TRANSPORTATION PLANNERS AND ENGINEERS

2850 Herd Road and 6833/6823 Bell McKinnon Road

Parking & TDM Study

Version 4

Prepared for

13 CDH Developments Ltd.

Date

September 4, 2026

Project No.

08-25-0045

Bunt & Associates acknowledges and respects the Traditional Territories upon which our work spans, and from which we benefit. We are grateful for the unique cultures and histories of Indigenous Peoples that enrich our understanding and connection to the lands we call home. We honour learning, listening, and truth in our journey to reconciliation.

September 4, 2026
08-25-0045

Wesley Wollin, Principal
BÜRO47architecture inc
4777 Delta Street
Delta, BC
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Dear Wesley:

Re: 2850 Herd Road and 6833/6823 Bell McKinnon Road Rezoning, North Cowichan
Parking & TDM Study – Update

Bunt & Associates Engineering Ltd. (Bunt) has prepared the following Parking & Transportation Demand Management (TDM) Study to support the Rezoning application for the proposed mixed-use development located at 2850 Herd Road and 6833/6823 Bell McKinnon Road in North Cowichan, BC

The attached report provides a review of existing study area conditions, the development's off-street vehicle and bicycle parking supplies, and proposed TDM strategy. This report has been updated to address comments from the Municipality of North Cowichan dated March 27th, 2026. We trust that the findings and recommendations of this study will be of assistance in the planning process. Please do not hesitate to contact us if you have any questions or comments.

Yours truly,
Bunt & Associates

Raymond Ren, P.Eng.
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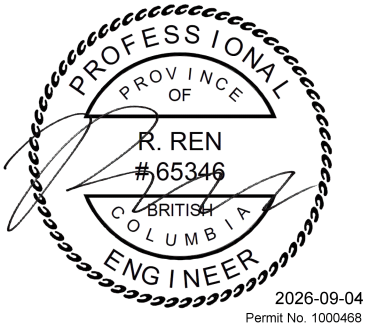
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Date: 2026-09-04

Project No. 08-25-0045

Approved By: Daniel Fung, M.Sc., P.Eng.
Principal



Written with respect and gratitude for the Traditional Territories upon which we work and live.

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1. INTRODUCTION

1.1 Study Purpose & Objectives

13 CDH Developments Ltd. is proposing to build a mixed-use development consisting of 297 multi-family residential units and a variety of commercial uses (hotel, medical office/healthcare, restaurant, retail, and daycare), at 2850 Herd Road and 6833/6823 Bell McKinnon Road in North Cowichan, BC.

To support the project's Rezoning process, the Municipality of North Cowichan (MNC) has indicated that a Parking and Transportation Demand Management (TDM) Study is required. The purpose of this study is to determine an appropriate off-street vehicle and bicycle parking supply given the local area context and future planning vision for the Bell McKinnon neighbourhood. Off-street loading provisions are also covered in this review. A separate Transportation Impact Assessment (TIA) report has previously been prepared for this development.

This report update has been prepared to address comments received from MNC staff on March 27th, 2026 regarding the previous report version and subsequent meetings and coordination between the MNC and the Project Team. This report also reflects the latest site plan and densities, which have been adjusted slightly from the previous submission.

1.2 Study Scope & Site Location

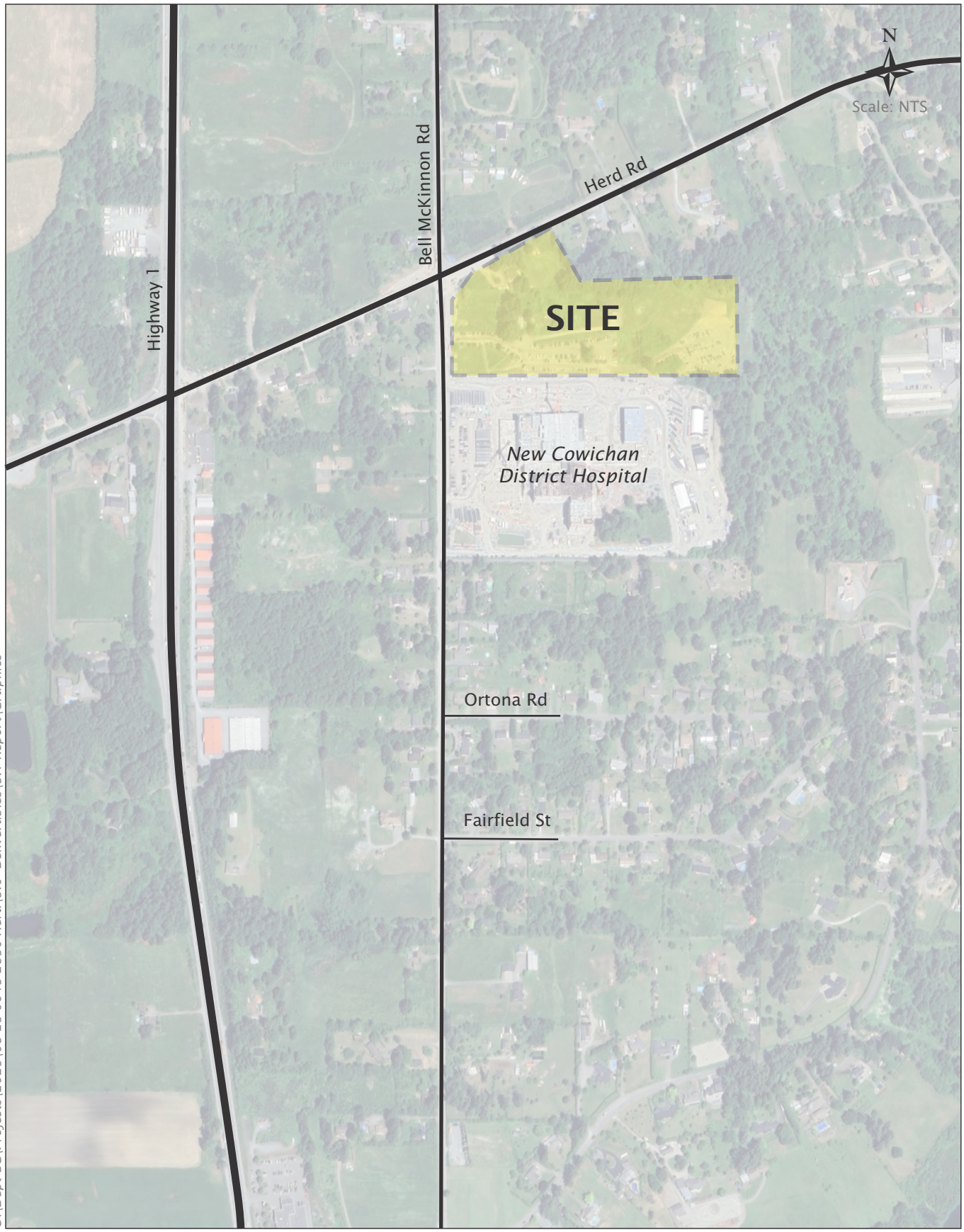
The MNC prepared a study Terms of Reference (TOR) outlining the required scope of work. The TOR is provided in **Appendix A**.

As illustrated in **Exhibit 1.1**, the subject site is located within the Bell McKinnon neighbourhood within the MNC. The property is bordered by Herd Road to the north, Bell McKinnon Road to the west, and Hospital Road to the south. The new Cowichan District Hospital (Quw'utsun Valley Hospital/Quw'utsun Hulitun-ew't-hw), which is currently under construction, will be located directly south of the study site.

1.3 Organization of Report

The report is organized as follows:

- **Section 1: Introduction** presents the study objective, scope, proposed development, and relevant planning policies.
- **Section 2: Existing Conditions** provides an overview of current transportation conditions including site characteristics, existing road network, and existing traffic patterns.
- **Section 3: Parking & Loading Supply Review** summarizes off-street vehicle parking, bicycle parking, and loading demands and supplies.
- **Section 4: Site Plan Design Considerations** provides a high-level overview of the planned site access and circulation layout.
- **Section 5: Transportation Demand Management (TDM)** outlines potential TDM measures to support sustainable travel modes.
- **Section 6: Conclusions & Recommendations** summarizes key analysis findings and study recommendations.



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Exhibit 1.1

Site Location & Study Area

2850 Herd Road and 6833/6823 Bell McKinnon Road
08-25-0045 September 2026

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1.4 Proposed Development

The development is envisioned as a mixed-use live-work urban village, with a variety of complementary land uses. The project has twelve (12) buildings across five (5) parcels. **Table 1.1** summarizes the proposed land uses and densities.

Table 1.1: Proposed Land Uses

PARCEL	APARTMENT	OFFICE	HOTEL	RESTAURANT	RETAIL	DAYCARE
A	-	15,330 m^2 GFA	-	1,315 m^2 GFA	1,063 m^2 GFA	625 m^2 GFA
B	-	-	90 units	356 m^2 GFA	-	-
C	58 units	-	-	-	1,694 m^2 GFA	434 m^2 GFA
D	94 units	-	-	-	-	-
E	145 units	-	-	-	-	-
TOTAL	297 UNITS	15,330 M^2 GFA	90 UNITS	1,671 M^2 GFA	2,757 M^2 GFA	1,059 M^2 GFA

A total of 297 residential dwelling units are proposed in addition to medical office, hotel, restaurant, retail, and daycare uses. This includes an urgent care centre in Parcel A. The commercial uses are planned for Parcels A and B in the western portion of the site. The residential buildings are currently planned to include a mix of multi-family market and rental apartment units, with the proposed unit mix (broken down by number of bedrooms) is presented in **Table 1.2**.

Table 1.2: Proposed Residential Unit Mix

PARCEL	HOUSING MIX (UNITS)				
	STUDIO	1-BED	2-BED	3-BED	TOTAL
C	6	8	27	17	58
D	2	34	34	24	94
E	0	0	85	60	145
TOTAL	8	42	146	101	297

Off-street vehicle parking will primarily be located underground, with separate parkades and access provided for each of the parcels. **Exhibit 1.2** presents the proposed site plan. The plan is at a conceptual level appropriate for the rezoning stage, and further detailed design review will occur as the project proceeds through the approvals process (i.e. for development permit application).

The site's land uses and overall design have been thoughtfully developed to complement and integrate with the future Cowichan District Hospital. The planned residential uses, hotel, retail, daycare and medical offices all provide services or amenities which will be beneficial to hospital staff, patients, and/or visitors. From a transportation perspective, the short distance and symbiosis between the site and the hospital will allow people to easily walk from one to the other, reducing the need for automobile travel. This in turn will help reduce the site's vehicle trip generation and parking demands.



