November 24, 2021
04-21-0407

Farouk Babul
Intracorp
Suite 600 – 550 Burrard Street
Vancouver, BC
V6C 2B5

VIA E-MAIL: FBabul@intracorphomes.com

Dear Farouk:

Re: Granville & 47th, Vancouver, BC
Transportation Assessment & Management Study and TDM Plan

Bunt & Associates Engineering Ltd. (Bunt) has been commissioned by Intracorp to provide transportation consulting services to support the redevelopment of a site located at 6151 – 6261 Granville Street & 1511 W 47th Ave in Vancouver, BC. The proposed development would be a 6-storey community care facility which offers 220+ independent living, assisted living, and memory care units. The total site area is approximately 81,800+ sq.ft., with a total Gross Floor Area (GFA) of approximately 230,900+ sq. ft. Access to the underground parkade is a single driveway access via the back lane immediately west of the site that runs parallel to Granville St. A Transportation Assessment and Management Study (TAMS) Terms of Reference (ToR) was submitted to the City's Engineering Department previously and we have received feedback on the ToR. The TAMS is currently being prepared and will be submitted within a few weeks after the Rezoning Submission.

A series of TDM worksheets have also been completed and attached at the end of this letter. The project's vehicle parking provision would meet the Parking Bylaw minimums and therefore no TDM Plan would be required. We trust that the above will be of assistance. Please do not hesitate to contact us should you have any question.

Yours truly,
Bunt & Associates

Christephen Cheng, P.Eng.
Principal

Sophie Renard, EIT
Transportation Analyst

WORKSHEET A: TDM Requirements Flow Chart

Use this flow chart to determine the appropriate TDM Point Requirements Table for the project. Select the appropriate outcome and include this worksheet with your application.

