

Article 8. Access & Parking

8.1 Pedestrian Access8-2

- 8.1.1 General 8-2
- 8.1.2 Pedestrian Facilities 8-2

8.2 Bicycle Access & Parking.....8-2

- 8.2.1 General 8-2
- 8.2.2 Short-Term Bicycle Parking 8-4
- 8.2.3 Long-Term Bicycle Parking 8-4
- 8.2.4 Waivers 8-5

8.3 Vehicle Access & Parking8-5

- 8.3.1 General 8-5
- 8.3.2 Curb Cuts and Driveways 8-7
- 8.3.3 Parking Lots 8-8
- 8.3.4 Parking Structures 8-9
- 8.3.5 Mechanical Access Parking 8-9
- 8.3.6 Stacking Spaces 8-10
- 8.3.7 Loading Areas 8-10
- 8.3.8 Commercial and Recreational Vehicles 8-10

8.4 Transportation Demand Management...8-11

- 8.4.1 General 8-11
- 8.4.2 TDM Plan 8-11
- 8.4.3 Performance Standards 8-12

8.1 PEDESTRIAN ACCESS

8.1.1 General

All development must provide safe, direct, and convenient pedestrian facilities connecting building entrances to parking, public rights-of-way, transit stops and stations, and all uses on a site that allow for public access, per Section 8.1.2. The following uses are exempt from this requirement: dwelling, ancillary unit; dwelling, double unit; dwelling, multiple unit, if less than six units; dwelling, single unit; fraternity/sorority house; group home; halfway house; cemetery; community/ market garden; nursery; solar farm; utilities and services, major and minor; wind farm; and wireless communications.

8.1.2 Pedestrian Facilities

- A.** Pedestrian access must consist of an accessible, easily discernible, well-lit, and ADA-compliant walkway of a minimum of five feet in width. If the pedestrian path connects to a multi-use path, the path must be a minimum of ten feet in width.
- B.** The pedestrian access surface located on private property must be paved with fixed, non-slip semi-pervious or impervious materials.
- C.** Pedestrian access routes between buildings and vehicle travel lanes must be physically separated from vehicle travel lanes, except where required to cross a drive aisle. Where pedestrian walkways cross a drive aisle, the crossings must be perpendicular to the drive aisle.
- D.** Internal pedestrian circulation areas may be designed and installed to allow for cross-access between abutting lots.
- E.** Where landscaping is provided within the interior of parking lots, per Section 7.1.5.B, pedestrian access should be integral with such landscaping to the extent practicable.

8.2 BICYCLE ACCESS & PARKING

8.2.1 General

- A.** Table 8A: Bicycle Parking identifies the minimum number of bicycle parking spaces required per use, plus the percentage of these spaces that must be designed for long-term parking, versus short-term. If the use is not listed, no bicycle parking is required. The required minimum number of spaces is calculated as follows:
 - 1.** The number of bicycle parking spaces, not the number of bicycle parking fixtures, is calculated to determine compliance; i.e., a single bicycle rack that is designed for parking two bicycles is counted as two bicycle parking spaces.
 - 2.** A minimum of two bicycle parking spaces must be provided at each site where bicycle parking is required.
 - 3.** After the first 20 bicycle parking spaces, no additional bicycle parking is required.
 - 4.** When there is more than one principal use on a site, the required bicycle parking for the site is the sum of the required parking for the individual principal uses.
- B.** **Short-Term and Long-Term Parking.** Short-term bicycle parking and long-term bicycle parking are described as follows:
 - 1.** Short-term bicycle parking accommodates visitors, customers, messengers, and other persons who intend to depart within two hours or less. Fixtures include bike racks, which may be unsheltered. Standards for the design of short-term bicycle parking are found in Section 8.2.2.
 - 2.** Long-term bicycle parking accommodates employees, students, residents, commuters, and other persons who intend to leave their bicycle parked for more than two hours. Fixtures include lockers and racks in secured areas, and are always sheltered or enclosed.

