross floor area	24 points
Complex Sites	
Any single or combined mix of land use having a total site size of 6,000 m ² or greater, or proposes a gross floor area of 20,000 m ² or greater.	30 points

TABLE 2
BASE VEHICLE PARKING RATES

Type of Use	Base Vehicle Parking Rates
Strata Residential	1.05 resident spaces per studio or one-bedroom unit 1.25 resident spaces per two-bedroom unit 1.40 resident spaces per three or more bedroom unit 0.10 visitor space per unit
Market Rental Residential	0.70 resident spaces per studio or one-bedroom unit 0.85 resident spaces per two-bedroom unit 1.10 resident spaces per three or more bedroom unit 0.10 visitor space per unit
Non-Market Rental Residential (where secured by a housing agreement)	0.50 resident spaces per studio or one-bedroom unit 0.65 resident spaces per two-bedroom unit 1.10 resident spaces per three or more bedroom unit 0.10 visitor space per unit
Commercial	1 space for each 40 m ² gross floor area

TABLE 3
MINIMUM AND MAXIMUM VEHICLE PARKING SPACES

Type of Use	Minimum Vehicle Parking Spaces	Maximum Vehicle Parking Spaces
Strata Residential	0.90 resident spaces per dwelling unit 0.05 visitor space per unit	1.8 resident spaces per dwelling unit 0.20 visitor space per unit
Market Rental Residential	0.50 resident spaces per dwelling unit 0.05 visitor space per unit	1.00 resident space per dwelling unit 0.20 visitor space per unit
Non-Market Rental Residential	0.40 resident spaces per dwelling unit 0.05 visitor space per unit	1.00 resident space per dwelling unit 0.20 visitor space per unit
Commercial	1 space for each 45 m ² gross floor area	1 space for each 25 m ² gross floor area

APPENDIX A: TDM MEASURES

TDM Measures	Maximum Points ²	
	Residential	Commercial
Financial Incentives		
FI-01: Carshare Membership Provide a carshare membership for each dwelling unit at the time of building occupancy.	2	-
Active Transportation		
AT-01: Improved Access to Class 1 Bicycle Parking – 2 points for a minimum 40% Class 1 parking at-grade, OR – 4 points for 100% of Class 1 parking at-grade, OR – 4 points for providing 60% fully-automated bicycle parking with no user fees – 2 points for bicycle access ramp fully separated from the vehicle parking ramp – 2 points for providing excellent design of lighting, finishes, grades, convenience, etc.	8	8
AT-02: Enhanced Class 2 Bicycle Parking Provide enhanced visitor Class 2 bicycle parking, consisting of well-lit, secure, indoor facilities, excellent design of lighting, finishes, grades, convenience etc.	2	2
AT-03: End-of-trip Amenities For providing additional end-of-trip facilities up to 50% above the minimum requirements of the <i>Bicycle Parking and End-of-Trip Facilities</i> policy.	-	4
AT-04: Public Bicycle Share (PBS) Space Meet the PBS size and siting requirements for a PBS space on-site.	8	8
AT-05: Shared Bicycle Fleet Provide fleet of bicycles for residents, employees, and/or guests to use (private bicycle share) to encourage all types of cycling. Non-standard bicycles, such as tricycles, cargo bicycles, tandems and recumbents, may be considered as part of a shared bicycle fleet. – One (1) cycle for each 10 dwelling units for Residential – One (1) cycle for each 3,000 m ² gross floor area for Commercial – Office and Commercial Retail	4	4

² To receive points, the improvements should be provided above and beyond the other DNV development requirements.