Source: Buro47 Architecture

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Exhibit 1.2

Proposed Site Plan

2850 Herd Road and 6833/6823 Bell McKinnon Road
08-25-0045 September 2026

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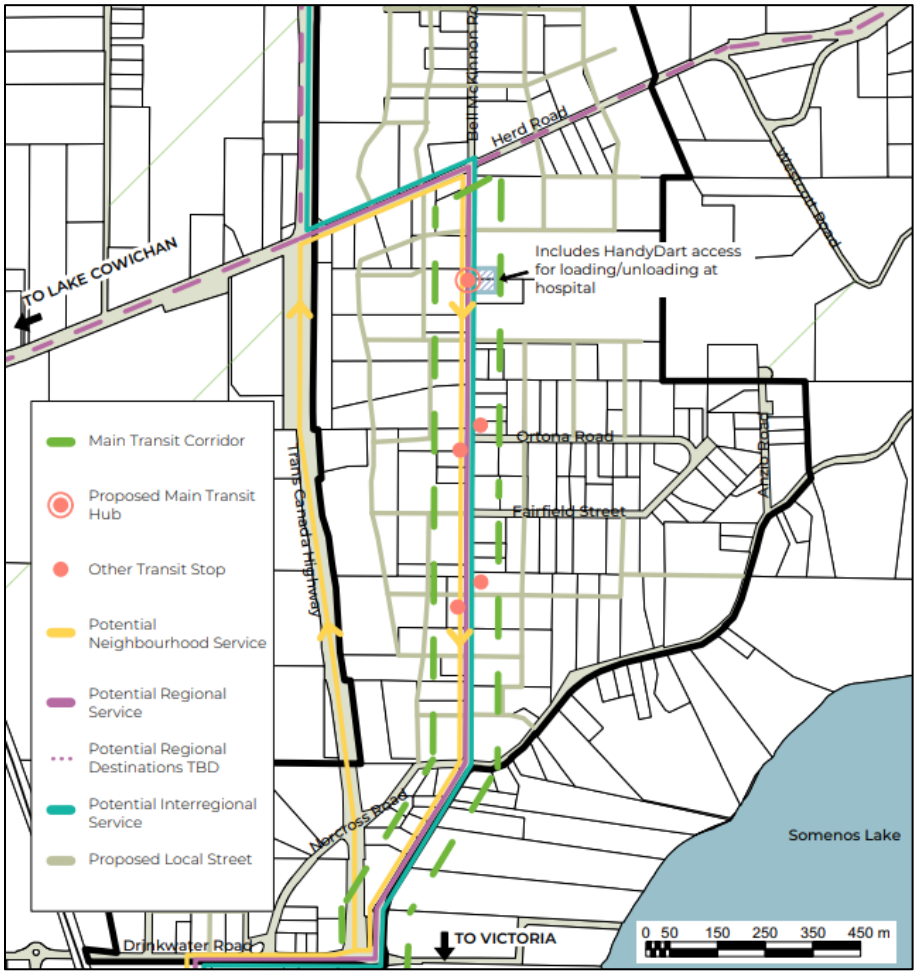
1.5 Current Relevant Policies & Plans

1.5.1 Bell McKinnon Local Area Plan (BMLAP)

The project is located within the Bell McKinnon Area, which is designated as a growth centre in the MNC's Official Community Plan (OCP). The Bell McKinnon Local Area Plan (BMLAP) was adopted in 2018 and provides a detailed policy framework to guide future developments in the neighbourhood. The transportation vision for the area is "a model Green Growth Centre in the Cowichan Valley that is a vibrant, walkable, urban village that facilitates healthy living in all stages of life."

The future transportation network is envisioned to support and encourage the use of all travel modes including cycling, walking, and bus transit. **Figure 1.1** illustrates the proposed transit network from the BMLAP.

Figure 1.1: Proposed Transit Network (BMLAP)



A new future multi-modal transit hub is proposed at the future Cowichan District Hospital, located directly south of the project site. Neighbourhood, regional, and inter-regional bus routes are also proposed along Bell McKinnon Road.

The BMLAP also indicates that all new developments within the Plan area, including this one, will be exempt from minimum vehicle and bicycle parking requirements. A Parking & TDM study will instead be conducted to determine appropriate parking supplies.

1.5.2 Master Transportation Plan (MTP)

The MNC's 2024 Master Transportation Plan (MTP) provides direction regarding the municipality's future transportation network through the buildout of the OCP's vision. Key objectives, outlined within the MTP, are safety for all modes, connectivity, reduced environmental impact, and transportation equity.

The MTP includes both municipality-wide and area-specific 2050 mode share targets, these are presented in **Table 1.3**.

Table 1.3: 2050 Mode Share Targets

AREA	AUTO DRIVER	AUTO PASSENGER	TRANSIT	WALK	BIKE
North Cowichan (overall)	45%	5%	18%	15%	17%
Bell McKinnon	35%	2%	20%	30%	13%

Compared to the greater North Cowichan, the Bell McKinnon Area has a significantly higher target for sustainable transportation modes, which reflects the mixed-use vision for this rapidly developing neighbourhood.

The MTP also recommends a review of the MNC's off-street parking requirements outlined within Zoning Bylaw No. 2950. Specific areas to review included the following:

- Update the 'Multi-Family Apartment' parking rate to reflect parking demand factors such as location, housing tenure, and unit size;
- Consider area specific parking rates for growth centres and/or urban containment boundary areas per the OCP;
- Review and modernize accessible parking supply rates and design requirements;
- Include electrification requirements for vehicle stalls including electric vehicle ready requirements;
- Include short-term and long-term bicycle parking supply rates;
- Include bicycle parking design requirements such as location, accessibility, weather protection, dimensions, layout, electrification requirements, and oversized bicycle parking;
- Include mobility scooter parking rates and design requirements.

With respect to the study road network, the MTP identifies installing a roundabout at the Bell McKinnon Road & Herd Road intersection as a priority short-term improvement. This has already been constructed as part of the new hospital project.

Upgrades to the walking and cycling infrastructure along Bell McKinnon Road and Herd Road have also been identified in the MTP.

1.5.3 Cowichan Valley Transit Future Plan

The 2023 Cowichan Valley Transit Future Plan guides planning for the region's bus transit network over the next 25 years. The Plan notes that bus service/routing should be adjusted to better serve the new hospital, with the following routes identified as potential candidates:

- New - Duncan/North Cowichan circulator route
- 2 – Mt. Prevost
- 36 – Ladysmith Express/Duncan Express
- 70 – NCX Nanaimo-Cowichan Express

To support these bus routes, the Plan had identified the development of a new transit exchange at the hospital as an infrastructure priority between 2023-2027, though this has not been built as part of the hospital project.

2. EXISTING CONDITIONS

2.1 Existing Transportation Network

2.1.1 Road Network

Table 2.1 summarizes the street characteristics of the adjacent road network.

Table 2.1: Existing Street Characteristics

STREET	CLASSIFICATION	NUMBER OF TRAVEL LANES	POSTED SPEED	PARKING FACILITIES
Herd Road	Arterial	2	60 km/h	None
Bell McKinnon Road	Arterial	2	50 km/h	None

Herd Road is classified as an arterial road which connects Highway 1 in the west to Maple Bay in the east. West of Highway 1, it becomes the Cowichan Valley Highway (Highway 18). As mentioned, a roundabout has recently been constructed at the intersection of Herd Road & Bell McKinnon Road.

Bell McKinnon Road is a north-south arterial road which connects Drinkwater Road to Westholme Road. The MTP indicated the section of Bell McKinnon Road located south of Herd Road will be upgraded to arterial classification, providing a key spine for the BMLAP road network.

Both Herd Road and Bell McKinnon Road currently have two travel lanes. The MTP recommends that additional right-of-way be obtained for portions of these two corridors (including along the subject site's frontage) to allow for additional transportation improvements, which could include new active transportation facilities or additional vehicle travel lanes.

2.1.2 Transit Network

There are currently no transit routes servicing the subject site. And at the time of writing, Bunt understands that the 2026/27 provincial budget does not include funding for transit expansion to serve the new hospital by its anticipated opening day in Spring 2027.

However, as outlined above, new/adjusted bus routes and a new transit exchange to service the new Hospital and the rest of the Bell McKinnon neighbourhood are included in the Cowichan Valley Transit Future Plan – which would greatly improve transit access for future residents, employees, and visitors of the site.

2.1.3 Cycling & Pedestrian Networks

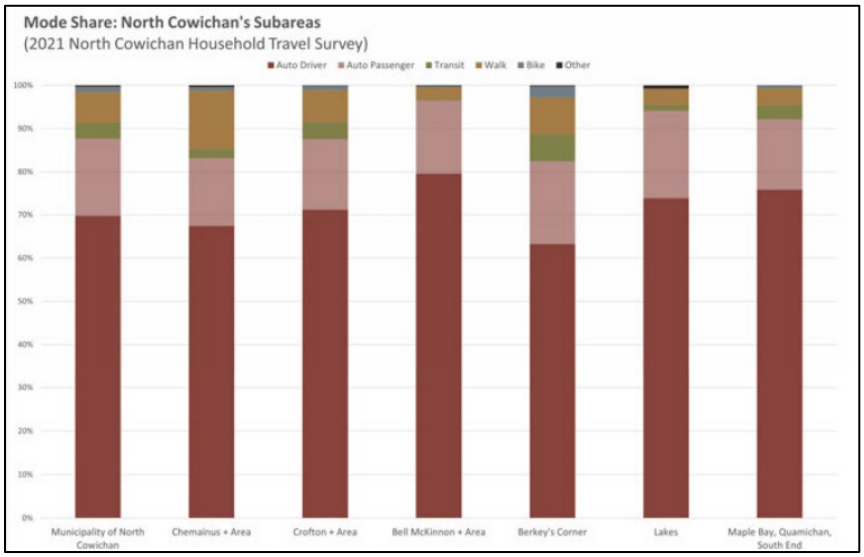
Cycling and pedestrian infrastructure within the study area are limited to paved shoulders provided on the east side of Bell McKinnon Road and both sides of Herd Road. These shoulders can be shared by cyclists and pedestrians but offer no physical separation from vehicles.

Given the current low-density make-up of the area, the lack of easily accessible daily needs, and limited infrastructure, the study area is currently not conducive to promote active transportation modes; with most walking and cycling trips likely limited to recreational trips only. However, the BMLAP includes provision of active transportation facilities throughout the plan area. The buildout of the neigbourhood will also introduce additional amenities accessible within convenient walking and cycling distance.

2.2 Existing Travel Patterns

The North Cowichan Household Travel Survey (NCHTS) was completed in 2021 to understand existing travel patterns and inform the development of the MTP. **Figure 2.1** presents travel mode shares from the survey.

Figure 2.1: North Cowichan Mode Shares (2021)



Source: North Cowichan Master Transportation Plan

Overall, North Cowichan was reported to have a 70% auto driver mode share. Bell McKinnon, with a nearly 80% auto driver mode share, was found to be the most auto reliant of all the neighbourhoods.

This finding is unsurprising given the low density and limited amenities within the existing neighbourhood, which is largely rural and low density. This is supported by the travel pattern analysis within the NCHTS, which found that Bell McKinnon is the least travelled to sub-area.

3. PARKING & LOADING SUPPLY REVIEW

3.1 Vehicle Parking Requirement

As per the BMLAP, all new developments within the Plan Area are exempt from all minimum off-street vehicle parking requirements but require a Parking Study to support the proposed provision. To determine an appropriate parking supply, Bunt reviewed surveyed parking demands for residential uses, compared commercial parking requirements from various municipalities, and conducted a shared parking analysis.

3.1.1 Bylaw Requirement

The MNC's (general) off-street vehicle Zoning Bylaw parking requirements were first examined to better understand the scale of parking that would be required if this site was located elsewhere in the MNC. **Table 3.1** summarizes the Bylaw requirements per parcel. Based on this review, the site would require a total of 1,271 parking spaces per Bylaw.

Table 3.1: MNC Zoning Bylaw Vehicle Parking Requirements

PARCEL	USE	QTY.	UNIT	BYLAW RATE	REQUIRED
A	Medical Office	15,330	m² GFA	1 space per 37 m² GFA	414
	Restaurant	365*	seats	1 space per 4 seats	91
	Retail	1,063	m² GFA	1 space per 19 m² GFA	56
	Daycare	4	classrooms	1.5 spaces per classroom plus 2 short-term spaces	8
				Subtotal	***569***
B	Restaurant	100*	seats	1 space per 4 seats	25
	Hotel	90	sleeping units	1 space per sleeping unit	90
				Subtotal	***115***
C	Apartment	58	dwelling units	1.5 spaces per dwelling unit	87
	Residential Visitor			0.15 spaces per dwelling unit	9
	Retail	1,694	m² GFA	1 space per 19 m² GFA	89
	Daycare	3	classrooms	1.5 spaces per classroom plus 2 short-term spaces	7
				Subtotal	***192***
D	Apartment	94	dwelling units	1.5 spaces per dwelling unit	141
	Residential Visitor			0.15 spaces per dwelling unit	14
				Subtotal	***155***
E	Apartment	145	dwelling units	1.5 spaces per dwelling unit	218
	Residential Visitor		dwelling units	0.15 spaces per dwelling unit	22
				Subtotal	***240***
				TOTAL	**1,271**

**Note: The number of restaurant seats were estimated based on the latest known info and are subject to change.*

3.1.2 Accessible Parking

Accessible parking requirements as per MNC's Bylaw are summarized in **Table 3.2**. These spaces are required as part of the above parking space requirements.

