APPENDIX A

Sample Code Language

Policy #1 Reduced Parking Minimums

Mountain View (North Bayshore)

[North Bayshore Precise Plan 6.11 Off-Street Parking Requirements Standards](https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=29702)

1. **Minimum parking requirements**. No minimum amount of parking will be required in North Bayshore.
2. **Maximum allowable parking**. Projects shall follow the maximum parking requirements in Table 23.
3. **Residential parking maximum exception**. Residential projects requesting a higher parking maximum than permitted by the Plan shall submit a parking study completed by a traffic engineer. The request shall follow the process and requirements outlined in Section 3.5.6 of the Plan (Development Standard Exceptions). The parking study shall include a justification to support an alternative parking maximum. The study shall include, but is not limited to, the following: comparison of parking rates between the proposed project and similar projects, including density, mix of units, FAR, market data, office/residential internalization rates, available TMA services, and TDM strategies; and a confirmation that surrounding commercial parking facilities are infeasible to be shared by the proposed residential project. Information from the City’s North Bayshore District transportation performance monitoring, including recent transportation infrastructure improvements, may also be used to help inform a project’s specific parking ratio.

The study shall also include a strategy for monitoring and reporting parking usage at the site, and shall recommend a process and design strategy for eliminating and converting excess parking spaces to other uses, such as usable building area, electric vehicle (EV) charging or car-share spaces, personal storage, bike parking, amenity areas, landscaping, etc.

Table 23 Maximum Parking Requirements

|  |  |
| --- | --- |
| Land Use | Maximum |
| Office/Research and Development | 2.7 parking spaces per 1,000 sq. ft. of gross building floor area |
| Institutional (Performing arts, museums, etc.) | No maximum |
| Retail/Commercial less than 1,000 sq. ft. | No maximum |
| Retail/Commercial greater than 1,000 sq. ft. | Equivalent to the Institute of Transportation Engineers Parking  Generation manual peak period parking demand for the most  comparable land use as determined by the Zoning Administrator. The  peak period may occur during the a.m. peak period or the p.m. peak  period depending on the land use. |
| Residential | Parking ratio maximums by unit type:  Micro-units5F[[1]](#footnote-2): 0.25 spaces/unit  1 BR: 0.5 spaces/unit  2 BR: 1.0 spaces/unit  3 BR: 1.0 spaces/unit |
| Other uses, including residential guest parking  requirements | As determined by the Zoning Administrator |

San Francisco

[Planning Code Article 1.5 Sec. 151 Schedule of Required Off-Street Parking Spaces](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-18845)

1. **Applicability**. Off-street parking spaces shall be provided in the minimum quantities specified in Table 151, except as otherwise provided in Section 151.1 and Section 161 of this Code. Where the building or lot contains uses in more than one of the categories listed, parking requirements shall be calculated in the manner provided in Section 153 of this Code. Where off-street parking is provided which exceeds certain amounts in relation to the quantities specified in Table 151, as set forth in subsection (c), such parking shall be classified not as accessory parking but as either a Principal or a Conditional Use, depending upon the use provisions applicable to the district in which the parking is located. In considering an application for a Conditional Use for any such parking, due to the amount being provided, the Planning Commission shall consider the criteria set forth in Section 303(t) or 303(u) of this Code. Minimum off-street parking requirements shall be reduced, to the extent needed, when such reduction is part of a Development Project’s compliance with the Transportation Demand Management Program set forth in Section 169 of this Code.
2. Minimum Parking Required.

Table 151 Off-Street Parking Spaces Required (Residential Uses)6F[[2]](#footnote-3)

|  |  |
| --- | --- |
| Use or Activity | Number of Off-Street Parking Spaces Required |
| Dwelling | None required. P up to 1.5 parking spaces for each Dwelling Unit. |
| Dwelling, in the Telegraph Hill - North Beach Residential Special Use District | None required. P up to 0.5 parking spaces for each Dwelling Unit, subject to the controls and procedures of Section 249.49(c) and Section 155(t); NP above preceding ratio. |
| Dwelling, in the Polk Street Neighborhood Commercial District | None required. P up to 0.5 parking spaces for each Dwelling Unit; NP above preceding ratio. |
| Dwelling, in the Pacific Avenue Neighborhood Commercial District | None required. P up to 0.5 parking spaces for each Dwelling Unit; C up to one car for each Dwelling Unit; NP above preceding ratios. |
| Group Housing of any kind | None required. |

1. Where no parking is required for a use by this Section [151](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-18845#JD_151), the maximum permitted shall be one space per 2,000 square feet of Occupied Floor Area of use, three spaces where the use or activity has zero Occupied Floor Area or the maximum specified elsewhere in this Section.

Sacramento

[City Code 17.608.030 Parking Requirement by Land Use Type and Parking District](https://www.qcode.us/codes/sacramento/view.php?topic=17-vi-17_608-17_608_030&frames=on)

1. Parking districts established. The following parking districts are established as shown in Figure 17.608-1: Central Business and Arts & Entertainment, Urban, Traditional, and Suburban.
2. Vehicle parking requirements. Vehicle parking requirements are established for land uses in each parking district as stated in Table 17.608.030B.

Table 17.608.030B Vehicle Parking Requirements by Parking Districts (Residential Uses)7F[[3]](#footnote-4)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Land Use | Central Business and Arts & Entertainment District | Urban District | Traditional District | Suburban District |
| Single-unit, duplex dwelling | No minimum requirements | 1 space per dwelling unit, except on lots equal to or less than 3,200 square feet in the Central City, where there is no minimum requirement | 1 space per dwelling unit, except on lots equal to or less than 3,200 square feet in the Central City, where there is no minimum requirement | 1 space per dwelling unit |
| Secondary dwelling unit | No minimum requirements | No minimum requirements | No minimum requirements | No minimum requirements |
| Multi-unit dwelling (3 units or more) | No minimum requirements; maximum 1 space per dwelling unit | 0.5 space per dwelling unit | 1 space per dwelling unit | 1.5 spaces per dwelling unit |
| Fraternity or sorority house; dormitory | No minimum requirements | 1 space per 3 occupants | 1 space per 3 occupants | 1 space per 3 occupants |
| Residential hotel (SRO) | No minimum requirements | 1 space per 10 dwelling units, plus 1 space for manager | 1 space per 10 dwelling units, plus 1 space for manager | 1 space per 10 dwelling units, plus 1 space for manager |

Policy #2 Parking Maximums

Berkeley

https://www.cityofberkeley.info/Planning\_and\_Development/Land\_Use\_Division/Parking\_and\_Transportaton\_Demand\_Management.aspx

1. **Residential Parking Maximums.** For projects of two or more units located on a parcel wholly or partially located within 0.25 miles of a high-quality transit corridor, off-street residential parking cannot be offered at a rate of more than 0.5 spaces per unit. Single-family homes, projects where 50% or more of the units are deed-restricted affordable, projects in the ES-R zoning district, and projects located on a street narrower than 26 feet in the Hills overlay district are exempt from parking maximums. The parking maximums can be exceeded with an Administrative Use Permit (AUP).

