

Bulletin

Transportation Demand Management for Developments

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1 RELEVANT BY-LAWS AND POLICIES

- Parking By-law
- Transit Oriented Areas Designation By-law
- Street and Traffic By-law
- Transportation 2040 Plan
- Climate Emergency Action Plan
- Greenest City Action Plan

2 BACKGROUND AND CONTEXT

Transportation Demand Management (TDM) is a set of strategies aimed at maximizing the utility of sustainable transportation choices. TDM is used to improve the movement of people and goods, reduce motor vehicle dependence, and encourage the use of active transportation, transit and car share, as well as enhance the effectiveness of sustainable transportation modes.

A TDM Plan may be required based on the Parking By-Law Section 4.1.6 and as further described in Section 5 of this bulletin.

More detail about the policy context for TDM in the City of Vancouver can be found in the [June 2018 Council report](#) that introduced TDM, the [November 2023 Council report](#), and the [June 2024 Council report](#) that provides updates to the TDM.

This bulletin provides guidance on submission requirements for TDM Plans required by the Parking By-law.

3 PROCESS

The overall process for approval of a TDM Plan includes the following four steps:

3.1 Determine TDM Applicability

The applicant determines if a TDM Plan is required, per the Parking By-Law Section 4.1.6 and Section 5 of this bulletin.

3.2 TDM Plan Development & Submission

The applicant submits one standardized submission form for either TDM Plan A, B, C, or D as outlined in Section 6. Submission of one of the TDM Plans, including any required attachments identified on the submission form, constitutes a complete TDM Plan. The City will not review additional documentation and no engineering studies are expected as part of a TDM Plan.

3.3 City Review

Engineering staff review the TDM Plan and determine its compliance with the TDM Plan Standards, as outlined below in Section 5.

3.4 Development Conditions and Agreements

If the development project is approved, conditions relevant to the selected TDM Plan will be included as Conditions of Approval of the Development Permit. These may include, but are not limited to, requirements to register a Section 219 Covenant, securing the provision of copies of executed third party agreements, registration of Statutory Right-of-way agreements, or holds on building occupancy until TDM measures are provided. Specific requirements are outlined in the standardized submission form for each TDM Plan.

4 TDM PLAN APPLICABILITY

4.1 TDM Plan Applicability

- 4.1.1 TDM Plans are required for Development Permit applications within the Downtown, Broadway Plan Area, and within Transit-Oriented Areas as described in Parking By-law Section 4.1.6(a).
- 4.1.2 TDM Plan requirements for large sites fall into two categories:
- (a) Per Section 4.1.6(b) of the Parking By-law, Development Permit applications that meet the large site size criteria require a TDM Plan.
 - (b) Where a site is rezoned under the [Rezoning Policy for Sustainable Large Developments](#), the subsequent Development Permit application(s) covered under that rezoning will each require a TDM Plan. This requirement is secured as a condition of the rezoning.
- 4.1.3 For all other applications, no TDM Plan is required.
- 4.1.4 Despite sections 4.1.1 and 4.1.2, no TDM plan is required for small developments, small minor amendments, or small changes of use. For these exemptions, the following minimums apply:
- (a) For new Development Permit applications, a total of 500 m² or less of new non-residential floor area;
 - (b) For changes of use or minor amendments to a Development Permit, a total of 2,300 m² or less of non-residential floor area; or
 - (c) For any application, a total of fewer than 12 dwelling units.
- 4.1.5 Partial TDM Plans will not be accepted.
- 4.1.6 Modifications to the standard TDM Plans presented in this bulletin, or alternative TDM Plans, will not be accepted.
- 4.1.7 The same TDM Plan must be selected for all land uses included in a Development Permit.
- 4.1.8 For rezoning applications, inclusion of a draft TDM Plan at rezoning is optional, but is strongly recommended. TDM Plans must be finalized at the Development Permit stage.

5 TDM PLAN STANDARDS

5.1 Summary of TDM Plans

Where a TDM Plan is required, Development Permit submissions must include one of four TDM Plans:

- TDM Plan A – Transit Passes
- TDM Plan B – Bike Infrastructure Package;
- TDM Plan C – Shared Mobility Package; or
- TDM Plan D – Unbundled Parking Pilot Program.

A table summarizing the measures within each TDM Plan is provided below.

