

**REDUCTION OF PARKING MINIMUMS IN THE C-1**  
**WITA A REVIEW OF OFF-STREET PARKING REQUIREMENTS FOR MULTI-FAMILY RESIDENTIAL**  
**DEVELOPMENTS**

(Proposed Changes in ~~Red~~ and Green)

**C-1 Standards (Downtown):**

**5-6-3. Development standards.**

The following standards shall apply to development within the **C-1 Central Business Zoning District** Classification and Central Business Conditional Zoning District Classification in addition to all other applicable standards contained in this appendix.

**5-6-3.1. Parking and Loading.** For non-residential developments and residential developments containing fewer than five dwelling units, no off-street parking is required. For residential developments containing five or more dwelling units, off-street parking of one and one-half spaces per dwelling unit shall be provided.

As far as practicable, off-street parking, when provided, shall be accessed by means of east-west streets or alley ways and shall be designed so that it is screened, as far as practicable, to minimize motor vehicles and parking areas from view from Main, Church and King Streets. This provision is not intended to require that buildings be screened from view.

**FOR COMPARISON:**

**CMU (Surrounding Downtown)**

**5-19-3 - Development standards.**

The following standards shall apply to development within the CMU Central Mixed Use Zoning District Classification in addition to all other applicable standards contained in this ordinance.

**5-19-3.1 Parking and loading.** For non-residential developments, the requirements of section 6-5, below, shall apply. Residential developments shall be provided with a minimum of one off-street parking space per dwelling unit. As far as practicable, in consideration of site constraints and reasonable development requirements, parking for non-residential and multi-family residential developments shall be situated to the side or rear of principal structures

**7<sup>th</sup> AVE**

**6-5-2.5 Exemption to off-street parking.** Off-street parking is not required in the Seventh Avenue Municipal Service District.

### **GHMU (Greenville Highway Corridor)**

#### **5-22-3 - Development standards.**

The following standards shall apply to development within the GHMU Greenville Highway Mixed Use Zoning District Classification.

**5-22-3.1 Parking and loading.** For non-residential developments, the requirements of section 6-5, below, shall apply. Residential developments shall be provided with a minimum of **one off-street parking space per dwelling unit.**

### **HMU (Chimney Rock Rd Corridor)**

#### **5-23-3 - Development standards.**

The following standards shall apply to development within the HMU Highway Mixed Use Zoning District Classification.

**5-23-3.1 Parking and loading.** For non-residential developments, the requirements of section 6-5, below, shall apply. Residential developments shall be provided with a minimum of **one off-street parking space per dwelling unit.**

### **URBAN VILLAGE (Various Mid to High Intensity Areas)**

**5-24-3.8.14 Parking/loading standards.** Parking and loading facilities shall be reviewed at the master plan level. The applicant shall demonstrate that the amount of parking proposed is adequate to serve the needs of the district and is located and designed in such a fashion that it does not detract from the overall appearance of the district or unreasonably interfere with pedestrian activity.

- a) **Amount of parking.** Owing to the possibilities for shared use of parking, the number of parking spaces in the urban village district **should not exceed the minimum parking requirements** for the district computed by means of the formulas contained in section 6-5, below.

### **URBAN RESIDENTIAL (Various Mid to High Intensity Areas)**

**5-25-5.16 Parking/loading standards.** Parking and loading facilities shall be reviewed at the preliminary plan level. The applicant shall demonstrate that the amount of parking proposed

is adequate to serve the needs of the development and is located and designed in such a fashion that it does not detract from the overall appearance of the development or unreasonably interfere with pedestrian activity.

- a) **Amount of parking.** Owing to the possibilities for shared use of parking, the number of parking spaces in the Urban Residential Conditional Zoning District should not exceed the minimum parking requirements for the District computed by means of the formulas contained in section 6-5, below.

### **CHMU (Upward Road Corridor)**

#### **5-27-3 - Development standards.**

The following standards shall apply to development within the CHMU Commercial Highway Mixed Use Zoning District Classification.

**5-27-3.1 Parking and loading.** The requirements of section 6-5, below, shall apply.

### **Section 6.5. Off-street Parking Standards**

Residential dwellings	1 per each dwelling unit or 1.5 per each dwelling unit exceeding three bedrooms
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### **EXCEPTION:**

### **PRD (Various locations along Boulevards & Thoroughfares)**

**5-14-6.7 Off-street parking.** Off-street parking requirements for planned residential developments shall be as follows:

A minimum of one-and-one-half spaces per residential unit containing one or two bedrooms. A minimum of two spaces per residential unit containing three or more bedrooms. Enclosed garages and carports count towards meeting the parking requirement. All parking spaces shall be located within 75 feet of the residential unit they serve.

### **Section 6.5. Off-street Parking Standards**

Planned residential development	1.5 per unit w/1 or 2 bedrooms and 2 per unit w/3 <u>or more</u> bedrooms
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