Sunnyvale

[City Code: 19.46.100. General requirements for nonresidential and mixed-use parking.](https://qcode.us/codes/sunnyvale/?view=desktop&topic=19-4-19_46-19_46_100)

Restaurant, Commercial Retail, and Service8F[[4]](#footnote-5)

|  |  |  |
| --- | --- | --- |
| Primary Use | Minimum Spaces/1,000 sq. ft. | Maximum Spaces/1,000 sq. ft. |
| Auto | | |
| Auto sales and rental | 4 | No maximum |
| Auto serve uses | 2.5 for retail or office space plus 3 per service bay | No maximum |
| Bars or nightclubs | 13 | 18 |
| Financial institutions | 3.3 | 4 |
| Hotel or boardinghouse | 0.8 spaces/hotel room | 1.2 spaces/hotel room |
| Restaurant | | |
| No bar or entertainment | 9 | 13 |
| Including a bar or entertainment | 13 | 18 |
| Takeout | 4 | 5 |
| Retail | | |
| General retail and service | 4 | 5 |
| Warehouse retail or bulky-merchandise retail | 2.5 | 4 |
| Shopping Center | 4 | 5 |

Office, Industrial, and Warehousing9F[[5]](#footnote-6)

|  |  |  |
| --- | --- | --- |
| Primary Use | Minimum Spaces/1,000 sq. ft. | Maximum Spaces/1,000 sq. ft. |
| Industrial uses, research and development office, and corporate office | 2 | 4 |
| Administrative, professional, and medical | 3.3 | 4 |
| Commercial storage or self-storage | 0.4 | 2 |
| Warehousing | 1 | 2 |

Policy #3 Reduced Parking for Affordable Housing

Milpitas

[Section 8 - Incentives to Encourage On-Site Construction of Affordable Units](https://library.municode.com/ca/milpitas/codes/code_of_ordinances?nodeId=TITXIIHO_CH1AFHOOR_S8INENTECOAFUN)

Planning Waivers. In addition to waivers, incentives and/or concessions that may be provided pursuant to density bonus law as outlined in Section XI-10-54.15 in the Milpitas Municipal Code if the applicant provides affordable units in excess of 20 percent of the total number of units in the development, the Director of Planning shall grant up to two of the waivers listed below in this Section that help increase the feasibility of the construction of affordable units. The applicant will receive an additional two waivers from the list below for every additional five percent of affordable units provided above the 20 percent. The applicant may choose from the following waivers:

Applicants shall receive incentives as specified in this Section 8 to encourage the on-site construction of affordable units. If an applicant provides affordable units in excess of 20 percent of the total number of units in the project the city will provide the following incentives to include:

1. Priority processing.
2. Reduced setback requirements not to exceed 50 percent of the minimum required setback.
3. Greater floor area ratio (FAR) not to exceed 50 percent of the maximum FAR for commercial space in mixed use zoning.
4. Reduced landscaping requirements.
5. Reduced interior or exterior amenities.
6. A maximum 20 percent reduction in parking requirements.
7. Height restriction waivers not to exceed 20 percent of the maximum zoning height limitations and in no event to exceed the general plan height limitations.

San Carlos

[18.17.030 City incentives for below market rate units.](https://www.codepublishing.com/CA/SanCarlos/#!/SanCarlos18/SanCarlos1817.html)

The incentives provided by this section are available to residential developments that provide on-site below market rate units in compliance with Chapter 18.16. Residential developments which have been granted a density bonus pursuant to Section 18.17.040 are not eligible for the City density bonus described in subsection A of this section but may be granted another incentive included in this section as a concession or incentive granted pursuant to Section 18.17.050.

C. Flexible Parking Standards. Residential developments with one or more on-site below market rate units shall be allowed limited reductions in the parking requirements related to any dwelling units or allowed limited use of tandem and/or shared parking arrangements or allowed a combination of these modified parking standards.

Sunnyvale

[19.46.080. Parking for special housing developments.](https://qcode.us/codes/sunnyvale/view.php?cite=_19.46.080&confidence=5)

Definition. “Special Housing Development” includes:

1. Affordable housing developments for lower income households;
2. Senior citizen housing, as defined in California Civil Code Sections 51.3 and 51.12, or successor sections; and
3. Housing for persons with disabilities, as defined in the Federal Fair Housing Amendments Act of 1988 and the California Fair Employment and Housing Act, or successor statutes.

Policy #4 Reduced Parking for Transit Proximity

Berkeley

[23E.28.140 Required Findings for Parking Reductions Under Section 23E.](https://www.codepublishing.com/CA/Berkeley/mobile/index.pl?pg=Berkeley23E/Berkeley23E28/Berkeley23E28130.html)[28.130 for C Districts](https://www.codepublishing.com/CA/Berkeley/mobile/index.pl?pg=Berkeley23E/Berkeley23E28/Berkeley23E28130.html)

B. To approve any reduction of the off-street parking spaces under Section 23E.28.130, or under other sections that refer to this section, the Zoning Officer or Zoning Adjustments Board must find that the reduction will not substantially reduce the availability of on-street parking in the vicinity of the use. The Zoning Officer or Board must also find that at least one of each of the two groups of conditions below apply:

1. The use is located one-third of a mile or less from a Bay Area Rapid Transit (BART) station, intercity rail station or rapid bus transit stops; or
2. The use is located one-quarter of a mile or less from a publicly accessible parking facility, the use of which is not limited to a specific business or activity during the use’s peak parking demand; or
3. A parking survey conducted under procedures set forth by the Planning Department finds that within 500 feet or less of the use, on non-residential streets, at least two times the number of spaces requested for reduction are available through on-street parking spaces for at least two of the four hours of the use’s peak parking demand; or
4. The use includes one of the following neighborhood-serving uses: Retail Products Store(s), Food Service Establishments, and/or Personal/Household Service(s). These uses include, but are not limited to: Dry Cleaning and Laundry Agents, Drug Stores, Food Products Stores, Household Items Repair Shops, and/or Laundromats.