Table 3.2: MNC Zoning Bylaw Accessible Parking Requirements

PARCEL	QTY	UNIT	BYLAW RATE	REQUIRED
A	569	required pkg spaces	2 spaces per 100 required spaces or part thereof	12
B	115			3
C	192			4
D	155			4
E	240			5
			TOTAL	28 SPACES

While there is no minimum parking requirement (including for accessible spaces) within the BMLAP, the development should still ensure that accessible parking is provided, with a provision similar to what would otherwise be required by the MNC's Zoning Bylaw.

3.2 Residential Parking Demand

3.2.1 Anticipated Residential Parking Demand

Bunt's database for similar context residential parking utilization data in Nanaimo was referenced as a proxy of local demands and to estimate future residential parking levels. While Nanaimo is in a slightly more urban context compared to North Cowichan, it is a nearby municipality and is viewed as more representative of what the Bell McKinnon area is envisioned to be.

Bunt's data is from nine (9) sites which cover weekday evening peak demand counts of residential and visitor parking, including on-street parking, along with corresponding ICBC vehicle ownership data (i.e. license plates registered at the address). The data was collected within the past 5 years and therefore represents current travel behaviors; see **Appendix B** for the full dataset. Based on the observed data, the weighted average parking demands were found to be:

- 0.88 space per unit for residents; and
- 0.04 spaces per unit for visitors.

3.2.2 Recommended Residential Parking Rates

Based on the surrounding area context and surveyed parking demands from a nearby municipality, Bunt recommends the following residential parking rates for this development:

- 1 space per unit for residents; and
- 0.1 spaces per unit for visitors.

Surveyed parking rates have conservatively been rounded up, which aligns them more closely with bylaw rates specified by similar/adjacent municipalities such as the City of Nanaimo. Providing a minimum of one (1) space per unit also helps ensure that each household will have access to a parking space if so desired.

It is also acknowledged the removal of parking minimums in the BMLAP allows developers to provide parking at a level that reflects anticipated market demands. The parking supply can therefore be responsive to market conditions, and the parking recommendations presented herein will be monitored as the project/development phases progress, providing opportunities to evaluate their continued appropriateness.

3.3 Commercial Parking

Without local parking demand data for commercial uses, it has been assumed as a starting point that Bylaw requirements are generally representative of peak demands for single-use sites. However, given the mixed-use nature of this development, additional parking efficiencies based on time-of-day peak demands are present. As such, a shared parking analysis (per parcel) has been completed and is covered below to provide a more accurate picture of non-residential parking demands.

3.3.1 Bylaw Requirements – Comparison

Table 3.3 (next page) compares the MNC's Bylaw commercial requirements with those of the City of Kelowna and the City of Nanaimo for context and a better understanding of potential demands, assuming these Bylaw rates are representative. The table does not include Parcels D and E as they do not have any commercial land uses proposed.

The City of Kelowna comparison was provided per MNC staff request, while the Nanaimo comparison was included to capture parking requirements from a nearby community. Apart from the City of Nanaimo's significantly higher medical office parking rate and City of Kelowna's lower retail / restaurant rate, the parking rates/demands are relatively similar across the three (3) municipalities. Thus, MNC's commercial parking rates were used to further analyze shared parking demands.

Table 3.3: Bylaw Comparison of Commercial Vehicle Parking Rates

PARCEL	USE	QTY.	UNIT	MNC BYLAW RATE	KELOWNA BYLAW RATE	NANAIMO BYLAW RATE	MNC REQ'D	KELOWNA REQ'D	NANAIMO REQ'D
A	Medical Office	15,330	m^2 GFA	1 space per 37 m^2 GFA	3 spaces per 100 m^2 NFA	1 space per 18 m^2 GFA	414	460	852
	Restaurant	1,315 (365*)	m^2 GFA (seats)	1 space per 4 seats	2.5 spaces per 100 m^2 NFA	1 space per 3 seats	91	33	122
	Retail	1,063	m^2 GFA	1 space per 19 m^2 GFA		1 space per 25 m^2 GFA	56	27	43
	Daycare (Commercial)	4 (625)	classroom (m^2 GFA)	1.5 spaces per classroom plus 2 short-term spaces	2 spaces per 100 m^2 NFA	2 spaces plus 1 space per 30 m^2 GFA	8	13	23
						Subtotal	**569**	**533**	**1,040**
B	Restaurant	356 (100*)	m^2 GFA (seats)	1 space per 4 seats	2 spaces per 100 m^2 NFA	1 space per 3 seats	25	7	33
	Hotel	90	sleeping units	1 space per sleeping unit	1 space per sleeping unit	1 space per sleeping unit	90	90	90
						Subtotal	**115**	**97**	**123**
C	Retail	1,694	m^2 GFA	1 space per 19 m^2 GFA	2.5 spaces per 100 m^2 NFA	1 space per 25 m^2 GFA	89	42	68
	Daycare (Residential)	3 (434) [49]	classroom (m^2 GFA) [children]	1.5 spaces per classroom plus 2 short-term spaces	1 space per 11 children of capacity	2 spaces plus 1 space per 30 m^2 GFA	7	4	17
						Subtotal	**96**	**46**	**85**
						TOTAL	780 SPACES	676 SPACES	1,248 SPACES

**Note: The number of restaurant seats were estimated based on the latest known info and are subject to change.*

3.3.2 Shared Parking Analysis

When maximum parking demand for residential visitor and commercial uses occur at different periods of the day, a shared parking arrangement can be beneficial to reduce the overall number of physical parking spaces provided - by supplying them within a shared parking pool. This is done under the premise that the maximum combined parking demands estimated for each land use (i.e. at the busiest time of the day) can still be accommodated.

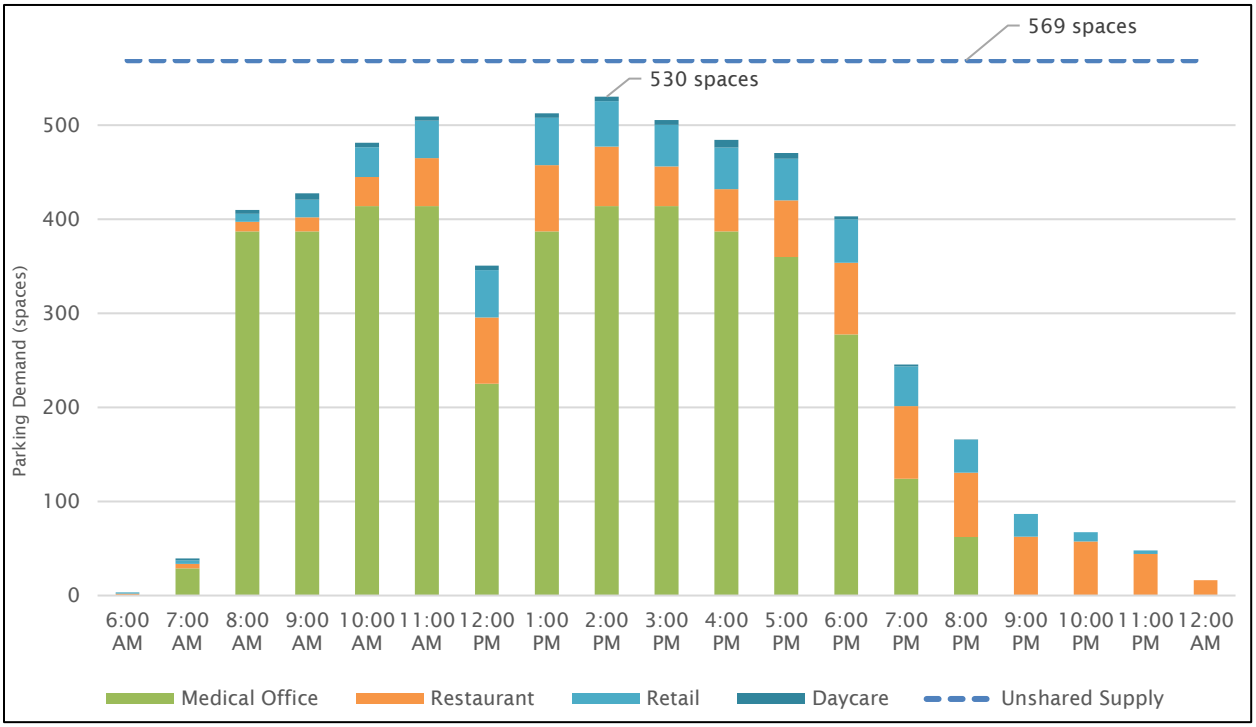
Due to the mixed-use nature of the project, the developer is proposing to share the residential visitor and commercial uses within the individual parkades for Parcels A, B, and C – ensuring sharing only occurs within the same parcel to maximize space and right-size the parking supply while maintaining functionality.

To complete this analysis, this review applied time-of-day parking demand profiles extracted from the Urban Land Institute *Shared Parking* guide (3rd Ed.) to estimate individual peak parking demands per land use. Peak commercial parking demands were assumed to reflect MNC's Zoning Bylaw-requirements for each land use type, whereas residential visitor parking was based on Bunt's recommended rate of 0.10 spaces per dwelling unit. See **Appendix C** for the detailed Urban Land Institute (ULI) parking demand profiles and shared parking analysis.

Parcel A

Figure 3.1 presents Parcel A's peak shared parking demand. Parcel A contains most of the site's commercial uses and could therefore support the largest parking reduction with a shared parking arrangement.

Figure 3.1: Peak Shared Parking Analysis (Weekday) – Parcel A

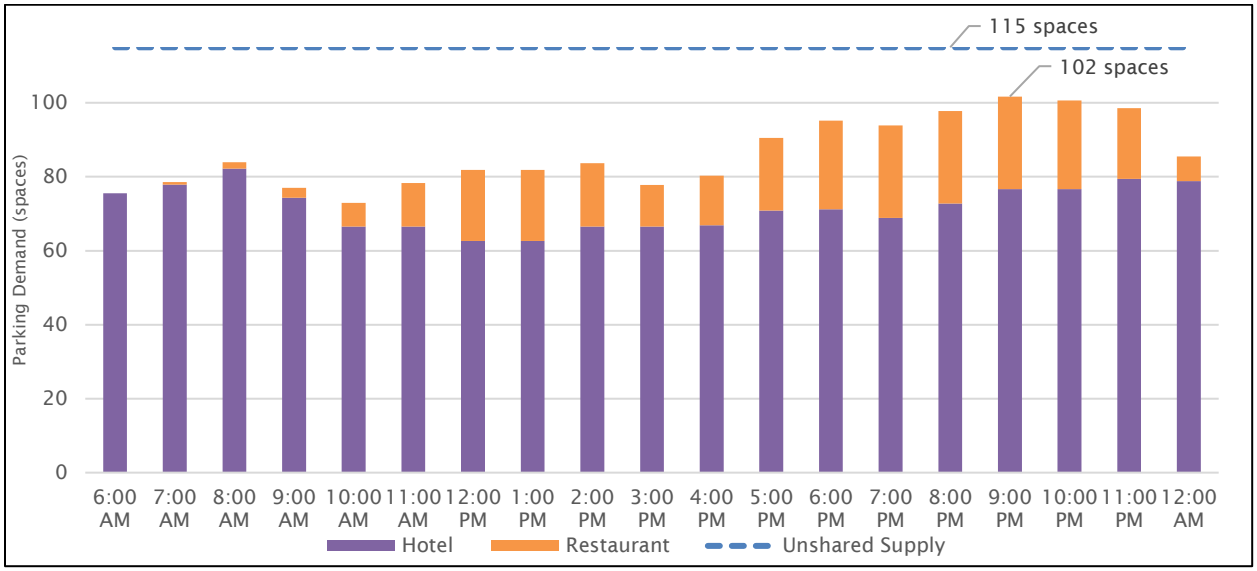


Based on this, the maximum peak parking demand for these uses is 530 spaces, which is anticipated to occur during a typical weekday late afternoon. Weekends are expected to have a lower peak parking demand due to medical offices being closed or having limited hours on weekends and thus generating little to no demand. The maximum peak demand estimated at 530 spaces is 39 spaces fewer than the non-shared parking supply, representing a 7% reduction in the physical supply.

