

Attachment 3 – Current TDM Practice

Municipality	TDM Policy Type	TDM Requirement	TDM Policy Notes
City of Port Moody	No	Optional	<ul style="list-style-type: none"> TDM framework under review. New policy includes TDM Strategy to be updated in Zoning Bylaw.
City of Vancouver	Parking Bylaw	Downtown Mandatory Outside downtown optional	<ul style="list-style-type: none"> TDM is mandatory downtown Projects must meet a specific point threshold (where vehicle parking is not generally required). Outside of downtown (where parking is required) projects may reduce parking with TDM up to 20% with TDM measures, and up to 10% for projects closest to transit. Rental and social housing double these maximums.
District of North Vancouver	No	Optional	<ul style="list-style-type: none"> TDM policy includes menu of options with associated points for residential and commercial uses. Project may reduce its parking requirements to a prescribed "Base Vehicle Parking Rate". Additional measures available to reach the minimum parking rate including proximity to transit, shared parking, car share, pricing, and unbundled parking. Policy allows for developments to fill in gaps in the cycling and walking network that are not along their site frontage to gain points.
City of New Westminster	Zoning Bylaw	Within FTN proximity	<ul style="list-style-type: none"> TDM measures formally presented in the Zoning Bylaw are mandatory. Recent updates requires for various TDM measures citywide including increased base bicycle parking requirements, end-of-trip facilities, bike maintenance facilities, internal wayfinding
City of Coquitlam	Zoning Bylaw	Required in Evergreen Line Core and Shoulder areas	<ul style="list-style-type: none"> TDM monetary value is based on number of units or floor area times fixed value No additional parking reductions for TDM. TDM measures accepted includes car share, transit passes, and electric bicycles, with alternative opportunities. Mandatory measures for travel info packages and directional wayfinding signage for parking. Policy requires a contribution to TDM monitoring funds with the City conducting monitoring.
City of Richmond	Zoning Bylaw,	Optional, open-ended policy	<ul style="list-style-type: none"> Up to 20% reduction with TDM and parking study. A list of potential TDM measures is provided No implementation guidelines provided. Acceptance of TDM plans is at the discretion of the Director of Transportation.
City of Victoria	No	Informal opportunities provided for parking and trip rate reductions	<ul style="list-style-type: none"> Size depended where staff may recommend a traffic study to be conducted to invest in TDM package or, alternatively, make contributions to streetscape improvements (e.g.: nearby crosswalk upgrade) in addition to any required frontage requirements.