Richmond

[15.04.607.020 – Applicability Under Section ARTICLE 15.04.607 Parking and Loading Standards](https://library.municode.com/ca/richmond/codes/code_of_ordinances?nodeId=ARTXVZOSU_CH15.04ZOSURE_SERIES_600GEST_ART15.04.607PALOST)

H. Exceptions.

1. Neighborhood Retail. Commercial uses having a gross floor area of 5,000 square feet or less are exempt from the off-street parking and loading requirements of this Article.
2. BART Station Area. Within one-half mile of the Richmond BART/Intermodal Terminal, the El Cerrito Del Norte and El Cerrito Plaza BART Stations measured from the station platform and within one-quarter mile of an AC Transit bus stop, the minimum and maximum parking requirements shall be reduced to 50 percent of the requirements set forth in this Article, and minimum parking requirements may be further reduced or eliminated upon the granting of a conditional use permit.
3. Alternative Access and Parking Plans. If an alternative access and parking plan is approved pursuant to Section 15.04.607.070, the off-street parking requirements shall be subject to the provisions of that plan.

Policy #5 Shared Parking

Fairfield

[25.34.5 Adjustments to Off-Street Parking Requirements](https://www.codepublishing.com/CA/Fairfield/#!/Fairfield25/Fairfield2512.html)

Adjustments to the off-street parking requirements may be made as identified below. The Director may require a parking study prepared by a qualified traffic engineer to justify any requested adjustment.

A. **Shared parking program**. Where two or more non-residential uses are separate and distinct but share a common or interconnected parking facility, up to a 25 percent reduction of the required number of parking spaces may be approved subject to the following criteria:

1. The uses have substantially different peak traffic usage periods, (e.g., a theater and a bank) or share customers (e.g., a barber shop and a tailor). The Director may require a parking study prepared by a registered traffic engineer that analyzes parking demands to justify the fewer number of spaces.
2. A reciprocal parking and access easement agreement, that shall run with the life of the project, is recorded with the County Assessor.

Redwood City

[City Code 30.2 - Required Number of Parking Spaces—Downtown Parking Zone.](https://library.municode.com/ca/redwood_city/codes/zoning?nodeId=ART30OREPALO)

1. **Motels or Hotels.** Shared Parking Bonus: All shared parking spaces shall count as two (2) parking spaces toward the fulfillment of the minimum requirement.
2. **Commercial Uses (all other uses permitted within the applicable zone district).** Shared Parking Bonus: All shared parking spaces shall count as two (2) parking spaces toward the fulfillment of the minimum requirement.

[City Code 30.4 - Required Number of Parking Spaces—Mixed-Use Zoning Districts.](https://library.municode.com/ca/redwood_city/codes/zoning?nodeId=ART30OREPALO)

1. **Shared-Use Parking on Multiple Sites.** Sites with multiple uses having different peak demand times may share parking. A parking study shall be submitted that demonstrates how parking demand will be met with a shared parking arrangement. This study is subject to review and approval of the review authority.

Policy #6 Unbundled Parking

San Francisco

[City Code: SEC. 167. PARKING COSTS SEPARATED FROM HOUSING COSTS IN NEW RESIDENTIAL BUILDINGS](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-19298#JD_167)

1. **Article 1.5, Section 167**. All off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more, or in new conversions of non-residential buildings to residential use of 10 dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered first to the potential owners or renters of three-bedroom or more units, second to the owners or renters of two bedroom units, and then to the owners or renters of other units. Renters or buyers of on-site inclusionary affordable units provided pursuant to [Section 415](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-23792#JD_415) shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units, and at a price determined by the Mayor's Office of Housing, subject to procedures adopted by the Planning Commission notwithstanding any other provision of [Section 415](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-23792#JD_415)*et seq*.
2. **Exception**. The Planning Commission may grant an exception from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.

San Carlos

[City Code 18.20.030 General provisions](https://www.codepublishing.com/CA/SanCarlos/html/SanCarlos18/SanCarlos1820.html)

1. **Unbundling Parking from Residential Uses**. For residential projects of ten units or more requesting to unbundle the parking from residential uses, a minor use permit is required and the following rules shall apply to the sale or rental of parking spaces accessory to new multifamily residential uses of ten units or more unless waived by the Director as infeasible:
   1. All off-street spaces shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space.
   2. In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered first to the potential owners or renters of three-bedroom or more units, second to owners or renters of two-bedroom units, and then to owners and renters of other units. Spaces shall be offered to tenants first. Non-tenants may lease with a provision for thirty days to terminate the lease.
   3. Renters or buyers of on-site inclusionary affordable units shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units.

Policy #7 Parking In-Lieu Fees

It is recommended that cities include ordinance language designed to clarify expectations around the program while ensuring that the City has the flexibility to implement and manage the program in the most effective manner possible.

Code provisions should include:

* The fee shall be non-refundable and payment of the fee does not carry any other guarantees, rights, or privileges to the payer.
* Payment of the fee does not represent an obligation of the City to provide parking spaces through the construction of a new garage or any other particular means.
* Payment of the fee does not represent an obligation of the City to provide parking spaces within any particular proximity to the project for which the payment was made.
* Payment of the fee does not represent an obligation of the City to make available parking spaces within any particular amount of time.
* Payment of the fee does not entitle the applicant, his/her tenants, or his/her clients to free use of any public parking spaces.
* Payment of the fee does not entitle the applicant, his/her tenants, or his/her clients to exclusive or private use of any public parking spaces.

Petaluma

[6.10.030 Reduction of Parking Requirements.](https://petaluma.municipal.codes/SmartCode/6.10.020)

The number of parking spaces required by Section 4.10 (Urban Standards Table) may be reduced, and the type or location of parking spaces required by this Section 6 may be modified as follows.

A. *Alternative parking arrangements*. The review authority may reduce the number of parking spaces or eliminate on-site parking requirements for projects where the applicant executes an agreement with the City to:

1. Waive the right to protest the formation of a parking district; or
2. Provide some other fair share contribution acceptable to the review authority. The agreement shall be recorded.

Berkeley

[23E.28.090 In-lieu Parking Fee](https://www.codepublishing.com/CA/Berkeley/html/Berkeley23E/Berkeley23E28/Berkeley23E28090.html#23E.28.090)

A. In those commercial and manufacturing Districts in which a public parking fund exists for the purpose of developing public parking, applicants may make an in-lieu payment for construct, maintenance and operation of public off-street parking instead of providing off-street parking spaces as required by this chapter. The fee shall be pursuant to resolution of the Council. In-lieu payments under this section shall be used for the purposes set forth in each Ordinance establishing such public parking funds.

B. In-lieu fees may, at the applicant’s option, be paid in a lump sum or in annual installments as specified in each ordinance establishing a parking fund, and may be adjusted annually for inflation. If paid annually, the first annual payment of an in-lieu fee shall be due as a condition of occupancy, and subsequent payments shall be due on January 31 of succeeding years. (Ord. 6478-NS § 4 (part), 1999).