Parcel B

A shared parking analysis was also completed for Parcel B. **Figure 3.2** shows the peak shared parking demand.

Figure 3.2: Peak Shared Parking Analysis (Weekend) – Parcel B

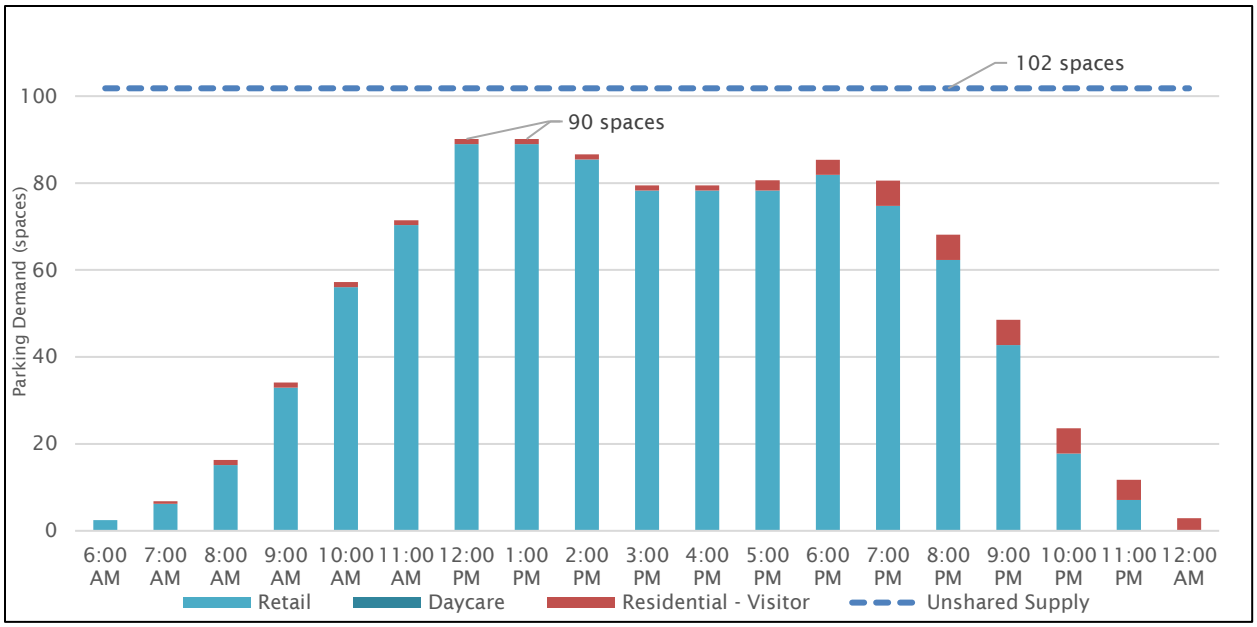


The maximum peak parking demand for Parcel B was found to be 102 spaces, which is anticipated to occur during a weekend evening. This represents a reduction of 13 parking spaces (11%) compared to the non-shared supply.

Parcel C

Figure 3.3 shows the Parcel C peak shared parking demand profile.

Figure 3.3: Peak Shared Parking Analysis (Weekend) – Parcel C



The peak parking demand of 90 spaces is driven by the higher retail demand on weekends. This represents a reduction of 12 parking spaces (12%) compared to the non-shared supply.

3.4 Recommended Off-Street Vehicle Parking Supply

Based on the findings above it is recommended that the development provide approximately 1,035-1,060 vehicle parking spaces as summarized in **Table 3.4**.

Table 3.4: Recommended Off-Street Vehicle Parking Supply

PARCEL	USE	QTY.	UNIT	BUNT RECOMMENDED RATE	RECOMMENDATION
A	Office, Restaurant, Retail, Daycare	-	-	Shared Parking Analysis Peak Demand (see Section 3.1.3)	530
				Subtotal	***530***
B	Hotel, Restaurant	-	-	Shared Parking Analysis Peak Demand	102
				Subtotal	***102***
C	Apartment	58	dwelling units	1 space per dwelling unit	58
	Residential Visitor, Retail, Daycare	-	-	Shared Parking Analysis Peak Demand	90
				Subtotal	***148***
D	Apartment	94	dwelling units	1 space per dwelling unit	94
	Residential Visitor			0.1 spaces per dwelling unit	9
				Subtotal	***103***
E	Apartment	145	dwelling units	1 space per dwelling unit	145
	Residential Visitor			0.1 spaces per dwelling unit	15
				Subtotal	***160***
				TOTAL	**1,043 SPACES**

Approximately 530-535 spaces are recommended to be allocated to Parcel A, 100-105 spaces for Parcel B, 145-150 spaces for Parcel C, 100-105 spaces for Parcel D, and 160-165 spaces for Parcel E for a total range of 1,035-1,060 off-street vehicle parking spaces.

All non-resident parking spaces in Parcels A, B, and C should be provided as part of shared parking pools within these parcels and signed/marked accordingly. Finally, it is recommended that the accessible parking spaces be provided to satisfy the MNC's Bylaw requirements, outlined further above in Section 3.1.2.

These parking supply recommendations have been developed based on available information, however, the phased nature of this project provides a unique opportunity to monitor and evaluate the appropriateness of the proposed parking supplies and adjust as necessary in response to market conditions, or following parking demand observations in the initial project development phases. For

example, if future market conditions indicate a residential parking supply of one (1) space per unit is not suitable, then the project team can adjust the design of subsequent phases to provide additional parking spaces, to align better with market expectations and to maintain financial viability.

3.5 Bicycle Parking

A key policy direction in the BMLAP is "People-Friendly Streets", indicating that promoting cycling (and walking) is a main strategy to improve current street form and create a welcoming environment for people of all ages and abilities. To support this vision for the Bell McKinnon neighbourhood, the project plans to provide a significant amount of off-street bike parking, based on Bunt's recommended supply which has been derived from a municipal bylaw comparison review, detailed in the following section.

3.5.1 Bylaw Requirement & Comparison

The MNC's Zoning Bylaw does not have any bicycle parking requirements except for developments within the Chemainus Artisan Village Comprehensive Development Zone (CD6). Though the subject site is not located within the CD6 zone, its bike parking requirements were examined as a baseline for the Bylaw comparison with the City of Kelowna's and City of Nanaimo's requirements, taking a similar approach to the vehicle parking Bylaw reviews.

The Bylaw rate comparisons and corresponding requirements for the project are summarized in **Table 3.5** and **3.6**, respectively. Class 1 bike parking spaces are secure long-term spaces intended for residents and employees, while Class 2 parking represents short-term spaces provided for visitors to the development.

Table 3.5: Off-Street Bylaw Bicycle Parking Rates – Bylaw Comparison

USE	MNC BYLAW RATE		KELOWNA BYLAW RATE		NANAIMO BYLAW RATE	
	CLASS 1	CLASS 2	CLASS 1	CLASS 2	CLASS 1	CLASS 2
Apartment	1 space per 4 dwelling units	1 space per 2.5 dwelling units	0.75 spaces per unit	6 spaces per entrance	0.5 space per unit	0.1 space per dwelling unit
Office	1 space per 200 m^2 GFA	1 space per 100 m^2 GFA	0.2 spaces per 100 m^2 NFA	4 spaces per entrance	0.25 space per 100 m^2 GFA	0.2 space per 100 m^2 GFA
Hotel	1 space per 5 sleeping units	1 space per 10 sleeping units	1 space per 20 sleeping units	6 spaces per entrance	1 space per 30 sleeping units	1 space per 20 sleeping units
Restaurant	1 space per 250 m^2 GFA	1 space per 100 m^2 GFA	0.2 spaces per 100 m^2 NFA	2 spaces per entrance	1 space per 15 seats	-
Retail	1 space per 400 m^2 GFA	1 space per 100 m^2 GFA	0.2 spaces per 100 m^2 NFA	2 spaces per entrance	0.1 space per 100 m^2 GFA for first 5,000 m^2 + 0.02 space for each additional 100 m^2	0.2 space per 100 m^2 GFA for first 5,000 m^2 + 0.04 space for each additional 100 m^2
Daycare	-	-	1 space per 10 employees	2 spaces	0.25 per classroom	2 per classroom

Table 3.6: Off-Street Bylaw Bicycle Parking Requirements – Bylaw Comparison

PARCEL	USE	QTY.	UNIT	MNC REQUIRED		KELOWNA REQUIRED		NANAIMO REQUIRED		AVERAGE REQUIRED	
				CLASS 1	CLASS 2	CLASS 1	CLASS 2	CLASS 1	CLASS 2	CLASS 1	CLASS 2
A	Office	15,330 (4*)	m^2 GFA (entrances)	77	153	31	16	38	31	49	67
	Restaurant	365* (1,315) [3*]	seats (m^2 GFA) [entrances]	5	13	3	6	24	-	11	10
	Retail	1,063 (10*)	m^2 GFA (entrances)	3	11	2	20	1	2	2	11
	Daycare	4 (625) [10*]	classrooms (m^2 GFA) [employees]	-	-	1	2	1	8	1	5
			Subtotal	***85***	***177***	***37***	***44***	***64***	***41***	***63***	***93***
B	Hotel	90 (5,790) [1]	sleeping units (m^2 GFA) [entrance]	18	9	5	6	3	5	9	7
	Restaurant	100* (356) [1]	seats (m^2 GFA) [entrance]	1	4	1	2	7	-	3	3
			Subtotal	***19***	***13***	***6***	***8***	***10***	***5***	***12***	***10***
C	Retail	1,694 (7)	m^2 GFA (entrances)	3	11	3	14	1	2	2	9
	Daycare	3 (434) [9]	classrooms (m^2 GFA) [employees]	-	-	1	2	1	6	1	4
	Apartment	58	dwelling units	15	23	44	6	29	6	29	12
			Subtotal	***18***	***34***	***48***	***22***	***31***	***14***	***32***	***25***
D	Apartment	94	dwelling units	24	38	71	6	47	9	47	18
			Subtotal	***24***	***38***	***71***	***6***	***47***	***9***	***47***	***18***
E	Apartment	145	dwelling units	36	58	109	30	73	15	73	34
			Subtotal	***36***	***58***	***109***	***30***	***73***	***15***	***73***	***34***
TOTAL				182	320	271	110	225	84	227	180

**Note: The number of restaurant seats and entrances were estimated / assumed and are subject to change.*

The MNC's CD6 zone has a lower total Class 1 bicycle parking requirement compared to the City of Kelowna and City of Nanaimo, which is largely due to Kelowna and Nanaimo's higher residential bike rates.

The Class 2 visitor parking requirements also vary between the municipalities, with the City of Nanaimo's requirements expected to be more representative of visitor bike parking demand – with a more realistic Class 2 requirement for residential uses and with non-residential rates expected to be better correlated with site densities (i.e. based on GFA as opposed to the number of building entrances.

3.5.2 Recommended Off-Street Bicycle Parking Supply

Recommended bicycle parking rates have been based on the Bylaw comparative review presented above, combined with engineering judgment and best-practice expertise in the region, and province.

For the Class 1 bike supply recommendation, a blend of the different municipality requirements was referenced, though an increased rate of one (1) space per dwelling unit is recommended for residential uses. The City of Nanaimo's requirements largely framed the Class 2 recommendations. **Table 3.7** summarizes the recommended and proposed bike parking supply for the project.

