



# PARKING REDUCTION

## IMPACT STRATEGY

15–30 Points

### DEFINITION

Developer provides on-site parking at a rate below the maximum allowed by BTD's Maximum Parking Ratios Guidelines

### POINTS TOWARDS TARGET

Property owner may choose ONE of the following options:

#### OPTION 1

**15** Parking provision of at least 25% less parking than the maximum

#### OPTION 2

**20** Parking provision of at least 50% less parking than the maximum

#### OPTION 3

**25** Parking provision of at least 75% less parking than the maximum

#### OPTION 4

**30** No net new parking

### LAND USE APPLICABILITY

All

### UPFRONT COST

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### ONGOING COST

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### DIFFICULTY LEVEL



### SUBMISSION REQUIREMENTS

Demonstrate compliance with Parking Ratios Guidelines prior to building occupancy. Applies to net new parking.

### MONITORING

None

### REDUCTION IMPACT

Anticipated VMT reduction of 10 to 15 percent, or more.

Reduction in commuter VMT estimated at 5 to 12.5 percent based on available research. Higher VMT reductions are more likely where alternative transportation options are available. Up to a 50 percent VMT reduction for residential land uses has also been cited.