Policy #8 Priced Parking

Emeryville

[Chapter 10 Parking Meters](https://www.codepublishing.com/CA/Emeryville/" \l "!/Emeryville04/Emeryville0410.html)

4-10.04 Parking Meter Rates

(a) Parking meter rates within the Bay Street parking meter zone shall be as set forth in Section 4-10.02. Within the North Hollis and Triangle parking meter zones, the City Council may, by resolution, establish rates and locations for parking meters pursuant to this section.

(b) Parking meter rates established pursuant to this section shall be no less than fifty cents ($0.50) per hour and no more than ten dollars ($10.00) per hour, and shall be prorated at intervals of no greater than fifteen (15) minutes.

(c) Parking meter rates established pursuant to this section may be adjusted by resolution of the City Council no more frequently than once every sixty (60) calendar days. Any such adjustment shall not exceed fifty cents ($0.50) per hour.

(d) The City Council may, by resolution, decrease parking meter rates within the North Hollis or Triangle parking meter zone if the average parking occupancy falls below sixty-five percent (65%) during the peak period, and increase parking meter rates if the average parking occupancy exceeds eighty-five percent (85%) during the peak period.

(e) The City Manager or designee may review the average parking occupancy of the North Hollis and Triangle parking meter zones and may recommend to the City Council that parking meter rates be adjusted pursuant to subsection (d) of this section if the average parking occupancy during the peak period is found to be below sixty-five percent (65%) or above eighty-five percent (85%). (Sec. 3 (part), Ord. 20-001, eff. Mar. 19, 2020)

Walnut Creek

[Article 14. Parking Meter Zones](https://www.codepublishing.com/search/?cmd=getdoc&DocId=105&Index=%2fvar%2flib%2fdtsearch%2fhtml%2fCA%2fWalnutCreek&HitCount=80&hits=d2+d3+d6+d7+ee+ef+1d0+1d1+1d2+1d3+1e8+1e9+1925+1926+2286+2287+228c+228d+2292+2293+2299+229a+22a7+22a8+22b9+22ba+22d4+22d5+22ee+22ef+2334+2335+236c+236d+2408+2409+2428+2429+2449+244a+247e+247f+2540+2541+2543+2544+2551+2552+256f+2570+25b2+25b3+25b7+25b8+25c9+25ca+25ff+2600+2616+2617+2626+2627+2656+2657+265a+265b+268d+268e+26ba+26bb+26bf+26c0+2717+2718+275d+275e+276e+276f+2782+2783+&SearchForm=D%3A%5Cinetpub%5Cwwwroot%5Cpublic_html%5CCA%5CWalnutCreek%5CWalnutCreek_formSML.html)

**3-5.1401 Parking Meter Zone.**

a. The Downtown Parking Meter Zone is established as a parking meter zone. The City Transportation Engineer is authorized to direct the installation of parking meters upon those streets or parts of streets or in parking lots or garages within the Downtown Parking Meter Zone where it is determined on the basis of an engineering and traffic investigation, and consistent with Section 3-5.1408, that the installation of parking meters will be necessary to regulate parking.

b. The rate for the use of a metered parking space or parking garage space in the Downtown Parking Meter Zone shall be between zero dollars ($0.00) per hour and five dollars ($5.00) per hour.

c. Failure to observe the restrictions imposed or failure to pay the amount so required shall be a violation of this chapter. It shall be unlawful and a violation of this chapter for any person to deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any parking meter. (§1, Ord. 1338, eff. February 2, 1978, amended by §1, Ord. 1360, eff. July 20, 1978; by §10, Ord. 1712, eff. December 1, 1988; §1, Ord. 1948, eff. June 3, 1999 and by §3, Ord. 2063, eff. August 17, 2007; §5, Ord. 2121, eff. 1/16/14)

**3-5.1408 Periodic Adjustment of Downtown Parking Meter Zone Parking Meter Rates.**

The City Council hereby adopts the following process for adjusting Downtown Parking Meter Zone meter rates from time to time to manage the use and occupancy of the parking spaces for the public benefit in all parking areas within the Downtown Parking Meter Zone.

a. To accomplish the goal of managing the supply of parking and to make it reasonably available when and where needed, a target on-street occupancy rate of eighty-five percent (85%) is hereby established.

b. At least annually and not more frequently than quarterly, the City Manager or his or her designee shall survey the average occupancy for each area in the Downtown Parking Meter Zone that has parking meters. Based on the survey results the Transportation Commission may adjust metered parking rates within the Downtown Parking Meter Zone in increments of no more than fifty cents ($0.50) per hour within the rate set forth in Section 3-5.1401(b). The City Manager or his or her designee will then adjust the rates up or down to seek to achieve the target on-street occupancy rate. The base parking meter rates, and any adjustments to those rates made pursuant to this section, will then become effective upon the programming of the parking meter for that rate and the proper posting of the rates. A current schedule of parking meter rates will be available at the City Clerk’s office and on the City website. (§8, Ord. 2121, eff. 1/16/14)

Policy #9 Demand-Responsive Pricing

Redwood City

[Municipal Code Sec. 20.133. - Periodic Adjustment of Downtown Meter Zone Meter Rates](https://library.municode.com/ca/redwood_city/codes/code_of_ordinances?nodeId=CH20MOVETR_ARTVIISTSTPA_DIV5REPAMEZORA_S20.133PEADDOMEZOMERA)

Under the authority of California Vehicle Code section 22508, the following process for adjusting Downtown Meter Zone meter rates from time to time to manage the use and occupancy of the parking spaces for the public benefit in all parking areas within the Downtown Meter Zones is hereby established.