Table 3.7: Recommended Off-Street Bicycle Parking Supply & Provision

PARCEL	USE	QTY.	UNIT	RECOMMENDED RATE		RECOMMENDED SUPPLY	
				CLASS 1	CLASS 2	CLASS 1	CLASS 2
A	Medical Office	15,330	m^2 GFA	1 space per 200 m^2 GFA	0.2 spaces per 100 m^2 GFA	77	31
	Mixed Commercial	2,378	m^2 GFA	1 space per 200 m^2 GFA	1 space per 500 m^2 GFA	12	5
	Daycare	4	classrooms	Average of Kelowna / Nanaimo rates	2 per classroom	1	8
					Subtotal	***89***	***36***
B	Hotel	90	sleeping units	1 space per 20 sleeping units	1 space per 20 sleeping units	5	5
	Mixed Commercial	356	m^2 GFA	1 space per 200 m^2 GFA	1 space per 500 m^2 GFA	2	1
					Subtotal	***7***	***6***
C	Mixed Commercial	1,694	m^2 GFA	1 space per 200 m^2 GFA	0.2 spaces per 100 m^2 GFA	8	3
	Daycare	3	classrooms	Average of Kelowna / Nanaimo rates	2 per classroom	1	6
	Apartment	58	dwelling units	1 space per unit	0.1 spaces per dwelling unit	58	6
					Subtotal	***67***	***15***
D	Apartment	94	dwelling units	1 space per unit	0.1 space per dwelling unit	94	9
					Subtotal	***94***	***9***
E	Apartment	145	dwelling units	1 space per unit	0.1 spaces per dwelling unit	145	15
					Subtotal	***145***	***15***
					TOTAL	402	81

Based on the recommended bicycle parking rates, ***the development should provide at least 402 Class 1 and 81 Class 2 bicycle parking spaces.*** Critically, this includes a recommendation to provide at least 1 Class 1 space for every residential unit – this rate is higher than any of the reviewed Bylaw rates and is intended to support the project's Transportation Demand Management (TDM) initiatives. It should be acknowledged that that the bicycle parking spaces are not necessarily restricted for parking bicycles; they can also be used for e-scooters or other micromobility devices.

3.6 Off-Street Loading

3.6.1 Bylaw Requirement

The MNC's off-street loading space requirements are summarized in **Table 3.8.** Residential loading space dimension are required to be 3 m wide and 9 m long (i.e. regular Class B SU9 sized loading space) while all other loading spaces must be sized 3 m wide and 12 m long (large Class B loading space), to meet MNC Bylaw. Recommended loading space dimensions are also presented further below.

Table 3.8: Off-Street Bylaw Loading Space Requirements

PARCEL	BUILDING	USE	QTY.	UNIT	BYLAW RATE	REQUIREMENT		
						CLASS B – REG (9M)	CLASS B – LARGE (12M)	TOTAL CLASS B
A	1	Office, Retail	4,033	m^2 GFA	Buildings > 2,000 sqm: 2 per building, else 1 per building	-	2	2
	2	Office, Restaurant	4,540	m^2 GFA		-	2	2
	3	Office, Daycare, Restaurant	9,525	m^2 GFA		-	2	2
	4	Restaurant	224	m^2 GFA		-	1	1
					Subtotal	***0***	***9***	***9***
B	5	Hotel, Restaurant	6,146	m^2 GFA	2 per building	-	2	2
					Subtotal	***0***	***2***	***2***
C	6	Retail, Daycare, Residential - Rental	8,178	m^2 GFA	2 per building	1	1	2
					Subtotal	***1***	***1***	***2***
D	7	Residential - Rental	5,134	m^2 GFA	1 per building	1	-	1
	8	Residential - Rental	5,134	m^2 GFA		1	-	1
					Subtotal	***2***	***0***	***2***
E	9	Residential - Market	1,936	m^2 GFA	1 per building	1	-	1
	10	Residential - Market	1,936	m^2 GFA		1	-	1
	11	Residential - Market	1,936	m^2 GFA		1	-	1
	12	Residential - Market	13,296	m^2 GFA		1	-	1
					Subtotal	***4***	***0***	***4***
					TOTAL	7	10	17

The MNC Bylaw requires a total of seventeen (17) loading spaces, which includes seven (7) 9m-long and ten (10) 12m-long spaces. This level of loading supply is considered significant as it would require a large amount of space, so would be difficult to accommodate on-site. As MNC's Bylaw rates may not have been developed with larger multi-use development projects in mind, Bunt has provided additional analysis to determine an appropriate loading supply using a shared loading approach where the spaces are managed on-site. This is summarized in the following section.

3.6.2 Anticipated Loading Demands

Shared Loading Model Overview

Bunt's shared loading model has been developed as a tool to provide recommendations on shared loading supplies for mixed-use sites using our in-house database of local loading demand observations (of similar land uses surveyed across the Lower Mainland). The premise is that a mix of land uses will have capacity to share some, or all, of their loading spaces within the same parcel and/or building footprint, and with a Loading Management Plan (LMP) in place that aids in the scheduling on-site loading space activities.

Loading Space Sizes

Bunt's loading demand model and observations were also used to understand the different sizes of loading spaces required to service the site. While the MNC's Bylaw includes only the 9m or 12m long loading spaces (Class B), some smaller (Class A) or larger (Class C) loading spaces may be better suited for the site's specific needs. This is aligned with the BMLAP vision, which indicates that the MNC should ensure there is sufficient short-term parking for goods loading and delivery. **Table 3.9** outlines the recommended dimensions for these loading spaces, including height clearance along routes and in loading areas. Sufficient rear clearance (~2.4m) should also be provided for Class B and C spaces to facilitate unloading activities if there is no loading dock provided.

Table 3.9: Recommended Loading Space Dimensions

CLASSIFICATION	DESIGN VEHICLE	LENGTH	WIDTH	HEIGHT
Class A	Passenger Car (P-TAC)	5.8 m	3.0 m	2.5 m
Class B	Single Unit Truck (SU9)	9.1 m	3.5 m	4.3 m
Class C	Tractor with Semi-Trailer (WB-15)*	16.7 m	3.5 m	4.3 m

**Note: If required, Class C space should be sized to accommodate the servicing needs of the specific tenant.*

To provide a robust strategy for the development's loading supply, smaller Class A sized spaces are proposed in addition to the standard Class B requirement -this recommendation is. is a result of numerous residential building loading surveys over the years and is based on Bunt's best practice guidelines. Class A loading spaces should be provided as data supports that the majority of residential goods loading is by Class A sized vehicles (vans, pick-up trucks, cars, etc.).

While not required based on the current development plan land use composition, Class C loading spaces would need to be considered to service the needs of specific commercial tenants, if applicable..

Shared Loading Analysis

Buildings and land uses within the same parcel and in close proximity to each other were analyzed for shared loading opportunities. The model was also used to understand loading demands for buildings not intended to share their loading spaces, i.e. those with singular land use. **Table 3.10** presents the shared loading analysis results.

Table 3.10: Shared Loading Analysis Results

PARCEL	BUILDING	USE	QTY.	UNIT	SHARED LOADING ANALYSIS RECOMMENDATIONS		
					CLASS A	CLASS B	CLASS C
A	1 / 2*	Medical Office	31,969	ft² GFA	1	1	-
		Retail	11,442	ft² GFA			
		Restaurant*	4,090	ft² GFA			
	2*	Medical Office*	44,778	ft² GFA	1	1	-
	3 / 4	Medical Office	88,264	ft² GFA	2	1	-
		Restaurant	10,064	ft² GFA			
				Subtotal	4	3	***0***
B	5	Hotel	90	units	1	1	-
		Restaurant	3,832	ft² GFA			
				Subtotal	***1***	***1***	***0***
C	6	Residential – Rental	58	units	1	1	-
		Medical Office	18,234	ft² GFA			
				Subtotal	***1***	***1***	***0***
D	7 / 8**	Residential - Rental	94	units	1	1	-
				Subtotal	***1***	***1***	***0***
E	9 / 10 / 11 / 12**	Residential - Market	145	units	1	1	-
				Subtotal	***1***	***1***	***0***
				TOTAL	8	7	0

**Note: Only the restaurant portion of Building 2 was included in the shared loading analysis for Buildings 1 & 2 due to proximity. The remaining portion of Building 2 was analyzed separately.*

***Note: The shared loading analysis assumes that there will be sufficient underground connectivity and functional access to the loading spaces from all buildings analyzed together.*

3.6.3 Recommended & Proposed Off-Street Loading Supply

The recommended loading supply is based on the shared loading supply detailed above in Table 3.10.

Bunt recommends an overall off-street loading supply of eight (8) Class A spaces intended for goods loading / delivery and seven (7) Class B spaces for general truck loading. Proposed locations for the loading spaces are illustrated in **Exhibit 3.1.**



Source: Buro47 Architecture

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Exhibit 3.1

Proposed Loading Space Locations

2850 Herd Road and 6833/6823 Bell McKinnon Road
08-25-0045 September 2026

bunt & associates

4. SITE PLAN DESIGN CONSIDERATIONS

The site plan has been developed to a conceptual level of detail commensurate with what is typically expected for a rezoning application. It will be refined further, with more detailed analysis conducted, as the project progresses through the application process (e.g. through the development permit process for each parcel).

4.1 Active Modes

The proposed site plan concept and layout have been developed to support the needs of all road users including pedestrians, cyclists, and drivers. **Exhibit 4.1** illustrates the site's active transportation infrastructure and parkade entrances.

New sidewalks are planned along most of the site frontages in addition to various pedestrian pathways which provide additional connectivity throughout the development and offer direct access to building entrances and the proposed outdoor green spaces.

New cycling facilities are proposed along the perimeter of the site, with separated bike lanes/cycle tracks along North Hospital Road, Bell McKinnon Road, Herd Road, and Road C. Shared-use active transportation corridors provided additional connectivity throughout the site, including Road A which will be a vehicle-free street adjacent to Parcel B.

Overall, the pedestrian and cycling facilities will help in promoting safe and convenient access for these modes in and around the site.

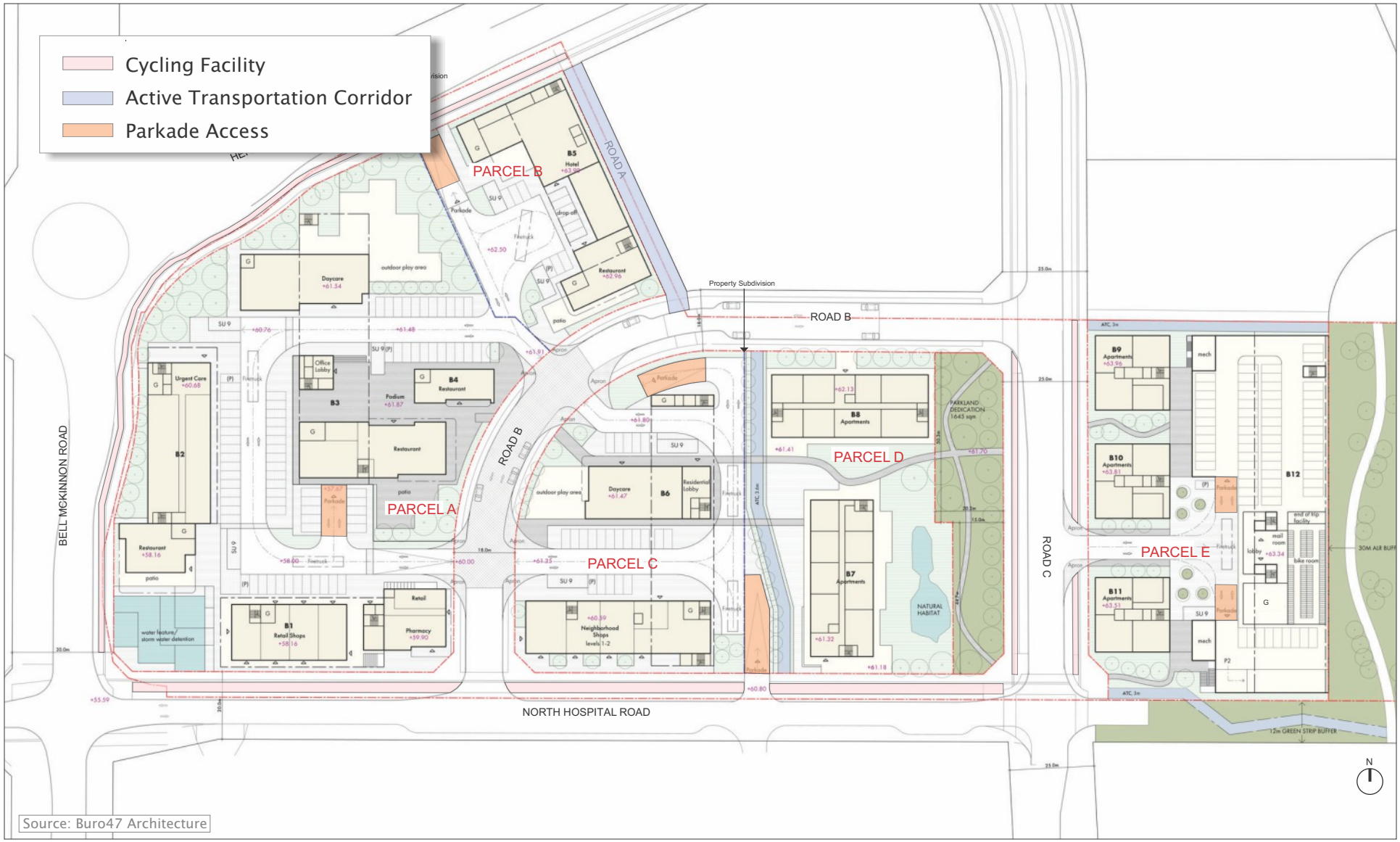
4.2 Vehicle & Servicing Access

Vehicular access into the parkades is planned on lower classification roads and laneways, with no direct access from either Bell McKinnon Road or Herd Road (i.e. the higher traffic corridors). Each parcel will have its own separate underground parkade with a singular ramp access.