Table 1: Summary of TDM Plan Options

TDM Plan A Transit Passes	TDM Plan B Mobility Infrastructure Package		TDM Plan C Shared Mobility Package	TDM Plan D Unbundled Parking Pilot Program
	Residential Uses	Non-Residential Uses		
Monthly one-zone transit passes for 3 years	30% additional Class A bicycle parking spaces	30% additional Class A bicycle parking spaces; or a minimum of 3 spaces, whichever is greater	Car share vehicles and spaces Commitment from an operator for 3 years, and SRW to the City for the life of the building	Participate in a pilot program to provide parking spaces for lease only, not to purchase. Applicable only to applications with strata components.
	20% of the total number Class A spaces to be lockers	20% of the total number Class A spaces to be lockers; or a minimum of 1 locker, whichever is greater	Mobi All Access Passes for 3 years	
	10% of the total number Class A spaces to be oversized spaces	10% of the total number Class A spaces to be oversized spaces; or a minimum of 1 oversized space, whichever is greater	Monthly one-zone transit passes for 1 year	
	Weather-protected Class B bicycle parking spaces	Weather-protected Class B bicycle parking spaces		

5.2 TDM Plan A – Transit Passes

- 5.2.1 The property owner should proactively offer and provide monthly transit subsidies to residents and employees. This subsidy is to be applied to a monthly pass on a resident’s or employee’s TransLink Compass Card. This offer is to be made on a minimum semi-annual basis for a minimum of 3 years. This is to be achieved through TransLink’s [Compass For Developments](#) program, not administered directly by the property owner.
- 5.2.1.1 For residential uses, the property owner should pay for contributions equal to one 1-zone monthly pass per dwelling unit.
- 5.2.1.2 For non-residential uses, the property owner should pay for contributions equal to one 1-zone monthly pass per 111 m² (1,200 sq. ft.) of floor space.
- 5.2.2 Residents and employees are not permitted to take cash in lieu of the TDM measure.
- 5.2.3 The anticipated cost of a 1-zone monthly pass is provided by TransLink in the [TransLink 2022 Investment Plan, Table A11](#). The final cost of the transit passes will be determined by TransLink through the execution of the bulk sales agreement.

5.3 TDM Plan B – Bike Infrastructure Package

- 5.3.1 30% additional Class A bicycle parking spaces
- 5.3.1.1 The property owner should provide 30% additional Class A bicycle parking spaces, above the minimum requirement defined in the Parking By-law.
- 5.3.1.2 For non-residential uses only, a minimum of three Class A spaces must be provided, even if the Parking By-law would require fewer.
- 5.3.1.3 The property owner may choose to provide more. However this will not impact the TDM Plan.
- 5.3.1.4 This increase in Class A bicycle parking space does not impact the end of trip facilities requirements laid out in Section 6.5 of the Parking By-law.
- 5.3.2 10% additional bicycle lockers
- 5.3.2.1 Calculated after the 30% additional Class A bicycle parking spaces, and in addition to the locker requirement defined in the Parking By-law Section 6.3.13A of 10%. Therefore a total of 20% of the Class A bicycle parking spaces should be lockers.
- 5.3.2.2 For non-residential uses only, a minimum of one locker must be provided, even if the Parking By-law would require fewer.

- 5.3.2.3 The property owner may choose to provide more. However, this will not impact the TDM Plan.
- 5.3.3 5% additional oversized bike parking spaces
 - 5.3.3.1 Calculated after the 30% additional Class A bicycle parking spaces, and in addition to the oversized requirement defined in the Parking By-law Section 6.3.9 as 5%. Therefore a total of 10% of the Class A bicycle parking spaces should be oversized.
 - 5.3.3.2 For non-residential uses only, a minimum of one oversize space must be provided, even if the Parking By-law would require fewer.
 - 5.3.3.3 The property owner may choose to provide more. However, this will not impact the TDM Plan.
- 5.3.4 Weather protected Class B bicycle parking spaces
 - 5.3.4.1 The property owner should provide 100% of the required number of Class B bicycle parking spaces defined in the Parking By-law in a way that is protected from the elements. In normal rainy conditions, bicycles should not get wet.
 - (a) Acceptable ways to achieve this requirement include: bicycle lockers, locating the bike parking under a suitably large canopy, or locating the bike parking inside the publicly-accessible at-grade lobby of the building.
 - (b) In the case that bicycle spaces cannot be sufficiently protected from rain by way of a building overhang or locating bicycle spaces within a lobby is not feasible, demonstrating excellent design and utilizing features above and beyond standard bicycle racks (e.g. improved visuals by way of murals, enhanced lighting or security features, landscaping etc.) may be accepted on a case-by-case basis.
 - (c) Locating the bike parking underground is not an acceptable way to achieve this requirement.

5.4 TDM Plan C – Shared Mobility Package

- 5.4.1 Car share vehicles and spaces for 3 years
 - 5.4.1.1 The property owner should provide car share vehicles and spaces as follows:
 - (a) 1 car share vehicle and space for every 40 dwelling units; and
 - (b) 1 car share vehicle and space for each 6000 m² of non-residential gross floor area.