1. To accomplish the goal of managing the supply of parking, including the use and occupancy of parking spaces for the public benefit, and to make it reasonably available when and where needed, a target occupancy rate of eighty-five percent (85%) is hereby established as the goal sought to be achieved with the rate structure for parking meters within the Downtown Meter Zones. Such target occupancy rate balances the consistent use of the public parking supply with minimizing the time it takes for individual parkers to find a parking space. For purposes of this[Section 20.133](https://library.municode.com/ca/redwood_city/codes/code_of_ordinances?nodeId=CH20MOVETR_ARTVIISTSTPA_DIV5REPAMEZORA_S20.133PEADDOMEZOMERA), the "two (2) representative days" shall fall on a Tuesday, Wednesday, or Thursday, and shall exclude days that fall on a holiday, experience severe weather, or host a special event within the City's downtown area. The two (2) representative days shall be taken from within a single month during one of the busiest four (4) months of the year, based on the past twelve (12) month period of parking data.
2. At least biennially and not more frequently than quarterly, the City Manager shall survey the average occupancy for each parking area in the Downtown Meter Zone that has parking meters and recalculate the parking rates for parking meters in both Downtown Meter Zones A and B using the criteria and calculations established below:
   1. In the Downtown Meter Zone A:
      1. The hourly parking rate in Downtown Meter Zone A shall at all times be between twenty-five cents ($0.25) per hour and two ($2.00) dollars per hour.
      2. If the average occupancy within Downtown Meter Zone A between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are over 85%, the then existing hourly meter rate shall be increased by twenty-five cents ($0.25) provided, however, the hourly parking rate shall in no event exceed the approved maximum rate.
      3. If the average occupancy within Downtown Meter Zone A between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are between seventy percent (70%) and eighty-five percent (85%), the then existing hourly meter rate shall remain the same.
      4. If the average occupancy within Downtown Meter Zone A between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are below seventy percent (70%), the then existing hourly meter rate shall be reduced by twenty-five cents ($0.25), provided, however, the hourly parking rate shall in no event go below the approved minimum rate.
   2. In the Downtown Meter Zone B:
      1. The hourly parking rate in Downtown Meter Zone B shall at all times be between fifty cents ($0.50) per hour and three ($3.00) dollars per hour.
      2. If the average occupancy within Downtown Meter Zone B between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are over eighty-five percent (85%), the then existing hourly meter rate shall be increased by fifty cents ($0.50), provided, however, the hourly parking rate shall in no event exceed the approved maximum rate.
      3. If the average occupancy within Downtown Meter Zone B between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days (Tuesday, Wednesday, or Thursday) are between seventy percent (70%) and eighty-five percent (85%), the then existing hourly meter rate shall remain the same.
      4. If the average occupancy within Downtown Meter Zone B the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are below seventy percent (70%), the then existing hourly meter rate shall be reduced by fifty cents ($0.50), provided, however, the hourly parking rate shall in no event go below the approved minimum rate.
3. The new rates shall become effective upon the programming of the parking meter for that rate. The current schedule of meter rates shall be available at the City Clerk's office.

San Francisco

[Transportation Code Article 400: Parking Meter Regulations](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_transportation/0-0-0-971)

Sec. 401 Parking Meter Rates, Operation Times, and Time Limits.

Within the range of charges authorized in Sections [402](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_transportation/0-0-0-980#JD_402)-[405](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_transportation/0-0-0-989#JD_405) of this [Article 400](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_transportation/0-0-0-971#JD_Article400), and consistent with applicable law and the policies established by the SFMTA Board of Directors, the Director of Transportation is authorized to determine:

1. The rate to be charged at any particular meter at any particular time;
2. The times and days during which deposit of valid payment at a Parking Meter is required;
3. The maximum time period permitted for Parking at any Parking Meter; and
4. The Parking Meter technology to be used by the SFMTA.

Sec. 402.  Citywide Variable Parking Meter Rates.

The rates for parking meters located anywhere within the boundaries of the City and County of San Francisco as described in Appendix A, not under the jurisdiction of the Port of San Francisco, the Recreation and Park Department, the Golden Gate National Recreation Area, the Presidio of San Francisco, or the Treasure Island Development Authority, shall be between $0.50 an hour and $9 an hour effective July 1, 2020, and $10 an hour effective July 1, 2021. Within that range, the rates may be adjusted periodically based on vehicle occupancy on any block or set of blocks during the hours of parking meter operation according to the following criteria: (a) if occupancy is 80% or above, rates will be increased by $0.25 per hour; (b) if occupancy is 60% or above but below 80%, rates will not be changed; (c) if occupancy is below 60%, rates will be lowered by $0.25 per hour. Rates shall be adjusted for any particular block or set of blocks not more than once every 28 days.

Policy #10 Parking Benefit District

Redwood City

[Sec. 20.121. Use Of Downtown Meter Zone Parking Meter Revenues:](https://library.municode.com/ca/redwood_city/codes/code_of_ordinances/177321?nodeId=CH20MOVETR_ARTVIISTSTPA_DIV4PAMEZO_S20.121USDOMEZOPAMERE)

Revenues generated from on-street and off-street parking within the Downtown Meter Zone boundaries shall be accounted for separately from other City funds and may be used only for the following purposes:

A. All expenses of administration of the parking program

B. All expenses of installation, operation and control of parking equipment and facilities within or designed to serve the Downtown Core Meter Zone

C. All expenses for the control of traffic (including pedestrian and vehicle safety, comfort and convenience) which may affect or be affected by the parking of vehicles in the Downtown Core Meter Zone, including the enforcement of traffic regulations as to such traffic.

D. Such other expenditures within or for the benefit of the Downtown Core Meter Zone as the City Council may, by resolution, determine to be legal and appropriate.

Ventura

[Sec. 4.400.030. - Use of revenue.](https://library.municode.com/ca/san_buenaventura/codes/code_of_ordinances?nodeId=DIV4REFI_CH4.400DOPADI_S4.400.030USRE)

All revenues collected from parking pay stations, meters, leases, and permits, in the Downtown Parking District shall be placed in a special fund, which fund shall be used exclusively for activities benefiting the parking district. The specific authorized use of revenues shall be as follows:

1. For purchasing, leasing, installing, repairing, maintaining, operating, removing, regulating and policing of pay stations and/or parking meters in the parking district and for the payment of any and all expenses relating thereto.
2. For purchasing, leasing, acquiring, improving, operating and maintaining on- or off-street parking facilities.
3. For installation and maintenance of alternative mode programs, landscaping, pedestrian linkages, sidewalk cleaning, street furniture, way finding systems, and traffic-control devices and signals.
4. For the painting and marking of streets and curbs required for the direction of traffic and parking of motor vehicles.
5. For proper security within the district.
6. For the proper regulation, control, enforcement and inspection of parking and traffic upon the public streets and off-street parking facilities.
7. To be pledged as security for the payment of principal of and interest on financing mechanisms used by the city to meet any of the purposes authorized by this section.
8. For transportation and parking planning, marketing and education programs related to the Downtown Parking District.
9. For construction and maintenance of public restrooms that enhance parking facilities.
10. Revenues from residential parking permits may, in addition to the foregoing, be used for sidewalk, landscaping and other transportation, pedestrian or bicycle enhancements on streets where the residential permit parking is provided.