In addition to the underground parking, the site plan includes pockets of surface parking – alongside Road B and within the private laneways/driveways in Parcels A, B, and C.

Goods loading spaces will be located throughout the site to service individual buildings or groups of buildings. As the site design progresses, the project's design team will refine the plan to ensure that the site is designed to accommodate vehicle maneuvering and staging requirements for loading and waste collection design vehicles.

Finally, fire truck access was reviewed using AutoTURN software to review vehicle maneuvering and main circulation through the project. As shown in **Exhibits 4.2** and **4.3**, no maneuvering issues were identified for the fire access routes tested. As the site design progresses, these fire access routes should be kept clear of any potential maneuvering hazards.



Source: Buro47 Architecture

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Exhibit 4.1

Active Modes & Vehicular Site Access

2850 Herd Road and 6833/6823 Bell McKinnon Road
08-25-0045 September 2026

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0.3m buffer for spatial reference

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7.8m
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18.0m
14.9m
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8.4m
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10.0m
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14.6m
10.0m
4.5m
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20.0m

15.04
2.51
6.20

Spartan Gladiator Classic

	meters
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 31.1

[Based on Drawing 13CDH North Village Site from Buro47 dated August 11, 2026]

[Issued for Discussion; not for Construction]

Exhibit 4.2

Fire Truck Manoeuvres - Inbound

2850 Herd Road And 6833/6823 Bell McKinnon Road
08-25-0045 September 2026 Scale 1:1 000 on Ledger Prepared by AS

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0.3m buffer for spatial reference

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Spartan Gladiator Classic

	meters
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 31.1

[Based on Drawing 13CDH North Village Site from Buro47 dated August 11, 2026]

[Issued for Discussion; not for Construction]

Exhibit 4.3

Fire Truck Manoeuvres - Outbound

2850 Herd Road And 6833/6823 Bell McKinnon Road
08-25-0045 September 2026 Scale 1:1 000 on Ledger Prepared by AS

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5. TRANSPORTATION DEMAND MANAGEMENT (TDM)

5.1 Definition

Transportation Demand Management (TDM) is defined as the "application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time"[1]. A successful TDM program can influence travel behaviour away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations or employers.

5.2 Site Context

The development vision is to be a mixed-use, live-work urban village, providing future residents with convenient access to a variety of key amenities and destinations via walking and cycling. This, in itself, is a strong 'built-in' TDM measure and will help boost the effectiveness of other TDM measures implemented - by providing residents with the opportunity to access daily needs without needing to drive a car. Similarly, the proposed parking supplies (which are lower than typical MNC Bylaw minimums) are expected to naturally serve as a built-in measure that will discourage automobile ownership and usage, based on available supply for newcomers.

The site's proximity to the future Cowichan District Hospital and the proposed transit exchange will also act as a catalyst in promoting sustainable transportation modes and discouraging single-occupancy vehicle use. The Hospital will be a major employer, and the development will allow staff the opportunity to live or access other amenities (restaurants, daycare, etc.) near their workplace. Likewise, the proposed hotel in Parcel A will provide nearby lodging for hospital visitors. The development site has been specifically designed to support and encourage these interactions.

More destinations within walking/cycling distance will likely materialize as the neighbourhood builds out. The pedestrian and cycling infrastructure around the site, and planned within the BMLAP, will help facilitate this. The planned transit service will also greatly improve the site's sustainable mode connectivity, providing residents and visitors alike with a reasonable non-auto alternative for longer-distance trips.

[1] http://ops.fhwa.dot.gov/tdm/index.htm FHWA Travel Demand Management home page

5.3 Potential TDM Measures Summary

Descriptions of TDM measures which should be considered for this project are outlined here, these TDM strategies are anticipated to be further refined at the Development Permit stages for each individual phase/parcel of development.

5.3.1 Marketing Materials & Transportation Information

Travel patterns are most pliable when residents move from one location to another. Therefore, site developers/rental companies can play a significant role in changing people's travel behaviours, through marketing materials to potential buyers/renters and through provision of information packages to new residents which stress the attractiveness and ease of alternative travel modes.

In marketing materials to potential residents, clear and simple messages such as cost savings and health benefits (within the context of lifestyle choice and urban living), along with practical information about local transit services, walking and cycle routes to key locations, carpooling and car-sharing services, would help attract residents who want to live a car-free lifestyle.

For residents who are moving in, a Transportation Information Package should be provided on move-in day. Similar information can be provided by employers to new employees. The package should include:

- A map showing amenities and shopping opportunities within a typical walking catchment of 800m;
- A map showing local cycling and transit routes with key destinations and travel times by different modes;
- Information about bicycle safety and local bicycle shops and repair facilities;
- Information pertaining to on-site car share provisions, car share membership sign up and procedures;
- Information pertaining to available bicycle and vehicle parking;
- Information on regional rideshare organizations (if available); and
- A list of websites and apps that can aid in the use of alternative transportation such as transit apps.

5.3.2 Car Share

Car-sharing services have developed significantly in the last 10-15 years. These services allow people to have short term access to a shared vehicle located on or close to their site, without having to buy or maintain their own vehicle. Members usually pay a small monthly administration fee to cover some of the fixed costs of the car and then a "pay as you go" approach is adopted as members pay by the hour and mile when they use a vehicle. Each shared car has been shown to remove between 3 – 11 private vehicles from the street system, and number of vehicles owned per household was shown to drop when a car sharing membership was acquired[2].

[2] http://www.metrovancouver.org/services/regional-planning/PlanningPublications/MetroVancouverCarShareStudyTechnicalReport.pdf

There are two main types of car sharing services – "A to B" type services such as Evo, and "A to B to A" type services such as Modo. In the former case, car share members can use vehicles from one origin to one destination and do not have to return these vehicles to the trip origin. The car share company repositions the cars regularly to respond to origin demand patterns. In the latter case, the vehicle's "home" position remains constant, and car share members must return the vehicles to their origin when they have finished using it. The two car share models are directed towards different users and can complement each other when used at the same site.

No carshare services currently operate within North Cowichan. However, as identified within the BMLAP, the Municipality should work with car share operators to identify opportunities to expand into the Plan area. For the development, this could include provided dedicated car share parking spaces and/or purchasing car share vehicles and memberships.

5.3.3 Bus Transit Subsidies

When people are considering taking transit their decision is typically based on a number of factors including their eligibility to drive, cost, convenience, relative journey times with other modes, personal choice, income level, etc. Generally, transit is a practical proposition for journeys of 4 kilometres and more, however if high frequency service is available, it is also practical for shorter distance trips for convenience.

This site will be conveniently accessible via transit with new bus routes serving the Bell McKinnon area. To further incentivize transit usage, the develop can consider subsidizing the cost of transit passes for residents and employees for a certain period (e.g. two years).

5.3.4 Unbundled Parking

Unbundled parking refers to an arrangement where vehicle parking spaces within a development are rented, leased, or sold from separately from the unit itself. Separating the cost of vehicle parking from the cost of owning/renting a home provides residents with the flexibility to determine for themselves whether they wish to pay for a parking space, which incentivizes residents to reduce their car ownership and lower their housing costs. This measure can also serve to increase housing affordability by reducing the base cost of housing.

5.3.5 Added Off-Street Bike Parking

Class 1 (long-term) and Class 2 (short-term) bicycle parking spaces will be provided to serve the needs of residents and visitors alike. The recommended supply presented in Section 3.5.2 was shown to be higher than the minimum requirements from comparable municipalities and providing this supply would align with the notion that the development is going 'above and beyond' to promote bicycle usage.

All Class 1 bicycle parking should be provided in secure and accessible bicycle storage rooms, while the Class 2 spaces should be in publicly accessible and well-lit areas near the building entrances.

5.3.6 Bike Maintenance Facilities

Bike maintenance facilities provide an area where bicycle maintenance tools and equipment are present, including those necessary for fixing a flat tire, adjusting a chain, and basic bicycle maintenance (a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches).

5.3.7 End-of-Trip Cycling Facilities (Commercial Uses)

In addition to bicycle parking, the development should also consider providing end-of-trip facilities to increase the convenience of cycling to and from the site for employees of the commercial land uses. Shower and change rooms for non-residential uses should be provided with showers/sinks/toilets and changing areas for cyclists to use.

6. CONCLUSIONS & RECOMMENDATIONS

6.1 Conclusions

Proposed Development

- 13 CDH Developments Ltd. is proposing to develop the properties located at 2850 Herd Road and 6833/6823 Bell McKinnon Road in North Cowichan, BC into a mixed-use residential and commercial development.
- The development is envisioned as a mixed-use, live-work urban village with a variety of complementary land uses. In total, the development will consist of twelve buildings across four parcels. It will include 297 residential dwelling units in addition to medical office/healthcare, hotel, restaurant, retail, and daycare uses.
- The site is located within the Bell McKinnon area and is situated directly north of the new Cowichan District Hospital. The Bell McKinnon Local Area Plan (BMLAP) provides a policy framework for new developments, such as this one, within the neighbourhood. It also indicates that a Parking & TDM study will instead be required to determine appropriate vehicle and bicycle parking supplies for new developments.
- The site's land uses and overall design have been thoughtfully developed to complement and integrate with the future Cowichan District Hospital. The short distance and symbiosis between the site and the hospital will allow people to easily walk from one to the other, reducing the need for automobile travel. This in turn will help reduce the site's vehicle trip generation and parking demands.

Existing Conditions

- The project site fronts two existing arterial roadways – Herd Road and Bell McKinnon Road. Herd Road is an east-west arterial road while Bell McKinnon Road is a north-south road. The intersection of these two streets, located at the northwest corner of the site, has been recently upgraded to a roundabout. The portion of Bell McKinnon Road south of Herd Road is also slated to be upgraded to an arterial classification.
- The study area today is sparsely developed, leading to a lack of sustainable transportation infrastructure around the site. There is no nearby transit service, and pedestrian and cyclist facilities are limited to paved shoulders on the side of the road. However, development of the neighbourhood is anticipated to greatly increase access via these sustainable modes.
- The Bell McKinnon area was found to have an 80% auto driver mode share in 2021, which was the highest of all North Cowichan's subareas. This high automobile dependency is reflective of the current land uses within the area, but this is expected to drastically change with the buildout of the neighbourhood. In fact, the MNC's Master Transportation Plan targets a 35% auto driver mode share target for the Bell McKinnon area by 2050.