TABLE 8A: BICYCLE PARKING

USE	REQUIRED BICYCLE PARKING SPACES (MIN.)	PERCENTAGE FOR LONG-TERM SPACES (MIN.)
RESIDENTIAL		
Dormitory	1 per 5 beds	90%
Dwelling, Multiple Unit	1 per 5 dwelling units	90%
Fraternity/Sorority House	1 per 5 residents	90%
CIVIC		
Assembly	1 per 20 seats, 40' of bench seating, or 5 SF of open floor seating area	0%
College/University	1 per 5 students	25%
Cultural Facility	1 per 10,000 SF of gross floor area	25%
Government Offices	1 per 10,000 SF of gross floor area	75%
Hospital	1 per 10,000 SF of gross floor area	75%
Lodge or Private Club	1 per 3,000 SF of gross floor area	25%
Open Space	2 per acre	0%
Primary/Secondary School	1 per 5 students	25%
Zoo	1 per 10,000 SF of gross floor area	75%
LODGING		
Hotel/Hostel	1 per 20 rooms	75%
Rooming House/S.R.O.	1 per 5 rooms	75%
RETAIL & SERVICE		
Amusement Facility, Indoor or Outdoor	1 per 3,000 SF of gross floor area	0%
Animal Care Establishment	1 per 3,000 SF of gross floor area	0%
Commercial School	1 per 5 students	0%
Live Entertainment	1 per 3,000 SF of gross floor area	0%
Medical Clinic	1 per 10,000 SF of gross floor area	0%
Open-Air Market	1 per 5 market stalls	0%
Restaurant	1 per 3,000 SF of gross floor area	0%
Retail & Service, General	1 per 3,000 SF of gross floor area	0%
Retail & Service, Heavy	1 per 10,000 SF of gross floor area	0%
Tavern	1 per 3,000 SF of gross floor area	0%
Vehicle Rental or Sales	1 per 3,000 SF of gross floor area	0%
EMPLOYMENT		
Industrial, Artisan	1 per 10,000 SF of gross floor area	75%
Industrial, Heavy and Light	1 per 25,000 SF of gross floor area	75%
Professional Offices	1 per 10,000 SF of gross floor area	75%
Research/Laboratory Facility	1 per 10,000 SF of gross floor area	75%
Warehouse/Distribution	1 per 25,000 SF of gross floor area	75%
TRANSPORTATION		
Freight Terminal	1 per 25,000 SF of gross floor area	75%
Metro Rail Station	20 per station	75%
Parking Lot, Commercial or Neighborhood	1 per 20 automobile stalls	0%
Parking Structure	1 per 20 automobile stalls	0%
Passenger Terminal	1 per 10,000 SF of gross floor area	0%

Standards for the design of long-term bicycle parking are found in Section 8.2.3.

- C. Bicycle Parking Fixtures.** The following standards apply to all bicycle parking fixtures, whether short-term or long-term parking:
 1. A bicycle parking space must be at least six feet long and two feet wide with a five foot access aisle.
 2. All bicycle parking spaces must be constructed in accordance with the latest version of the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.
 3. When 60% of automobile parking spaces on site are provided in a structure, all required bicycle spaces must be located inside that structure or in other areas protected from the weather.
- D. Signs.** If required bicycle parking is not visible from the street or public entrance, a sign must be posted at the public entrance indicating the location of the parking. The D4-3 sign of the Manual On Uniform Traffic Control Devices (MUTCD) is recommended.



- E. Bicycle Parking Stations.** Property owners may cooperate to install a bicycle parking station, defined as a structure designed for use as a bicycle parking facility. Such a facility, when within 1,320 feet of the uses served, may furnish required long-term bicycle parking in lieu of site-by-site compliance.

8.2.2 Short-Term Bicycle Parking

- A.** A short-term bicycle parking area must be placed within 100 feet of, and clearly visible from, the main entrance to the use served.
- B.** All bicycle racks must be:
 1. Securely anchored.
 2. Be able to support the bicycle frame in at least two places to prevent the bicycle from falling over.
 3. Be configured to allow locking of the frame and at least one wheel with a U-lock.
 4. Be constructed of materials that resist cutting, rusting, bending, or deformation.
- C.** A bicycle rack may erected on a public sidewalk, provided that the bicycle rack is situated wholly within the furnishings zone of the sidewalk and an encroachment permit is granted by the Commissioner of Public Works, Parks, and Streets. A rack may also consist of a hoop affixed to a parking meter, provided that permission is granted by the Commissioner of Parking.
- D.** Any required short-term bicycle parking provided in a structure or under cover must be:
 1. Provided at ground level.
 2. Provided free of charge.
 3. Clearly marked as bicycle parking.
 4. Separated from vehicle parking by a physical barrier to minimize the possibility of parked bicycles being hit by a vehicle.