Policy #12 TDM Policy for New Development

San Francisco

[San Francisco Municipal Code Sec. 169 Transportation Demand Management](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-54809)

1. **Sec. 163.3. Applicability.** Except as provided in subsection (b), Section 169 shall apply to any Development Project in San Francisco that results in:
   1. Ten or more Dwelling Units, as defined in Section 102; or
   2. Ten or more bedrooms of Group Housing, as this term is defined in Section 102; or
   3. Any new construction resulting in 10,000 occupied square feet or more of any use other than Residential, as this term is defined in Section 102, excluding any area used for accessory parking; or
   4. Any Change of Use resulting in 25,000 occupied square feet or more of any use other than Residential, as this term is defined in Section 102, excluding any area used for accessory parking, as set forth in the TDM Program Standards, if:
      1. The Change of Use involves a change from a Residential use to any use other than Residential; or
      2. The Change of Use involves a change from any use other than Residential, to another use other than Residential.
   5. For any Development Project that has been required to finalize and record a TDM Plan pursuant to Section 169.4 below, any increase in accessory parking spaces or Parking Garage spaces within such Development Project that results in an increase in the requirements of the TDM Standards shall be required to modify such TDM Plan pursuant to Section 169.4(f) below.
2. **Exemptions.** Notwithstanding subsection (a), Section 169 shall not apply to the following:
   1. One Hundred Percent Affordable Housing Projects. Residential uses within Development Projects where all residential units are affordable to households at or below 120% of the Area Median Income, as defined in Section 401, shall not be subject to the TDM Program. Any uses other than Residential within those projects, whose primary purpose is to provide services to the Residential uses within those projects shall also be exempt. Other uses shall be subject to the TDM program. All uses shall be subject to all other applicable requirements of the Planning Code.
   2. Parking Garages and Parking Lots, as defined in Section 102. However, parking spaces within such Parking Garages or Parking Lots, when included within a larger Development Project, may be considered in the determination of TDM Plan requirements, as described in the TDM Program Standards.
   3. When determining whether a Development Project shall be subject to the TDM Program, the Development Project shall be considered in its entirety. A Development Project shall not seek multiple applications for building permits to evade the applicability of the TDM Program.
   4. The TDM Program shall not apply to any Development Project that receives Approval of any Development Application or Development Agreement before the effective date of this Section.
3. **Operative Date.** 
   1. Except as described in subsection (4) below, Development Projects with a Development Application filed or an Environmental Application deemed complete on or before September 4, 2016 shall be subject to 50% of the applicable target, as defined in the Planning Commission’s Standards.
   2. Except as described in subsection (4) below, Development Projects with no Development Application filed or an Environmental Application deemed complete on or before September 4, 2016, but that file a Development Application on or after September 5, 2016, and before January 1, 2018, shall be subject to 75% of such target.
   3. Development Projects with a Development Application filed on or after January 1, 2018 shall be subject to 100% of such target.
   4. Development Projects within the Central SoMa Special Use District that fall within Central SoMa Fee Tier A, B, or C, as defined in Section 423.2, shall be subject to the following requirements:
      1. Projects that have filed a Development Application or submitted an Environmental Application deemed complete on or before September 4, 2016 shall be subject to 75% of such target.
      2. Projects that filed a Development Application or submitted an Environmental Application deemed complete after September 4, 2016 shall be subject to 100% of such target.
4. **SEC. 169.4. TRANSPORTATION DEMAND MANAGEMENT PLAN REQUIREMENTS.**
   1. A property owner shall submit a proposed TDM Plan along with the Development Project’s first Development Application. For all projects that require a community meeting occur prior to project application, the Project Sponsor shall discuss potential TDM measures and program standards at that meeting and solicit feedback from the local community to be taken into consideration in preparing the proposed TDM Plan for submittal to the Planning Department. If the Planning Department requires any preliminary application or assessment prior to the project application, the project sponsor shall submit a draft TDM plan at that time. The proposed TDM Plan shall document the Development Project’s proposed compliance with Section 169 and the Planning Commission’s TDM Program Standards.
   2. The proposed TDM Plan shall be reviewed in conjunction with the approval of the first Development Application for the Development Project.
   3. Compliance with the TDM Program, including compliance with a finalized TDM Plan, shall be included as a Condition of Approval of the Development Project. The Planning Commission shall not waive, reduce, or adjust the requirements of the TDM Program through the approval processes described in Sections 304, 309, 329 or any other Planning Commission approval process that allows for exceptions.
   4. The Development Project shall be subject to the TDM Program Standards in effect at the time of its first Development Project Application. If the Planning Commission has issued revised TDM Program Standards subsequent to the date of the Development Project’s first Development Application was filed, then the property owner may elect to have the Development Project be subject to the later-approved TDM Program Standards, but if so, must meet all requirements of such revised Standards.
   5. The Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property prior to the issuance of a building or site permit. This Notice shall include the Development Project’s final TDM Plan and detailed descriptions of each TDM measure.
   6. Upon application of a property owner, after a TDM Plan is finalized and the associated building or site permit has been issued, a Development Project’s TDM Plan may be modified in accordance with procedures and standards adopted by the Planning Commission in the TDM Program Standards. However, if such modification to an existing TDM Plan is required pursuant to Section 169.3(a)(5) above, the modified TDM Plan shall be finalized in accordance with the procedures and requirements of the TDM Standards in effect at the time of the modification.
   7. Property owners shall pay administrative fees with the application, periodic compliance review, and voluntary update review of their TDM Plans, as set forth in the Planning Department Fee Schedule.
5. **SEC. 169.5. MONITORING, REPORTING AND COMPLIANCE.**
   1. Prior to the issuance of a first certificate of occupancy, the property owner shall facilitate a site inspection by Planning Department staff to confirm that all approved physical improvement measures in the Development Project’s TDM Plan have been implemented and/or installed. The property owner shall also provide documentation that all approved programmatic measures in the Development Project’s TDM Plan will be implemented. The process and standards for determining compliance shall be specified in the Planning Commission’s TDM Program Standards.
   2. Throughout the life of the Development Project, the property owner shall:
      1. Maintain a TDM coordinator, as defined in the Planning Commission’s TDM Program Standards, who shall coordinate with the City on the Development Project’s compliance with its approved TDM Plan.
      2. Allow City staff access to relevant portions of the property to conduct site visits, surveys, inspection of physical improvements, and/or other empirical data collection, and facilitate in-person, phone, and/or e-mail or web-based interviews with residents, tenants, employees, and/or visitors. City staff shall provide advance notice of any request for access and shall use all reasonable efforts to protect personal privacy during visits and in the use of any data collected during this process.
      3. Submit periodic compliance reports to the Planning Department, as required by the Planning Commission’s TDM Program Standards.
6. **SEC. 169.6. TRANSPORTATION DEMAND MANAGEMENT PROGRAM STANDARDS.**
   1. The Planning Commission, with the assistance of the Planning Department and in consultation with staff of the San Francisco Municipal Transportation Agency and the San Francisco County Transportation Authority, shall adopt the Planning Commission Standards for the Transportation Demand Management Program, or TDM Program Standards. The TDM Program Standards shall contain the specific requirements necessary for compliance with the TDM Program. The TDM Program Standards shall be updated from time to time, as deemed appropriate by the Planning Commission, to reflect best practices in the field of Transportation Demand Management.
   2. When preparing, adopting, or updating the TDM Program Standards, the Planning Commission shall consider the primary goals of Section 169, that is, to reduce VMT from new development in order to maintain mobility as San Francisco grows, and to achieve better environmental, health and safety outcomes. In addition, the Planning Commission shall consider the following principles:
      1. The requirements of the TDM Program, as set forth in the TDM Program Standards, shall be proportionate to the total amount of VMT that Development Projects produce, and shall take into account site-specific information, such as density, diversity of land uses, and access to travel options other than the private automobile in the surrounding vicinity.
      2. The TDM Program Standards shall provide flexibility for Development Projects to achieve the purposes of the TDM Program in a way that best suits the circumstances of each Development Project. To that end, the TDM Program Standards shall include a menu of TDM measures from which to choose. Each measure in this TDM menu shall be designed to reduce VMT by site residents, tenants, employees, or visitors, as relevant to the Development Project, and must be under the control of the developer, property owner, or tenant.
      3. Each of the TDM measures in the TDM Program Standards shall be assigned a number of points, reflecting its relative effectiveness to reduce VMT. This relative effectiveness determination shall be grounded in literature review, local data collection, best practice research, and/or professional transportation expert opinion, and shall be described in the TDM Program Standards.
   3. One year after the effective date of the TDM Program, the Planning Department shall prepare a report analyzing the implementation of the TDM Program and describing any changes to the TDM Program Standards. Every four years, following the periodic updates to the San Francisco Countywide Transportation Plan that the San Francisco County Transportation Authority prepares, the Planning Department shall prepare a report containing the same information. The Planning Department shall present such reports to the Planning Commission, and may present them to the Board of Supervisors during a public hearing, if a Supervisor chooses to request a hearing on the matter.

