"Parking Swap" Bonus

Connected Communities creates a new opportunity to add residential density to TOD-eligible parcels.

Any residential development in a TOD area, regardless of underlying zoning, that reduces its parking by more than 50% may also add bonus residential units through a "parking swap."

Through this mechanism, for each residential parking space reduced compared to the baseline non-TOD requirement, the development may use an additional 350 square feet of floor area to provide additional units without counting against FAR or MLA caps.

To be eligible for this bonus, the development must also meet all of the following requirements:

- Achieve a mandatory planned development threshold
- Maximize minimum lot area density for efficiency units
- Maximize floor area ratio
- Provide a number of on-site affordable units that is equal to the minimum number of on-site units required by the ARO, plus the number of units added through the parking swap.

B or C District	Maximum Percentage of Efficiency Units	R District	Maximum Percentage of Efficiency Units	D District	Maximum Percentage of Efficiency Units
Dash-1	10%	RT-, -4.5, RM-5	20%	Dash-3	20%
Dash-1.5	15%	RM-5.5	25%	Dash-5	30%
Dash-2, -3	20%	RM-6	30%	Dash-7	40%
Dash-5	30%	RM-6.5	40%	Dash-10, -12, -16	50%

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Example:

A developer is proposing a 100-unit building, which requires a Planned Development process and is maximizing allowed FAR. Under the ARO, a 20-unit set-aside is required, of which 5 affordable units must be placed on site. Ignoring TOD benefits, the new development would be required to build 100 off-street parking spots.

The developer reduces their number of off-street parking spaces to 40 through the Planned Development process.

As a result, the development has lowered its parking by 60 spaces compared to the non-TOD requirement of 100 spaces. Under the parking swap, that means that the development may use the amount of floor area that would have been used for those 60 structured parking spaces for residential floor space instead, without counting against the project's FAR cap.

The developer decides to add 19 additional units using that floor space, bringing the total to 119. The addition of these units also changes the number of on-site required affordable units to 24 (5 + 19).

	No Parking Swap	Parking Swap
Parking Spaces	100	40
Additional units from parking swap	0	19
Total number of units	100	119
Affordable units required on-site	5	24
Affordable units off-site or in-lieu	15	0