

## PARKING REDUCTIONS

### Sec. 5.10.04. Off-Street Parking: Space Requirements.

#### F. *Traditional Neighborhoods Parking Requirements.*

1. Traditional Neighborhoods - City Center (TN-CC) Zone District Parking Requirements. Off-street parking shall not be required. If provided, the number of spaces shall not exceed one (1) space for each one thousand (1,000) square feet of gross floor area for all non-residential buildings and hotels, and one (1) space per dwelling unit, unless approved by the Planning Commission as a Special Land Use, and based on a Parking Demand Study submitted by the applicant, as provided in Section 5.10.04.A.
2. Traditional Neighborhoods – Low Density Residential (TN-LDR) and Mixed-Density Residential (TN-MDR) Zone District Parking Requirements. Off-street parking shall not be required for developments of six (6) or fewer dwelling units when located on Link Residential and Network Residential Streets.

#### G. *Affordable Housing.* The number of required off-street parking spaces for developments that utilize the Affordable Housing Bonus as outlined in Articles 5 and 6 may be calculated at one-half space less per unit than what is required in Table 5.10.04.C.

### Sec. 5.10.05. Off-Street Parking: Reductions in Parking Requirements.

#### E. *Alternate Modes of Transportation.* One (1) or more of the following methods may be used to reduce off-street parking requirements.

##### 1. *Transit.*

- a. Parking requirements may be reduced under the provisions of Section 5.10.05. for up to fifty (50) percent of required parking spaces for buildings, structures or uses within a half mile of a Bus Rapid Transit (BRT) station or one quarter of a mile of a transit stop.
- b. A Transportation Demand Management (TDM) study may be required to demonstrate that a sufficient number of vehicle drivers already use or would immediately opt for transit, and therefore would not result in adverse parking impacts on surrounding properties.
- c. The applicant shall provide a written statement from The Rapid verifying that the transit station or transit stop is in a permanent location for the foreseeable future.