8.2.3 Long-Term Bicycle Parking

- A.** Long-term bicycle parking must be provided in a well-lit, secure location within convenient distance of a public entrance, building lobby, or other common area.
- B.** Examples of long-term bicycle parking design include:
 1. A bicycle locker.

2. A lockable bicycle cage or other enclosure.
 3. A lockable bicycle room.
 4. A designated space visible from employee workstations.
- C.** All required long-term bicycle parking spaces must be designed to provide continuous shelter from the elements.

8.2.4 Waivers

The City Planning Board may issue a written waiver of bicycle parking minimums, in whole or part, if an applicant shows, through a letter of concurrence furnished by a licensed traffic engineer or certified city planner, that the minimum required number of bicycle parking spaces exceeds the probable demand.

8.3 VEHICLE ACCESS & PARKING

8.3.1 General

- A. Off-Street Parking Not Required.** The provision of off-street vehicle parking is not required. Where provided, off-street vehicle parking must comply with the standards of this section.
- B. Parking Access.** All off-street vehicle parking must have direct access to a public right-of way through an alley, driveway, or permanent access easement. If an improved alley with a right-of-way of at least 18 feet in width is provided, all vehicle access should take place from the alley.
- C. Accessibility.** All vehicle parking lots and parking structures must conform with the ADA Standards for Accessible Design and ADA Accessibility Guidelines for Buildings and Facilities published by the United States Access Board.
- D. Vehicular Circulation.**
1. All parking lots and structures must be designed so that vehicles enter or leave a parking space without having to move any other vehicle. Parking lots and structures where vehicles are moved by employees of the facility are exempt from this requirement.
 2. Parking lots and structures must be designed so that the driver of the vehicle proceeds forward into traffic rather than backs out into traffic.
 3. Parking lots and structures must be designed so that a vehicle is not forced to back onto the public right-of-way to gain access from one parking aisle to another parking aisle.
 4. Any parking row that does not provide two means of vehicular egress must provide, at the closed end, a space designated as a turn-around area. This space must be located at the end of a parking row, be designed with a minimum dimension of nine feet in width by nine feet in depth, and include a “No Parking” sign. Parking lots of less than 20 spaces are exempt from this provision.

TABLE 8B: SURFACE PARKING LOCATION

	FRONT YARD	CORNER SIDE YARD	INTERIOR SIDE YARD	REAR YARD
N-1D				●
N-1C			◐	●
N-1S			●	●
N-2C			◐	●
N-2E			◐	●
N-2R				●
N-3C			◐	●
N-3E			◐	●
N-3R				●
N-4-30				●
N-4-45				●
N-4-60				●
D-R			●	●
D-M			●	●
D-E			●	●
D-S	●	●	●	●
D-C	●	●	●	●
D-IL	●	●	●	●
D-IH	●	●	●	●
D-OS				
D-OG	◐	◐	◐	◐
D-ON	◐	◐	◐	◐
C-M				●
C-R	●	●	●	●
C-W		◐	◐	◐

5. Adjacent sites with accessory parking lots may provide a cross-access drive to allow circulation or sharing of parking between sites, provided that the connecting driveway is at least 12 feet in width, a sign is erected notifying drivers of the connection, and a cross-access easement is recorded.

E. Parking Location. All surface parking areas must be located on the site in accordance with Table 8B: Surface Parking Location. Where an overlay zone restricts the location, the overlay zone, rather than the underlying zone, controls. The key for the parking location table is as follows:

1. Permitted (●) indicates that parking is permitted by-right in that yard.
2. Special Use (◐) indicates that parking in that yard requires a special use permit.

3. If a cell is blank, this indicates that parking is not permitted in that yard.

F. Stall and Aisle Dimensions. All off-street parking spaces and drive aisles must comply with the minimum dimensional standards shown in Table 8D: Parking Stall and Drive Aisle Dimensions, with the following exceptions:

1. Motorcycle and scooter parking stalls must measure at least four feet in width and eight feet in depth.
2. Mechanical access parking is exempt from parking stall and drive aisle dimensional requirements.

