

Parking Maximums Research Summary

Table 1: Parking Maximums	
Source	Standard/Strategy
Santa Monica, CA	Hybrid Still requires minimums (e.g., Citywide and Parking Overlay Area 1) Parking maximums are applied in the Downtown Community Plan Area Surplus cap is 2 spaces or 5% (whichever is greater) with a CUP The maximum number of parking spaces allowed shall be based on use type as listed in the table in Section 9.28.060, Off-Street Parking. The following rules apply when calculating maximum parking requirements: a. Multiple Uses. When 2 or more principal uses are located on the same parcel, the estimated parking demand shall be the sum of the estimated demand of the various individual uses computed separately, in accordance with this Section, unless shared parking is approved pursuant to Section 9.28.180. b. Maximum Amount of Parking. The maximum allowable amount of parking shall be 2 spaces or 5%, more, whichever is greater, than the quantities specified in Section 9.28.060, except for permanent public parking. No additional parking is allowed in excess of the quantities specified in Section 9.28.060 for the Downtown Community Plan area. In order to obtain approval for permanent public parking in excess of these maximum allowable amounts, a Conditional Use Permit approved by the Planning Commission shall be required pursuant to Chapter 9.41, subject to additional required findings.
Pasadena, CA	Maximums apply only to non-residential uses. Citywide, additional spaces up to a max. of 50% above the required min/max are allowed without discretionary review. Discretionary review is required for more than 50% above the required min/max. In designated TOD areas (within 1/4 mile of transit), the minimum number of required off-street parking spaces shall be reduced by 10%, with an optional reduction up to 20%. The 10% reduction shall be the maximum allowed number of spaces. Offices have a greater reduction (25% reduction with optional reduction up to 35%. 25% reduction shall be the max number of parking spaces). There is one TOD area with slightly different standards
San Diego, CA	Development proposals may exceed the maximum permitted automobile parking requirement shown in Tables 142-05E, 142-05F, and 142-05G with the approval of a Neighborhood Development Permit, subject to the following: (1) The applicant must show that the proposed parking spaces are required to meet anticipated parking demand, will not encourage additional automobile trips, and will not result in adverse site design impacts; and (2) The number of automobile parking spaces provided shall not be greater than 125 percent of the maximum that would otherwise be permitted
San Francisco, CA	Maximums only No parking is required for nearly all uses, and all parking ratios are maximum allowable (Planning Commission consideration of a Conditional Use required for any excess parking where allowed)

Table 1: Parking Maximums

Source	Standard/Strategy
Berkeley, CA	Hybrid Still requires minimums. Parking maximums are applied in the following circumstances: Commercial (C-W) District: 5:1,000 sq. ft. (food service) and 4:1,000 sq. ft. (all other commercial) Manufacturing Districts: Specific uses at different rates (per table) Residential uses: within 1/4 mile of major transit stop or along (qualified) transit corridor - 0.5 per dwelling unit
Seattle, WA	1. In the Stadium Transition Area Overlay District certain uses are subject to a maximum parking ratio pursuant to subsection 23.74.010.A.1.b. 2. In all commercial zones, except C2 zones outside of urban villages, no more than 145 spaces per lot may be provided as surface parking or as flexible-use parking. 3. In all multifamily zones, commercial uses are limited to no more than ten parking spaces per business establishment. 4. In the Northgate Overlay District, the Director may permit parking to exceed applicable maximum parking limits as a Type I decision pursuant to Chapter 23.76 if: a. The parking is provided in a structure according to a joint-use parking agreement with King County Metro Transit; and b. It can be demonstrated to the satisfaction of the Director through a parking demand study that the spaces are only needed to meet evening and weekend demand or as overflow on less than 10% of the weekdays in a year, and the spaces shall otherwise be available for daytime use by the general public
Minneapolis, MN	Hybrid (per the standards below) • Developments with non-residential uses to provide no fewer than 10 total parking spaces on a zoning lot • The City's table of uses with parking ratios represent the maximum allowable parking (rather than minimum) for each use based on 3 location categories (i.e., citywide and 2 transit districts) • A zoning lot shall not contain more than 100 vehicle parking spaces in a surface parking lot
Hartford, CT	Required parking is equal to maximum parking • The City's table of uses with ratios represent the required parking and are also the maximum allowable parking for each use • Several uses require a 'special permit review' or site plan review to determine required parking