Mountain View (North Bayshore)

[North Bayshore Precise Plan 6.14 Transportation Demand Management](https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=29702)10F[[6]](#footnote-7)

1. Commercial TDM Standards
   1. District-wide vehicle trip cap. New development shall be subject to the District-wide vehicle trip cap as described in Chapter 8, Section 8.3
   2. TDM requirements. All new development or building additions greater than 1,000 square feet shall be subject to the following:
      1. Project-level vehicle trip cap. All new development or building additions greater than 1,000 square feet shall have an AM peak period vehicle trip cap which will be established assuming a 45% SOV mode share and 10% carpool mode share, unless the applicant can demonstrate their proposed TDM program will likely result in a higher carpool mode share.
      2. TDM plan. The applicant and/or property owner shall prepare a TDM plan with programs and measures to achieve a 45% SOV employee mode share.
      3. TDM plan baseline requirements. The TDM plan shall include the following measures and describe how these services will be provided. Some of these programs could be offered by the TMA:
         1. Priority parking for carpools and vanpool
         2. On-site employee transportation coordinator to serve as a liaison between the employer/property owner and the TMA and to oversee the TDM program
         3. Bicycle parking and shower and changing facilities as defined by this chapter
         4. Shared bicycles, if a bikeshare service is not available in North Bayshore
         5. Telecommute/flexible work schedule program
         6. Guaranteed ride home program
         7. Membership in the TMA
         8. Carpool matching services
         9. Shuttle services to connect employees to local transit services
         10. Marketing of TDM programs to employees
      4. Approval of TDM Plan. The applicant shall submit their TDM plan to the City for approval. The City may request additional program measures to ensure the proposed plan will achieve the 45% SOV employee mode share. The City may request an applicant hire a third party to review the TDM plan to determine its efficacy in achieving the mode share requirement.
      5. Employee Transportation Coordinator. The applicant and/or property owner shall designate an Employee Transportation Coordinator (ETC). The ETC will serve as the point of contact for the TMA and will provide the TMA and City with materials and data showing compliance with TDM and monitoring requirements.
   3. Retail/Commercial TDM exemptions
      1. Because retail and other non-office commercial uses generate most of their traffic in off-peak times or the reverse peak direction, they shall not be subject to a specific mode split requirement.
      2. All new retail/commercial development less than 1,000 square feet or retail/commercial building additions less than 1,000 square feet shall not be required to prepare a TDM Plan.
   4. Small business trip cap exemption. Any small business with 50 or fewer employees shall be exempt from trip cap standards for additions up to 2,500 square feet.
2. Commercial TDM Guidelines
   1. Congestion pricing. If the employer TDM program requirement and trip cap do not reduce the number of vehicle trips to less than the established AM peak period vehicle trip cap, the City Council may direct that a congestion pricing system be implemented. The City’s congestion pricing strategy should include:
      1. Securing approval from the state legislature and Caltrans to move forward with congestion pricing on public streets.
      2. Determining the appropriate technology for identifying vehicles, and the measures for collecting revenue.
      3. Siting of the cordon line and camera and gantry locations.
      4. Addressing specific exemptions from all pricing, such as Santiago Villa residents, Shoreline Park visitors, emergency vehicles, etc.
      5. Detailing procedures for enforcement of pricing and adjudication of disputes.
      6. Detailing procedures for ensuring the privacy of all motorists, including protocols for use and destruction of data.
      7. Establishing restrictions on changes to the fee level, congestion target, and use of net revenue, ensuring that rates are set at the lowest level necessary to achieve the congestion target, rather than the level that maximizes revenue.
      8. Developing flexibility and a customer-service orientation to make payment simple and transparent.
      9. Planning a communications strategy to help motorists understand how and why the program works.
   2. Public process. Prior to the implementation of a congestion pricing system, the City will conduct a community outreach process. This may include, but not be limited to, written notifications to all property owners in the district and/or City of the proposed project; and public hearings through the EPC and/or City Council. The public process will be designed to help develop the specifics of the program.
3. Residential TDM Standards
   1. TMA membership. New residential developments shall become TMA members.
   2. Trip cap exception. Because of the regional traffic benefits provided by housing in the North Bayshore area, residential developments shall be exempt from the area-wide trip cap. Residential developments are still subject to any transportation analysis required by CEQA.
   3. Residential Vehicle Trip Generation. All new residential developments shall submit a Residential TDM Plan which shall include TDM measures consistent with the North Bayshore Residential TDM Guidelines.
4. Residential TDM Guidelines
   1. Carshare/scooter share. Developers should consider offering subsidized or free carshare or electric scooter share memberships for residences with carshare or scooter share services on-site. Up to 1 carshare space per 80 residential units may be exempted from the off-street parking maximum.
   2. Concierge services. Developers should consider providing a fully staffed concierge for receiving packages, storing grocery delivery (including cold storage), or providing a local errands service. Concierge staff should be trained to offer transportation information to residents, including locally available shuttles, regional public transit, and car and bicycle share information.
   3. Resident incentives. Developers should provide a website for residents with the ability to incentivize resident travel behavior through a rewards or incentive system. Incentives and rewards could be developed by the property management company or resident groups.