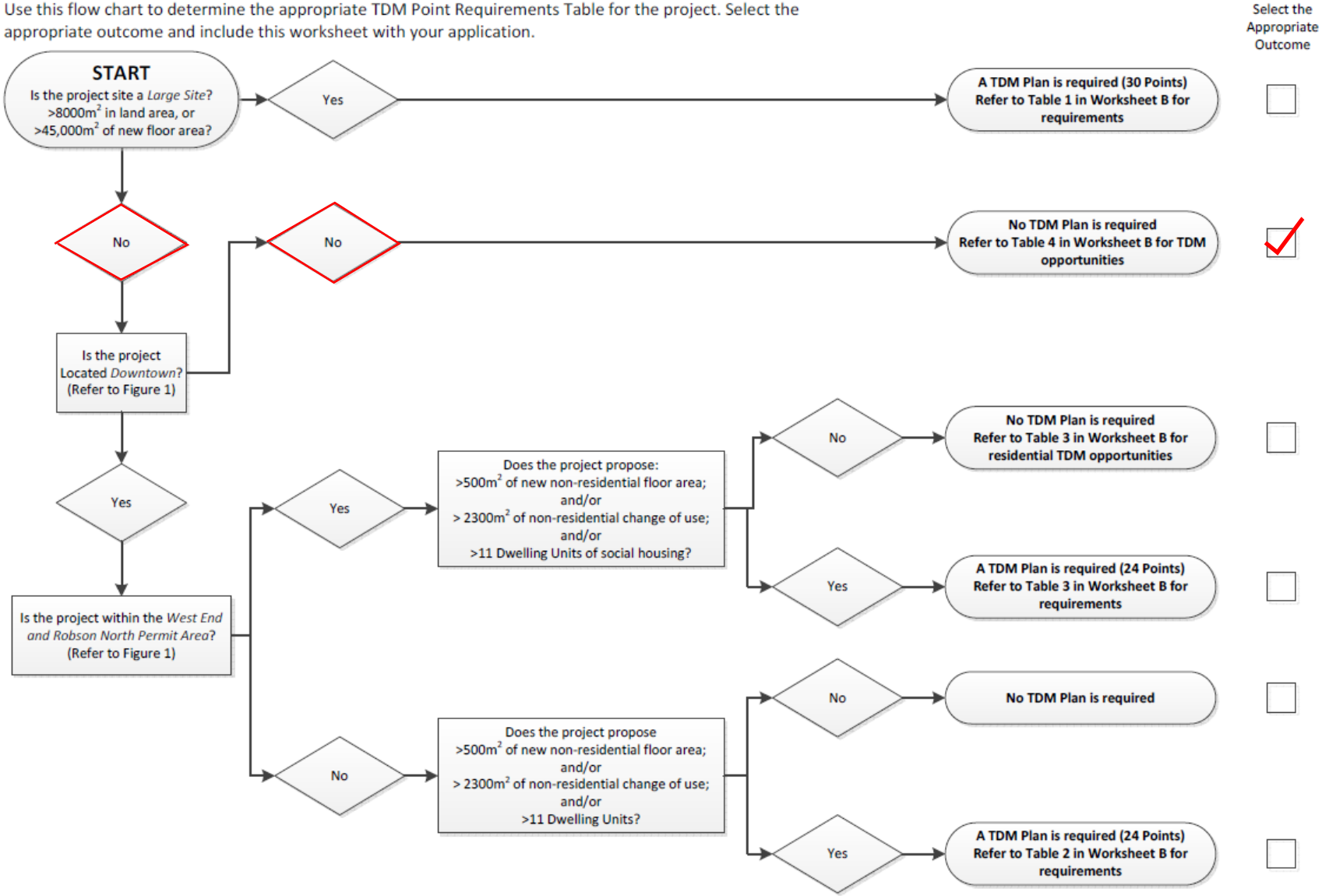


Table 4 - TDM Plan Point Targets to Achieve Parking Reductions

The following opportunities are available to sites outside the downtown, which are not large sites and do not require TDM, but may provide TDM measures in order to reduce parking requirements.

Select the appropriate target for each development land use. TDM measures available to multiple land uses may count towards parking requirement reductions of all those land uses.

Parking reductions up to the maximum percentage for the land use may be received for TDM plans achieving the maximum point value. A proportionally lesser parking reduction may be received for a lesser number of TDM points.

In addition to TDM parking requirement reductions, reductions for Transit Accessibility may apply. Refer to Worksheet C.

Land Use	Maximum Points
Residential	
Residential - Social housing (Maximum 40% reduction)	❒ Up to 12 points
Residential – Strata (Maximum 20% reduction)	❒ For less than 12 dwelling units, up to 12 points; ❒ For 12 to 24 dwelling units, up to one (1) point per dwelling unit; ❒ For 25 to 220 dwelling units, up to 24 points; ❒ For 221 dwelling units or more, up to 24 points.
Residential - Rental (Maximum 40% reduction)	❒ For less than 12 dwelling units, up to 12 points; ❒ For 12 to 24 dwelling units, up to one (1) point per dwelling unit; ❒ For 25 to 220 dwelling units, up to 24 points; ❒ For 221 dwelling units or more, up to 24 points.
Commercial	
Commercial – Office (Maximum 20% reduction)	❒ For less than 500 m^2 up to 12 points; ❒ For 500 to 1,000 m^2 up to 0.024 points per m^2; ❒ For 1,001 to 2,300 m^2 up to 24 points; ❒ For 2,301 m^2 or more, up to 24 points.
Commercial - Retail/Service (Maximum 20% reduction)	❒ For less than 500 m^2 up to 12 points; ❒ For 500 to 1,000 m^2 up to 0.024 points per m^2; ❒ For 1,001 to 2,300 m^2 up to 24 points; ❒ For 2,301 m^2 or more, up to 24 points.
Other	
All other land uses (Maximum 20% reduction)	❒ Up to 24 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.
Change of Use	
Change of use, all land uses (Maximum 20% reduction)	❒ For less than 2,300 m^2 up to 12 points; ☑ For 2,300 m^2 or more, up to 24 points, to be determined on a case-by-case basis by the Director of Planning in consultation with the General Manager of Engineering Services.

WORKSHEET C: Transit Accessibility Parking Reductions

A project may be eligible for minimum parking reduction based on high levels of Transit Accessibility. Refer to the table below to determine the parking requirement reduction available to each land use in the proposed development.

Transit accessibility parking reductions are in addition to parking reductions achieved through the provision of TDM measures.

Accessibility Levels

☑ **Level A** Within:

- 100 m walking distance of any one (1) existing FTN route, including B-Line stops only, or
- 200 m walking distance of any intersection of two (2) existing FTN routes, including B-Line stops only, or
- 400 m walking distance of a SkyTrain station

☐ **Level B** Within:

- 101 m to 200 m walking distance of any one (1) existing FTN route, including B-Line stops only, or
- 201 m to 400 m walking distance of any intersection of two (2) existing FTN routes, including B-Line stops only, or
- 401 m to 800 m walking distance of a SkyTrain station

☐ **Level C** Greater than:

- 200 m walking distance of any one (1) existing FTN route, including B-Line stops only, or
- 400 m walking distance of any intersection of two (2) existing FTN routes, including B-Line stops only, or
- 800 m walking distance of a SkyTrain station

FTN is the Frequent Transit Network, as defined by TransLink.

Table 5 - Parking Requirement Reduction by Land Use and Transit Accessibility

Land Use	Transit Accessibility		
	Level A	Level B	Level C
Residential – Social Housing Residential – Rental (except social housing)	20%	10%	0%
Residential – Strata Commercial – Office Commercial – Retail / Service Other	10%	5%	0%