- 5.4.1.2 The space should be secured, via Statutory Right-of-Way (SRW) agreement with the City to secure access to the car share space. This SRW is to remain in effect for the life of the building for the purposes of car sharing.
- 5.4.1.3 A letter of intent from a two-way car share vehicle operator is required with the TDM Plan, indicating their willingness to supply and operate the car share vehicles 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 shared vehicle space(s).
- 5.4.1.4 Where the property owner is unable to acquire a letter of intent from a two-way car share vehicle operator, that property is not eligible to select this TDM Plan.
- 5.4.1.5 Car share standards and practices are to be consistent with the bulletin on [Shared Vehicle Agreement New Form – Standards and Practices](#).
- 5.4.1.6 When calculating the number of car share vehicles and spaces, once the initial threshold is reached, round down. For applications with fewer than 40 dwelling units, 1 car share vehicle and space. For applications with greater than 40 DUs, round down.

Example

An application with 60 dwelling units needs 1 car share vehicle and space.

- 5.4.2 Mobi All Access Passes for 3 years
 - 5.4.2.1 The property owner should proactively offer annual Mobi All Access Passes to occupants on a minimum semi-annual basis for a minimum of 3 years. This is achieved through Mobi's [Mobi for Developments](#) program.
 - (a) For residential uses, the property owner should pay for contributions towards equal to one annual Mobi All Access Pass per dwelling unit.
 - (b) For non-residential uses, the property owner should pay for contributions towards equal to one annual Mobi All Access Pass per 111 m² (1,200 sq. ft.) of floor space.
 - 5.4.2.2 Residents and employees are not permitted to take cash in lieu of the TDM measure.
- 5.4.3 Monthly Transit Passes for 1 year
- 5.4.4 The property owner should proactively offer and provide monthly transit subsidies to residents and employees. This subsidy is to be applied to a monthly pass on a resident's or employee's TransLink Compass Card. This offer is to be made on a minimum semi-annual basis for a minimum of 1 year. This is achieved through TransLink's [Compass For Developments](#) program, not administered directly by the property owner.

- 5.4.4.1 For residential uses, the property owner should pay for contributions equal to one 1-zone monthly pass per dwelling unit.
- 5.4.4.2 For non-residential uses, the property owner should pay for contributions equal to one 1-zone monthly pass per 111 m² (1,200 sq. ft.) of floor space.
- 5.4.5 Residents and employees are not permitted to take cash in lieu of the TDM measure.
- 5.4.6 The anticipated cost of a 1-zone monthly transit pass is defined by TransLink, in the [TransLink 2022 Investment Plan, Table A11](#). The final cost of the transit passes will be determined by TransLink through the execution of the bulk sales agreement.

5.5 TDM Plan D – Unbundled Parking Pilot Program

- 5.5.1 This TDM Plan is a commitment to participate in a pilot program with the City of Vancouver that aims to, in perpetuity, separate the cost of parking from the cost of housing for residential strata projects. Parking should be available to lease only, not for purchase.
- 5.5.2 The applicant should propose steps to achieve this. The proposal should include how to secure the separation of ownership; proposed pricing of the spaces; plans for ongoing operations and management of the parking spaces as a resource; and a mechanism for the City to verify, post-occupancy, that the parking remains unbundled.
- 5.5.3 A limited number of proposals may be accepted to participate in the pilot. Proposal evaluation criteria include the following considerations: Testing various methods of unbundling, equitable opportunities for applicants to participate in the pilot, and balancing the benefits/obligations for future strata owners. Evaluation criteria are subject to change without notice. Acceptance of a proposed methodology under one application does not guarantee acceptance for that same methodology under another application.
- 5.5.4 Applicants should be aware that there are additional risks with pursuing TDM Plan D. Selection of this TDM Plan will require additional consultation with staff before, during, and after the rezoning and Development Permit review process. Additional review time should be expected. Following staff review, should the applicant's Plan D proposal not be accepted into the pilot, the applicant may be re-directed to pursue TDM Plan A, B, or C. If these risks are not acceptable to an applicant, TDM Plans A, B, or C are a more suitable selection.
- 5.5.5 Only projects with a residential strata component are eligible to select this TDM Plan.

6 TDM PLAN DELIVERABLES

The applicant submits one of TDM Plans A, B, C, or D. Standardized submission forms are on the [Parking By-law webpage](#). Submission of one of the TDM Plans (along with the required attachments

identified in that TDM Plan, if applicable), constitutes the TDM Plan. The City will not review additional documentation beyond the TDM Plan deliverable and indicated Required Attachments.