Parking Supply Review

- The BMLAP states that all new developments within the Plan Area are exempt from all minimum off-street vehicle parking requirements. To develop a recommended parking supply for this site, Bunt conducted a review of relevant Bylaw requirements, local residential parking data, and a shared parking analysis of non-residential uses.
- Based on the MNC's Zoning Bylaw, the development would require a total of 1,271 vehicle parking spaces.
- Residential parking surveys conducted by Bunt in the City of Nanaimo showed an average parking demand rate of 0.88 resident spaces per unit and 0.04 visitor spaces per unit.
- The MNC's commercial parking requirements were found to be generally comparable to those from the City of Kelowna and City of Nanaimo and therefore were assumed to be an appropriate representation of the expected parking demand.
- Shared parking between residential visitor and commercial uses will be implemented in Parcels A, B, and C. The individual peak shared parking demands were found to be 530 spaces in Parcel A, 102 spaces in Parcel B, and 90 spaces in Parcel C.
- The phased nature of this development provides a unique opportunity to monitor and evaluate the appropriateness of the proposed parking supplies and adjust them as necessary in response to market conditions or observed parking demands in the initial project phases.
- The MNC does not have any bicycle parking requirements except for developments within the CD6 zone, which this site is not located within. Bunt developed a set of recommended bicycle parking rates based on a review of bicycle parking requirements from similar municipalities and on Bunt's expertise.
- The MNC's Zoning Bylaw required that the development provide a total of 17 loading spaces. However, Bunt conducted additional analysis to determine an appropriate loading demand supply considering the potential for shared loading and accounting for the loading demands of different-sized vehicles.

Site Plan Design Review

- The site plan includes several new sidewalks and active transportation corridors in addition to new separated cycling facilities along North Hospital Road, Bell McKinnon Road, Herd Road, and Road C.
- Vehicular access into the belowground parkades will be located on lower classification roads and laneways, with no direct access from either Bell McKinnon Road or Herd Road. Each parcel will have its own separate parkade, and the site plan also includes pockets of surface parking.
- No issues were identified with fire truck maneuvering / circulation throughout the site.

Transportation Demand Management

- The site's location within the Bell McKinnon area, a future mixed-use urban village, lends itself well to promoting the use of sustainable transportation modes such as walking, cycling, and transit. Providing access to daily needs within convenient distances will naturally lead to a decrease in automobile usage.

- Specific TDM measures can be implemented within the site to support these sustainable travel modes. Examples of TDM measures include marking materials, car share, transit passes, unbundled parking, additional bike parking, and end-of-trip facilities.

6.2 Recommendations

1. The site should provide a total of 1,035-1,060 off-street vehicle parking spaces based on a recommended rate of 1 resident parking space per unit and the results of Bunt's shared parking analysis for non-resident uses. This includes approximately 530-535 spaces in Parcel A, 100-105 spaces in Parcel B, 145-150 spaces in Parcel C, 100-105 spaces in Parcel D, and 160-165 spaces in Parcel E.

2. All non-resident parking spaces in Parcels A, B, and C should provided as shared parking pools available for use by all residential visitors and commercial users of these individual parcels and marked as such.

3. While there is no minimum parking requirement (including for accessible spaces) within the BMLAP, the development should still ensure that accessible parking is provided, with a provision similar to what would otherwise be required by the MNC's Zoning Bylaw (26 accessible spaces).

4. The development should provide approximately 402 Class 1 and 81 Class 2 bicycle parking spaces. The Class 1 spaces should be provided in secure and accessible bicycle storage rooms, while the Class 2 spaces should be in publicly accessible and well-lit areas near the building entrances.

5. When considering the shared loading arrangement outlined in Section 3.6, the development should provide 8 Class A and 7 Class B loading spaces. The recommended sizes for these loading spaces are presented in Table 3.9.

6. As the site design progresses, the Design Team should continue to ensure that the site is designed to support the access needs for all users. This includes ensuring goods loading and waste collection vehicles will be able to circulate through and service the site.

7. The developer should commit to providing specific TDM measures to promote sustainable travel at the Development Permit stage.

APPENDIX A

Study Terms of Reference

Unfortunately, MNC doesn't have a terms of reference for TDM studies and I was mistaken to assume that the TIA (C.19 of the DAI Bylaw No. 3942) terms of reference provide sufficient guidance for TDM studies as well. As a stop-gap measure, I've attached an example of a TDM study for reference and I've developed the following requirements/terms of reference for a TDM study:

1. Transportation Demand Management (TDM) definition and objectives as per the MTP:

    a. "Refers to policies, programs, and services that influence why, when, where, and how people travel. TDM initiatives typically aim to reduce single-occupant vehicle (SOV) trips and encourage sustainable travel options such as walking, cycling, public transit, and shared rides".

    b. "Successful TDM initiatives can result in the reduction of parking demand, fewer vehicle trips, and associated benefits of decreased greenhouse gas (GHG) emissions, improved personal health and well-being, reduced traffic congestion, and lower infrastructure costs".

2. Purpose: A Transportation Demand Management Study (TDM) is required to determine the appropriate amount of on- and off-street vehicular and bicycle parking/facilities required for the proposal.

3. A TDM study must be stamped and sealed by qualified professional transportation engineer should at minimum contain the following:

    a. Introduction

        - Property address
        - Subject property general site location
        - Project Name (if applicable)
        - Applicant and owner's contact information
        - Author name, title, qualifications, company name and appropriate stamp
        - Brief description of the proposed development
        - Study area overview
        - Study purpose
        - Location and context map

    b. Proposal Description and Context

        - A proposal description, development statistics (such as number of units, site area etc.) type of development proposed, height, parking areas, access points, location of amenity areas, proposed phasing
        - A description of the existing on-site conditions as well as surrounding areas, roads, natural areas, buildings, and parking areas (local context)
        - Concept Plan for the development including building location, parking, access, amenity areas, grading and natural features and any natural hazards

c. Investigation/Evaluation (Surrounding Context)

- Existing and anticipated conditions, study area road network traffic volumes, transit service, bicycle and pedestrian facilities, traffic intersection operations
    - Needs to distinguish urban from suburban conditions.
- Information regarding all nearby municipal, regional, and provincial roadways that will be impacted including intersections and access points for adjacent developments
- Identify proximity of proposal to transit or active transportation networks
- An evaluation of the existing travel behaviours in the area, such as mode split, common origins/destinations, etc.
- Identify planned improvements to transit and active transportation networks in the surrounding area

d. Parking Requirements and Policy Review

- Review the proposal against applicable off-street parking and loading Zoning Bylaw No. 2950 provisions and transportation/parking policies identified in the Bell McKinnon Local Area Plan, Official Community Plan Bylaw No. 3900 and the Master Transportation Plan.

e. Expected Parking Demand (needs to distinguish urban from suburban conditions)

- Commercial
- Residential
    - Visitor parking

f. Transportation Demand Management / Mitigation Measures

- Planning and Design
    - Increased density and compact site design
    - Site design elements (active frontages, reduced driveway entrances, location of parking
    - Active transportation network (sidewalk, pathways, cycling facilities, road crossing locations and control, connectivity, etc.)
- Walking and Cycling
    - Sidewalks pathways and cycling facilities
    - Connectivity to trails
    - Bicycle Parking (long and short-term)
    - End of trip facilities (lockers, showers, bike repair stations)

- Other

- Transit
  - Direct connections to transit
  - Weather protected waiting areas
  - Other

- Parking
  - Opportunities for reduced parking requirements (proximity to transit, cash-in-lieu)
  - Unbundle Parking
  - Paid Parking
  - Carpool Parking
  - Shared Parking
  - EV Ready – referring to parking spots with sufficient power supply, conduit, and energized outlet ready to receive EV supply equipment.
  - Energy Management System (EVEMS) - referring to the system that monitors and controls EV loads to enable high levels of EV charging in MURBS/workplaces/fleet parking applications.
  - Electric Vehicle Supply Equipment (EVSE) or "Charge Station" - referring to the device that facilitates charging.
  - Other

- Carshare/Bikeshare
  - On-site carshare vehicle(s) and parking spot(s)
  - On-site bikeshare (including e-bikes) Wayfinding and Travel planning
  - Wayfinding signage
  - Travel planning tools
  - Support for development of a School Travel Plan (if applicable)

- Education/Promotion and incentives
  - TDM branding
  - Membership in Transportation Management Association/Smart Commute (if applicable)
  - Opportunities for discounted/reduced transit passes, carshare memberships, or bikeshare memberships
  - Other (eg transit trip-planning demonstration, information sessions

g. Parking and Loading Management Strategy – Facility Design Review

h. Conclusions and Recommendations

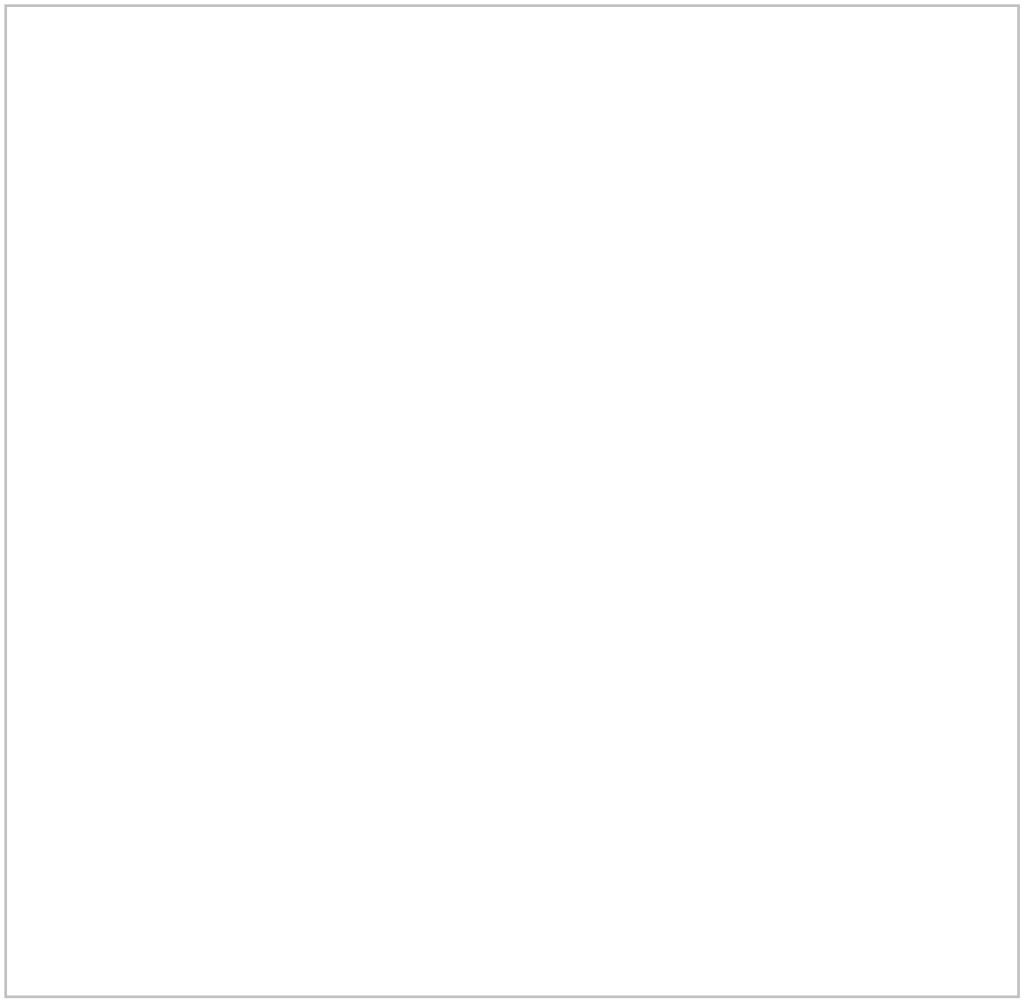
- Identify recommended TDM measures and conditions to meet the parking needs of the site.
    - TDM measures may include but are not limited to the provision of a car share vehicle and memberships, the provision of subsidized transit passes, long-term bicycle parking, and the provision of end of trip facilities.
    - Proposed monitoring and evaluation of TDM measures
- Summary and conclusions of the Plan and how it supports the development and any special considerations or conditions that should be imposed.
- An implementation strategy addressing who is responsible for implementing what measures and the associated costs (if applicable).