TDM Measures	Maximum Points ²	
	Residential	Commercial
Development projects may receive points commensurate with the fleet size provided.		
AT-06: Bicycle Maintenance Facilities and Workspaces Provide on-site bicycle maintenance facilities and workspaces	2	2
AT-07: Walking Improvements Provide safe, attractive, and direct off-site connections for pedestrians linking building entrances with public sidewalks, transit stops, and key destinations. <ul style="list-style-type: none"> – 4 points for improving pedestrian connections with the surrounding pedestrian network – 2 points for adding lighting to trails and paths – 2 points for benches and seating in the broader neighbourhood 	8	8
AT-08: Cycling Improvements Provide improved bicycle connections to bicycle network linking with the surrounding bicycle network, transit stops, and key destinations using 'All-Ages-and-Abilities' (e.g. protected bicycle facilities) design traits and emerging tools to advance safety and comfort.	4	4
AT-09: Transit Stop Improvements <ul style="list-style-type: none"> – 4 points for new pedestrian connection to bus stop – 2 points for installing concrete pad for wheelchair accessibility and bus benches with at least one bus bench – 2 points for installing shelter at the bus stop 	8	8
Alternative Commute Services		
ACS-01: Carshare Spaces Provide publicly visible and available parking spaces for carshare vehicles on-site, up to the following ratios: <ul style="list-style-type: none"> – Residential - Strata: 1 carshare parking space for every 25 dwelling units; – Residential - Rental: 1 carshare parking space for every 15 dwelling units; – Commercial – Office/Retail: 1 carshare parking space for each 2,300 m² of gross floor area. Projects may receive partial points for fewer spaces.	8	8

TDM Measures	Maximum Points ²	
	Residential	Commercial
ACS-02: Carshare Vehicles and Spaces Provide publicly-accessible carshare vehicle(s) and space(s) on-site, up to the following ratios: <ul style="list-style-type: none"> – Residential - Strata: 1 carshare vehicle and space for every 50 dwelling units; – Residential - Rental: 1 carshare vehicle and space for every 25 dwelling units; – Commercial – Office/Retail: 1 carshare vehicle and space for each 4,600 m² of gross floor area. Projects may receive partial points for fewer vehicles. Vehicles may be provided by regional carshare company.	8	8
ACS-03: Shuttle Bus Service Provide free local shuttle bus services between the development site and regional transit hubs, commercial centres, and residential areas for customers, employees, and visitors for a minimum of two (2) years.	10	10
ACS-04: Vanpool/Carpool Service For development projects with at least 25 employees, the property owner shall implement an employer or building manager-sponsored vanpool or carpool service.	-	4
Support, Promotion, Information		
SPI-01: Transportation Marketing Services Provide individualized, tailored marketing and communication campaigns, including incentives to encourage the use of sustainable transportation modes.	2	2
SPI-02: Real-Time Information Provide real-time sustainable transportation information on displays in prominent locations on the project site.	2	2
SPI-03: Multimodal Wayfinding Signage Provide directional signage to major destinations and public amenities.	2	2
Parking Management		
PM-01: Short Term Daily Parking Provision Provide employee parking pass of no more than one day duration.	-	2
PM-02: Parking Supply Provide no more than the minimum vehicle parking required as outlined in this policy	2	2

TDM Measures	Maximum Points²	
	Residential	Commercial
PM-03: Shared Parking Provide shared parking where residential visitor spaces may be shared with parking for commercial uses	2	2
PM-04: Unbundled Parking Provide unbundled parking for a minimum of 50% dwelling units are sold separately from parking spaces	2	2
Other		
O-01: Innovative Strategies Other innovative developer-proposed strategies, with acceptable rationale and implementation plan. Development projects may receive partial or full points commensurate with expected benefits for meeting <i>TDM</i> objectives.	16	16

APPENDIX B – TDM PLAN CONTENTS

A *TDM plan* submitted for DNV consideration should include the following contents.

1. Area / Site Description
 - a. Location
 - b. Project description (land uses) and if residential, a breakdown of units by number of bedrooms
2. Vehicle parking spaces
 - a. A calculation of the number and type (e.g., visitor spaces, small vehicle spaces) of vehicle parking spaces required for compliance with the Zoning Bylaw;
 - b. The number of vehicle parking spaces proposed;
 - c. The number of vehicle parking spaces as outlined in this policy;
 - d. The rationale for any differences between the spaces proposed and the Part 10 of the District's Zoning Bylaw; and
 - e. TDM point targets and achieved points in support of the vehicle parking spaces outlined in this policy.
3. Proposed *TDM* measures
 - a. Summary of *TDM* measures and associated points
 - b. Financial incentives
 - c. Active transportation
 - d. Alternative commute services
 - e. Support, promotion, and information
 - f. Parking management
 - g. Other
4. Site plan showing proposed *TDM* measures

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