G. Off-Site Parking. Accessory parking is allowed on an off-site lot within 1,320 feet of the use served, measured by closest walking distance from the

closest public entrance to the off-site parking lot. Parking provided by valet service is not subject to the maximum distance requirement. No off-site parking lot may be located within an N-2R, N-3R, N-4-30, N-4-45, or N-4-60 zone.

- H. Parking Surfaces.** All driveways, parking stalls, drive aisles, and loading areas:
1. Must be surfaced with fixed, non-slip semi-pervious or impervious materials. Gravel may be used as a surface material only if approved by the Commissioner of Permit and Inspection Services.
 2. Must be capable of withstanding the weight of vehicles and their loads.
 3. Should be rated with a Solar Reflectance Index (SRI) of at least 29.

8.3.2 Curb Cuts and Driveways

A. Curb Cuts.

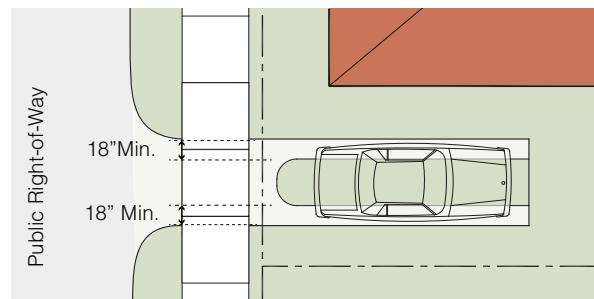
1. A curb cut may be installed only with the authorization of, and per the specifications provided by, the Commissioner of Public Works, Parks, and Streets.
2. Curb cuts must be located to minimize conflict with pedestrian, cyclist, and vehicular traffic on the abutting public right-of-way.
3. The number and width of curb cuts must be the minimum needed to provide reasonable access to the site.
4. To the extent practicable, no curb cut should cover the critical root zone of any street tree, measured as a circular area of a radius of one foot for each one inch of trunk diameter, determined at four and one-half feet above grade.

- B. Driveway Dimensions.** Driveways must be in accordance with Table 8C: Driveway Dimensions. The driveway flare may exceed the allowable driveway dimension by up to 18 inches on either side.

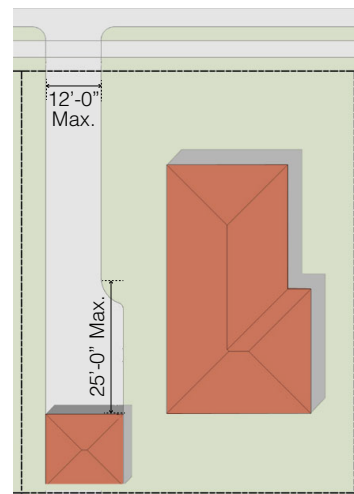
TABLE 8C: DRIVEWAY DIMENSIONS

	WIDTH (MIN/MAX)
Single-lane driveway	8'/12'
Double-lane driveway	18'/24'

- C. Double-Track Driveways.** Double-track/wheel strip driveways are allowed, so long as each wheel strip is at least 18 inches in width and the area between the wheel strips is landscaped with living groundcover. However, within the public right-of-way, the driveway must be fully paved along its total width, from the property line to the curbline.



- D. Shared Driveways.** Shared driveways are permitted, so long as the width of the driveway meets the dimensional standards of Table 8C.
- E. Garage Aprons.** A garage apron, that exceeds the maximum permitted driveway width, is permitted to extend for a depth of 25 feet from the garage doors at which point the driveway must be no wider than the maximum permitted driveway width. The garage apron may be only as wide as the width of the garage.



8.3.3 Parking Lots

A. Pedestrian Facilities.

1. All parking lots with three or more double-loaded rows must provide internal pedestrian walkways within the parking area and outside of the parking row.
 - a. The walkway must be a minimum of eight feet in width. Walkways may be reduced to five feet in width if designed as a grade separated walkway with landscape buffers on either side.
 - b. One walkway is required for every three double loaded aisles.
 - c. The walkway must be located within the parking area to serve the maximum number of parking stalls.
2. Walkways must provide direct connections to building entrances from the spaces furthest

from the entrance. At least one walkway must provide a direct connection between the building entrances and the adjacent public rights-of-way and/or trails.