3. Multi-Use Pathway and Bi-Directional Protected Bike Lane design standards as per the Master Transportation Plan:
    - S.4.2.1 General Pedestrian Facility Design Guidance



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- S.5.2.1 General Cycling Facility Design Guidance:



APPENDIX B

Residential Parking Demand Data

Table 1: Townhouses & Apartment Vehicle Ownership Observations – Peak Demand

Tenure Type	Address	# of Units Occupied	Residents Vehicles/ Unit	Residents Supply Spaces/ Unit	Visitor Vehicles/Unit	Visitor Supply Spaces/ Unit
Market	2460 Glen Eagle Crescent	51	1.02	1.24	0.02	0.06
Condo & Market	4299 Departure Bay Rd	58	0.78	0.95	0.06	0.12
Market	3701 Country Club	33	1.17	1.40	0.07	0.09
Condo	4720, 4724 & 4728 Uplands Drive	143	0.97	1.05	0.04	0.10
Market	1275 Dufferin Crescent	49	0.84	0.92	0.07	0.00
Market	1631 Dufferin Crescent	53	0.67	0.82	0.02	0.00
Market	1900 Tulsa Road	38	1.16	1.74	0.11	0.08
Market	501 Sixth Street	147	0.63	0.70	0.03	-
Market	149 - 165 Wakesiah Avenue	108	1.01	1.40	0.03	-
		Weighted Average	0.88	1.06	0.04	0.07

Table 2: Townhouses & Apartment ICBC Registered Licenses

Tenure Type	Address	Unit Count	No. of Registered Vehicles	Rate/Unit (ICBC)	Observed Demand
Market	2460 Glen Eagle Crescent	51	40	0.8	1.02
Condo & Market	4299 Depature Bay Rd	58	44	0.8	0.78
Market	3701 Country Club	33	36	1.1	1.17
Strata	4720, 4724 & 4728 Uplands Drive	143	130	0.9	0.97
Market	1275 Dufferin Crescent	49	50	1.0	0.84
Market	1631 Dufferin Crescent	53	40	0.8	0.67
Market	1900 Tulsa Road	38	39	1.0	1.16
Market	501 Sixth Street	147	97	0.7	0.63
Market	149 - 165 Wakesiah Avenue	108	137	1.3	1.01
	Weighted Average			0.90	0.88

APPENDIX C

Shared Parking Analysis

Weekday Demand Time-of-Day Factors (from ULI 3rd Edition)

Parcel	Land Use	Type	Required	Split	Weekday Demand	Peak Demand	Weekday Demand as % of Peak	Type	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
A	Medical Office	Visitors	414	65%	3	3	100%	Time-of-Day Factors	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
								Parking Demand	0	0	243	243	270	270	81	243	270	270	243	216	181	81	41	0	0	0	0
		Employees		35%	1.6	1.6	100%	Time-of-Day Factors	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%
								Parking Demand	0	29	144	144	144	144	144	144	144	144	144	144	96	43	22	0	0	0	0
	Restaurant - Fine/Casual Dining	Visitors	61	85%	13.25	15.25	87%	Time-of-Day Factors	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
								Parking Demand	0	0	0	0	7	18	34	34	29	18	23	34	43	45	45	45	43	34	11
		Employees		15%	2.25	2.5	90%	Time-of-Day Factors	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
								Parking Demand	0	2	4	6	7	7	7	7	7	6	6	8	8	8	8	8	8	7	3
	Restaurant - Fast Casual/Fast Food	Visitors	30	86%	12.4	12.7	98%	Time-of-Day Factors	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
								Parking Demand	1	3	5	8	14	21	25	25	23	15	14	15	21	20	13	8	5	3	1
		Employees		14%	2	2	100%	Time-of-Day Factors	20%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
								Parking Demand	1	1	1	2	3	4	4	4	4	3	3	3	4	4	3	2	1	1	1
	Retail	Visitors	56	81%	2.9	3.2	91%	Time-of-Day Factors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
								Parking Demand	0	2	6	14	25	31	41	41	39	35	35	35	37	33	27	18	6	2	0
		Employees		19%	0.7	0.8	88%	Time-of-Day Factors	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
								Parking Demand	1	1	2	4	7	9	10	10	10	10	10	10	10	10	9	6	4	2	0
	Day Care Center	Visitors	8	47%	1.75	1.75	100%	Time-of-Day Factors	0%	2%	25%	75%	20%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%
								Parking Demand	0	0	1	3	1	1	1	1	1	1	4	2	1	0	0	0	0	0	0
		Employees		53%	2	2	100%	Time-of-Day Factors	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
								Parking Demand	0	2	3	4	4	4	4	4	4	4	4	4	3	2	0	0	0	0	0
	Parking Demand		**569**					**Parking Demand**	**3**	**39**	**410**	**427**	**481**	**509**	**351**	**513**	**530**	**505**	**484**	**470**	**403**	**246**	**166**	**87**	**67**	**48**	**16**
																	*										
B	Hotel - Leisure	Visitors	90	87%	1	1	100%	Time-of-Day Factors	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
								Parking Demand	74	74	70	63	55	55	51	51	55	55	59	63	67	67	70	74	74	78	78
		Employees		13%	0.15	0.15	100%	Time-of-Day Factors	10%	30%	100%	100%	100%	100%	100%	100%	100%	100%	70%	70%	40%	20%	20%	20%	20%	10%	5%
								Parking Demand	1	4	12	12	12	12	12	12	12	8	8	5	2	2	2	2	1	1
	Restaurant - Fine/Casual Dining	Visitors	25	85%	13.25	15.25	87%	Time-of-Day Factors	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
								Parking Demand	0	0	0	0	3	7	14	14	12	7	9	14	18	19	19	19	18	14	5
		Employees		15%	2.25	2.5	90%	Time-of-Day Factors	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
								Parking Demand	0	1	2	2	3	3	3	3	3	2	2	3	3	3	3	3	3	3	1
	Parking Demand		**115**					**Parking Demand**	**76**	**79**	**84**	**77**	**72**	**77**	**79**	**79**	**82**	**76**	**79**	**88**	**92**	**91**	**95**	**99**	**98**	**96**	**85**
																								*			
C	Residential	Visitors	6	-	0.1	0.15	67%	Time-of-Day Factors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
								Parking Demand	0	0	1	1	1	1	1	1	1	1	1	2	2	4	4	4	4	3	2
	Day Care Center	Visitors	7	47%	1.75	1.75	100%	Time-of-Day Factors	0%	2%	25%	75%	20%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%
								Parking Demand	0	0	1	2	1	1	1	1	1	1	3	2	1	0	0	0	0	0	0
		Employees		53%	2	2	100%	Time-of-Day Factors	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
								Parking Demand	0	2	3	3	3	3	3	3	3	4	4	4	2	1	0	0	0	0	0
	Retail	Visitors	89	81%	2.9	3.2	91%	Time-of-Day Factors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
								Parking Demand	1	3	10	23	39	49	65	65	62	55	55	55	58	52	42	29	10	3	0
		Employees		19%	0.7	0.8	88%	Time-of-Day Factors	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
								Parking Demand	2	2	4	7	11	14	15	15	15	15	15	15	15	15	14	9	6	3	0
	Parking Demand		**102**					**Parking Demand**	**2**	**8**	**18**	**36**	**55**	**68**	**85**	**85**	**82**	**76**	**78**	**77**	**79**	**73**	**60**	**42**	**20**	**9**	**2**
															*	*											

Parcel A

530 **peak demand (spaces)**
39 **parking reduction (spaces)**
7% **parking reduction (%)**

Parcel B

99 **peak demand (spaces)**
16 **parking reduction (spaces)**
14% **parking reduction (%)**

Parcel C

85 **peak demand (spaces)**
17 **parking reduction (spaces)**
17% **parking reduction (%)**

Weekend Demand Time-of-Day Factors (from ULI 3rd Edition)

Parcel	Land Use	Type	Required	Split	Weekday Demand	Peak Demand	Weekday Demand as % of Peak	Type	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
A	Medical Office	Visitors	414	0%	0	3	0%	Time-of-Day Factors	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
								Parking Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Employees		0%	0	1.6	0%	Time-of-Day Factors	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%
								Parking Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Restaurant - Fine/Casual Dining	Visitors	61	86%	15.25	15.25	100%	Time-of-Day Factors	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
								Parking Demand	0	0	0	0	8	21	39	39	34	21	26	39	50	52	52	52	50	39	13
		Employees		14%	2.5	2.5	100%	Time-of-Day Factors	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
								Parking Demand	0	2	4	6	8	8	8	8	8	6	6	9	9	9	9	9	9	7	3
	Restaurant - Fast Casual/Fast Food	Visitors	30	86%	12.7	12.7	100%	Time-of-Day Factors	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
								Parking Demand	1	3	5	8	14	22	26	26	23	16	14	16	22	21	13	8	5	3	1
		Employees		14%	2	2	100%	Time-of-Day Factors	20%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
								Parking Demand	1	1	1	2	3	4	4	4	4	3	2	3	4	4	2	2	1	1	1
	Retail	Visitors	56	80%	3.2	3.2	100%	Time-of-Day Factors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
								Parking Demand	0	2	7	16	27	34	45	45	43	38	38	38	40	36	29	20	7	2	0
		Employees		20%	0.8	0.8	100%	Time-of-Day Factors	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
								Parking Demand	1	2	3	5	8	11	11	11	11	11	11	11	11	11	10	7	4	2	0
	Day Care Center	Visitors	8	0%	0.00	1.75	0%	Time-of-Day Factors	0%	2%	25%	75%	20%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%
								Parking Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Employees		0%	0	2	0%	Time-of-Day Factors	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
								Parking Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			569					**Parking Demand**	**4**	**9**	**20**	**37**	**68**	**99**	**133**	**133**	**123**	**95**	**99**	**116**	**136**	**132**	**116**	**97**	**76**	**54**	**18**
																					*						
B	Hotel - Leisure	Visitors	90	87%	1	1	100%	Time-of-Day Factors	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
								Parking Demand	74	74	70	63	55	55	51	51	55	55	59	63	67	67	70	74	74	78	78
		Employees		13%	0.15	0.15	100%	Time-of-Day Factors	10%	30%	100%	100%	100%	100%	100%	100%	100%	100%	70%	70%	40%	20%	20%	20%	20%	10%	5%
								Parking Demand	1	4	12	12	12	12	12	12	12	12	8	8	5	2	2	2	2	1	1
	Restaurant - Fine/Casual Dining	Visitors	25	86%	15.25	15.25	100%	Time-of-Day Factors	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
								Parking Demand	0	0	0	0	3	9	16	16	14	9	11	16	20	21	21	21	20	16	5
		Employees		14%	2.5	2.5	100%	Time-of-Day Factors	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
								Parking Demand	0	1	2	3	3	3	3	3	3	3	3	4	4	4	4	4	4	3	1
			115					**Parking Demand**	**76**	**79**	**84**	**77**	**73**	**78**	**82**	**82**	**84**	**78**	**80**	**90**	**95**	**94**	**98**	**102**	**101**	**99**	**85**
																								*			
C	Residential	Visitors	6	-	0.15	0.15	100%	Time-of-Day Factors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
								Parking Demand	0	1	1	1	1	1	1	1	1	1	1	2	3	6	6	6	6	5	3
	Day Care Center	Visitors	7	0%	0.00	1.75	0%	Time-of-Day Factors	0%	2%	25%	75%	20%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%
								Parking Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Employees		0%	0	2	0%	Time-of-Day Factors	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
								Parking Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Retail	Visitors	89	80%	3.2	3.2	100%	Time-of-Day Factors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
								Parking Demand	1	4	11	25	43	53	71	71	68	61	61	61	64	57	46	32	11	4	0
		Employees		20%	0.8	0.8	100%	Time-of-Day Factors	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
								Parking Demand	2	3	4	8	13	17	18	18	18	18	18	18	18	18	16	11	7	4	0
			102					**Parking Demand**	**2**	**7**	**16**	**34**	**57**	**71**	**90**	**90**	**87**	**79**	**79**	**81**	**85**	**81**	**68**	**49**	**24**	**12**	**3**
															*	*											

Parcel A

136 **peak demand (spaces)**
433 **parking reduction (spaces)**
76% **parking reduction (%)**

Parcel B

102 **peak demand (spaces)**
13 **parking reduction (spaces)**
11% **parking reduction (%)**

Parcel C

90 **peak demand (spaces)**
12 **parking reduction (spaces)**
12% **parking reduction (%)**