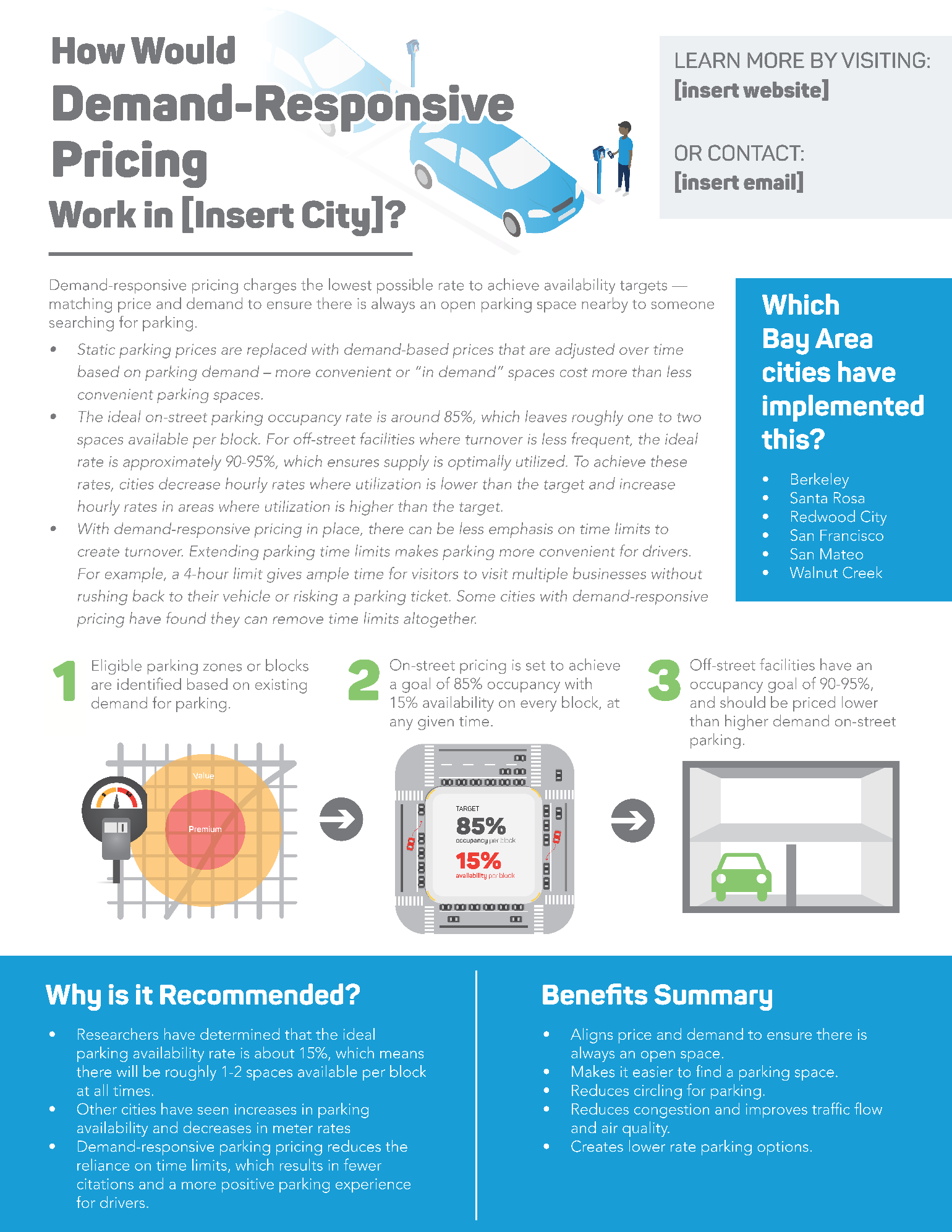
APPENDIX B

Sample Staff Reports &

Council Resolutions

APPENDIX C

Sample Parking Policy Fact Sheet



APPENDIX D

Parking Policy Database

The Parking Policy Database serves as an inventory of local parking policies and management approaches across different cities in the Bay Area. The database serves as an update to information collected from the 2012 MTC survey of 52 Bay Area cities’ parking requirements and related policies. This updated database is organized as follows:

* **Parking standards:** required off-street parking spaces by land use (residential, retail, office, and mixed use)
  + Policies: parking minimums, maximums
* **Parking provisions**: exemptions, incentives, and other policies that allow for deviations from the typical parking standards (e.g., shared parking, unbundling, and affordable housing parking reductions)
  + Policies: shared parking, on-street parking credits, common area parking, ADA parking, transit proximity, affordable housing, downtown, small stores, senior housing, compact car percentage, unbundling, in-lieu fees, and special parking districts
* **Strategic curbside complements:** on-street parking policies that help manage the curbside
  + Policies: residential parking permit program, metered parking, demand responsive pricing/rate adjustment protocol, parking benefit district, employee parking program
* **Transportation demand management (TDM):** policies that promote diverse mobility options and travel choice and reduce parking demand
  + Policies: developer TDM requirements, employer TDM/trip reduction requirement, trip cap/mode split target, transportation management association (TMA)
* **Requirements/standards for alternative vehicles:** requiredspaces and guidelines for bicycles, car-share vehicles, motorcycles, and alternative fuel vehicles
  + Policies: required parking minimums for alternative vehicles

While baseline standards for developments citywide are a key measure of a City’s approach to parking policy, innovation is often focused on key districts – downtowns, mixed-use centers, overlay districts, etc. The database is organized to allow for both a broad overview of baseline measures, in the “Citywide Spotlight” tab, as well as a quick scan for new ideas and approaches, in the “Special Districts” tab.

The database is available on the ABAG-MTC Technical Assistance website (<https://abag.ca.gov/technical-assistance>).

1. Up to 450 sf and without a separate bedroom. [↑](#footnote-ref-2)
2. Table 151 shows residential uses only. For all uses, see the Planning Code. [↑](#footnote-ref-3)
3. Table 17.608.030B shows residential uses only. For all uses, see the City Code. [↑](#footnote-ref-4)
4. Multi-family and nonresidential parking requirements. https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=23611 [↑](#footnote-ref-5)
5. Multi-family and nonresidential parking requirements. https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=23611 [↑](#footnote-ref-6)
6. This excerpt details the Commercial and Residential TDM Standards & Guidelines. For all entire policy, see the Precise Plan. [↑](#footnote-ref-7)