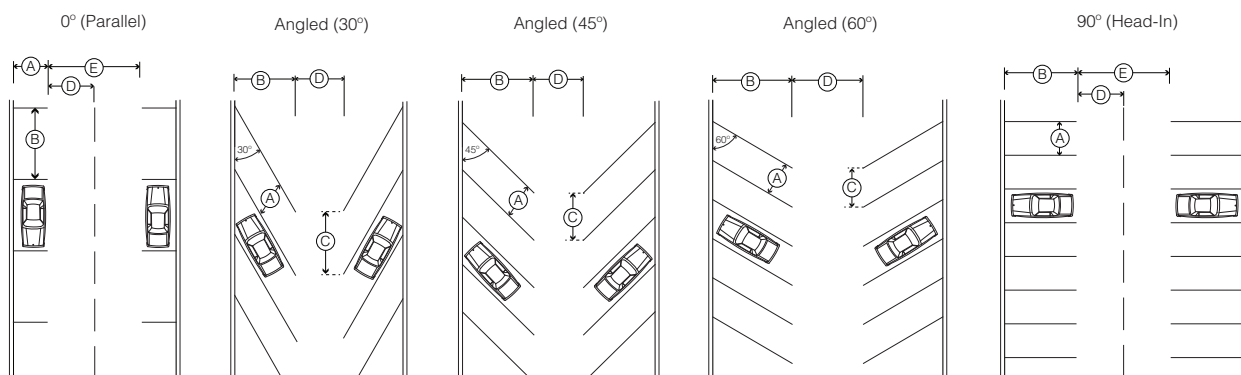
3. Pedestrian walkways must be clearly marked with high-visibility striping, such as continental striping (24 inch vertical white stripes spaced 24 inches apart), or through the use of alternative materials, such as pavers. Where walkways cross a drive aisle, the walkway must have a continuous surface treatment across the drive aisle.

B. Design and Construction.

1. No surface parking lot may have a grade in excess of 10%.
2. Parking spaces must be delineated with paint or similar method, and maintained in clearly visible condition. Parking spaces for the disabled must be identified with the appropriate sign and visible at all times.

TABLE 8D: PARKING STALL AND DRIVE AISLE DIMENSIONS

STALL ANGLE	STALL WIDTH (MIN) (A)	STALL DEPTH (MIN) (B)	SKEW WIDTH (MIN) (C)	DRIVE AISLE WIDTH, 1-WAY (MIN) (D)	DRIVE AISLE WIDTH, 2 WAY (MIN) (E)	VERTICAL CLEARANCE (MIN)
0 degrees (parallel)	8'	18'	8'	11'	22'	7' 6"
30 degrees	8' 6"	15'	16' 6"	11'	--	7' 6"
45 degrees	8' 6"	17' 9"	11' 8"	11' 10"	--	7' 6"
60 degrees	8' 6"	19'	9' 6"	13' 6"	--	7' 6"
90 degrees (head-in)	8' 6"	18'	8' 3"	--	23'	7' 6"



3. Wheel stops, bumper guards or other alternatives, which are properly anchored and secured, must be provided to prevent vehicles from damaging or encroaching upon any sidewalk, landscape, fence, wall, or structure.
4. All parking lots must be landscaped in accordance with Section 7.1.5.
5. Parking lot lighting must be in accordance with Section 7.4.
6. All traffic control signs must be installed in accordance with the Manual for Uniform Traffic Control Devices (MUTCD) plus the New York State Supplement.

8.3.4 Parking Structures

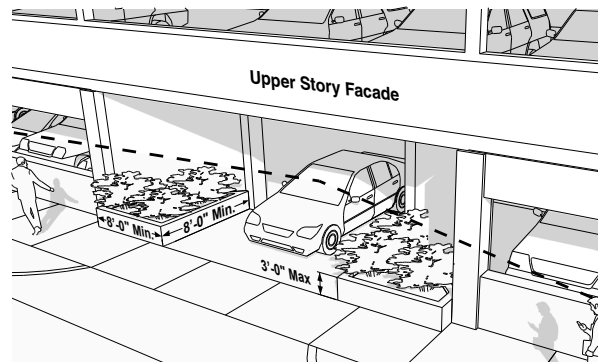
A. Parking structures must be designed as follows:

1. Internal circulation and parking levels must be oriented so that a horizontal, rather than sloped, plane faces public thoroughfare abutting the site.
2. Any rooftop open-air parking must be screened with a parapet of between four to five feet in height.
3. Where parking spaces are visible along the front or corner side facades of the parking structure ground floor, an open fence of between three and four feet in height and a Type D buffer yard must be installed per Section 7.1.6. In lieu of a Type D buffer yard, a kneewall of between three and four feet in height may be installed. Parking structures located more than 150 feet from a public right-of-way are exempt from this requirement.
4. Vehicular access points to a parking structure must take place from the corner side, interior side, or rear facades. Vehicular access may take place from the front facade only if no other feasible alternative is available.
5. Any parking structure that is within 150 feet of, and having direct frontage upon, a public

right-of-way in the N-1D, N-1C, N-2C, and N-3C zones must be designed so that at least 75% of the linear width of the ground-floor front and corner side facades, measured from building corner to building corner and excluding pedestrian and vehicular entries, is designed for tenant spaces suitable for active uses, such as professional offices, restaurants, or retail and service. Each tenant space must have a minimum depth of 30 feet, measured from the front facade.

B. Parking structures must provide for a vehicular clear sight zone as follows:

1. The portion of the facade that includes the vehicle exit area, plus eight feet on either side, must be set back from the adjacent right-of-way line a minimum of eight feet.
2. In the sight triangle, defined as the area bound by the parking structure wall, sidewalk, and exit lane, landscape, or a solid masonry wall a maximum of three feet in height must be included to act as a buffer between the exit aisle and the sidewalk.
3. The upper story facades of the parking structure may overhang the vehicular clear sight zone.

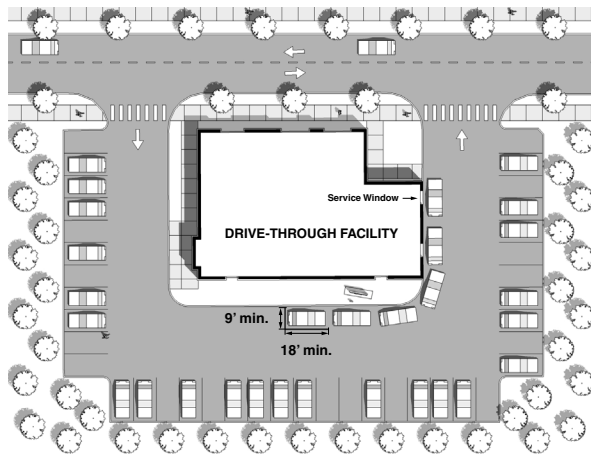


8.3.5 Mechanical Access Parking

- A. Mechanical access parking within fully-enclosed structures is permitted in all zones.
- B. Mechanical access parking within parking lots is allowed in the N-1C, N-1S, D-M, D-S, D-C, D-IL, and D-IH zones.

8.3.6 Stacking Spaces

- A. Drive-through lanes must have a minimum width of nine feet.
- B. A minimum number of three stacking spaces each of a minimum depth of 18 feet, measured from the window, ATM, or entrance of washing bay, must be provided for each drive-through lane.
- C. Drive-through facilities may not be designed so as to cause vehicles to encroach upon or interfere with the use of any public right-of-way.



8.3.7 Loading Areas

- A. Any development that involves new construction of a principal structure that is expected to regularly handle large quantities of goods, and is at least 50,000 square feet in gross floor area, must provide off-street loading facilities. This requirement does not apply if an applicant shows, with a letter of concurrence from the Commissioner of Public Works, Parks, and Streets, that on-street loading facilities are adequate.
- B. Loading berths and loading areas must comply with the following criteria:
 - 1. Loading berths must provide a minimum of ten feet in horizontal clearance, 14 feet in vertical clearance, and 30 feet in depth, exclusive of aisle and maneuvering space. These dimensional requirements may be adjusted if an applicant shows, with a letter of concurrence from the Commissioner of Public

Works, Parks, and Streets, that alternative loading facility dimensions are adequate.

- 2. Loading areas must be separated from pedestrian facilities.
- 3. No loading berth may be located on a front facade, and no loading area may be located in a front yard, except in the D-IL and D-IH zones.
- 4. Loading and unloading activity may not encroach upon any public right-of-way, except where specifically designated by the Commissioner of Public Works, Parks, and Streets.
- 5. When visible from a public right-of-way other than an alley, a loading berth must be screened by a Type C buffer yard designed per Section 7.1.6. This requirement does not apply in the D-IL or D-IH zones.
- 6. All loading berths must be signed to indicate "No Idling."

8.3.8 Commercial and Recreational Vehicles

- A. General.
 - 1. No recreational or commercial vehicle may be occupied or used for human habitation.
 - 2. Fixed connections from recreational or commercial vehicles to electricity, water, gas, or sanitary sewer facilities are prohibited.
- B. Commercial Vehicles. The storage of commercial vehicles, defined as any vehicle over 10,000 pounds gross weight, exceeding 20 feet in length and/or seven and one-half feet in width, the use of which is the transportation of commodities, merchandise, produce, freight, vehicles, animals, or passengers for hire, or which is used primarily in construction or farming, including but not limited to bulldozers, backhoes, tractors, and cranes, must meet the following criteria:
 - 1. No commercial vehicle may be stored on a property used for residential purposes, except for temporary loading, unloading, or service activities not exceeding six hours in any given day.

2. Commercial vehicles may be permanently stored outdoors only in the D-IL and D-IH zones, and in the D-C and N-1S zones if not visible from a public right-of-way other than an alley. Commercial vehicles may be parked within a permanent, fully-enclosed structure, so long as the property is not used for a residential purpose.
 3. Any permanent outdoor storage of commercial vehicles requires a Type C buffer yard along all lot lines, in accordance with Section 7.1.6.
- C. Recreational Vehicles.** The storage on residential properties of recreational vehicles, defined as any vehicle used exclusively for noncommercial purposes which are primarily designed for sport or recreational use, or which is designed for human occupancy on an intermittent basis, including boats, trailers for boats, motor homes, vacation trailers or campers, and off-road or all-terrain vehicles, must meet the following criteria:
1. The recreational vehicle equipment must be kept in good repair and carry a current license and registration.
 2. No recreational vehicle may be stored so as to create a dangerous or unsafe condition, defined as the risk of the tipping or rolling of a recreational vehicle.
 3. A recreational vehicle, or trailer licensed to transport recreational vehicles or equipment, may be parked outdoors in a driveway for no more than 72 hours.
 4. No recreational vehicle may be stored outdoors in a front or corner side yard.
 5. No more than two recreational vehicles may be stored outdoors at any given time. There is no limit on the number of recreational vehicles that may be parked within a permanent, fully-enclosed structure.

8.4 TRANSPORTATION DEMAND MANAGEMENT

8.4.1 General

Any development project with a gross floor area in excess of 50,000 square feet, except within the D-S, D-C, D-IL, and D-IH zones must submit and make good faith efforts to implement a transportation demand management (TDM) plan, prepared by a qualified professional, in accordance with this section. A TDM plan must be reviewed and approved, approved with modifications, or disapproved by the City Planning Board as part of the site plan review process. No building permit or certificate of occupancy may be granted prior to approval of a required TDM plan.

8.4.2 TDM Plan

- A.** A TDM plan must:
1. Identify the anticipated travel demand for the development.
 2. Identify the strategies that will be employed to reduce single-occupancy vehicle trips generated by the project, reduce vehicle miles travelled by site users, and promote transportation alternatives such as walking, cycling, ridesharing, and transit.
 3. Identify modal share objectives that will result from implemented TDM strategies.
- B.** TDM strategies may include, but are not limited to, the following:
1. Walking, cycling, ridesharing, and transit promotion and education.
 2. Parking cash-out programs or unbundled parking/market rate pricing.
 3. Enhanced bicycle parking and services (above the minimum required).
 4. Support for car-share and bike-share services and facilities.
 5. Carpooling or vanpooling programs or benefits.

6. Free or subsidized transit passes, transit-to-work shuttles, or enhanced transit facilities (such as bus shelters).
7. Guaranteed ride home (GRH) programs.
8. Provision for alternative work schedules (i.e., flextime, compressed work week, staggered shifts, telecommuting).
9. Promotion of “live near your work” programs.
10. Roadway improvements adjacent to the site that will help encourage transportation alternatives.
11. Designation of an on-site employee and/or resident transportation coordinator.
12. Membership in a Transportation Management Association (TMA).

8.4.3 Performance Standards

The TDM plan must include performance objectives to minimize single-occupancy vehicle trips and increase utilization of transportation alternatives, taking into account the opportunities and constraints of the site and the nature of the development.