

Parking Research Summaries

Table 1: Parking Maximum	
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
Seattle, CA	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.

Table 1: Parking Maximum	
Source	Standard/Strategy
	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
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)
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
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 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

Table 2: Residential Parking Ratios				
Source	Single Family	Duplex and Triplex	Multi-Family (4+ units)	Guest
Santa Monica	2 per unit	Studio – 1 per unit* 1 bed – 1.5 per unit* 2+beds – 2 per unit*	Same as duplex/ triplex	1 per 5 units (affordable: 0 spaces)
West Hollywood	2 per unit (+1 for second unit)	Studio up to 500 sq. ft. – 1 space Studio & 1-bed > than 500 – 1.5 per unit 2-3 beds – 2 per unit 4+beds – 3 per unit	Same as duplex/ triplex	1 per 4 units
Pasadena	2 per unit	2 per unit	1 per unit < 650 sq. ft. 2 per unit ≥ 650 sq. ft.	1 per 10 units
Berkeley	By District (R-3, R-4, R-5) 1 to 9 units (if roadway less than 26-ft in Hillside Overlay) – 1 per unit 10+ units (if roadway less than 26-ft in Hillside Overlay) – 1 per 1,000 sq. ft. All other Districts (if roadway less than 26-ft in Hillside Overlay) – 1 per unit None required for districts not listed			
Portland, OR	No parking is required for residential uses in the single-dwelling zones. For all other zones, the minimum number of required parking spaces for a site with a residential use is: 0 to 30 dwelling units – no parking required 31 to 40 dwelling units – 0.20 spaces per unit (min) 41 to 50 dwelling units – 0.25 spaces per unit (min) 51 or more dwelling units – 0.33 spaces per unit (min)			
Seattle, WA	1 per unit	1 per unit	1 per unit, or 1 per each 2 efficiency units**	None noted
Minneapolis MN	No minimum and no maximum	No minimum and no maximum	2 per unit max; 1.5 per unit max in specified transit areas	No standard
ITE	Not Listed	Not Listed	Not Listed	Not Listed
Culver City	2 per unit	2 per unit	Studio micro-unit – 0.5 per unit Studio & 1 bed ≤ 900 sq. ft – 1 per unit Studio & 1 bed > 900 sq. ft. – 2 per unit 2-3 bed – 2 per unit 4-bed – 3 per unit 1 space for every additional bedroom above 4.	1 per 4 units

*50% reduction for “affordable”

**None required for “affordable”

Table 3: Commercial Parking Ratios		
Source	Office	Retail
Santa Monica	1:300 sq. ft.	1:300 sq. ft.
West Hollywood	1:500 sq. ft. (1:1,000, over 25,000 sq. ft.)	1:500 sq. ft.
Pasadena	1:333.33 sq. ft.	1:333.33 sq. ft.
Berkeley	1:400 sq. ft.	1:500 sq. ft.
Seattle, WA	1:1,000 sq. ft.	1:500 sq. ft.
ITE	1:418.4 sq. ft.	1:554.5 sq. ft.*
Culver City	1:350 sq. ft.	1:350 sq. ft.

*Using average of multiple retail uses

Table 4: Maximum Reduction Cap	
Source	Standard
San Diego, CA	15% maximum cumulative parking reduction from minimum required
Seattle, WA	50% maximum cumulative parking reduction from minimum required
Portland, OR	50% maximum cumulative parking reduction from minimum required
Glendale, CA	30% maximum cumulative parking reduction from minimum required
Denver, CO	50% maximum cumulative parking reduction from minimum required
Austin, TX	40% maximum cumulative parking reduction from minimum required
West Hollywood, CA	No maximum cumulative reduction specified
San Diego Association of Governments (SANDAG), Parking Strategies for Smart Growth - June 2010	No more than 75% parking reduction recommended. Most projects are likely to receive a 25% reduction unless several mobility/TDM elements are utilized.

Table 5: In-Lieu Fee	
Source	Standard/Strategy
Santa Monica, CA	100% of parking requirements may be satisfied by paying an in-lieu parking fee of \$20,000 per year, per parking space of new development or additions in the Downtown Parking Assessment District. Revenue is deposited into the Downtown Parking Fund and used by the City to finance expansion of public parking supply and trip reduction strategies including, but not limited to, improvement to parking utilization rates by means of improved wayfinding, signage, information systems, management, and circulation and access
Glendale, CA	In the downtown specific plan (DSP) zone only, off-street parking requirements defined in Section 30.32.050 may be satisfied by paying a fee in lieu of each parking space not provided on-site, subject to the following restrictions: 1. New construction and building expansion projects shall pay a one-time fee prior to the issuance of a building permit. 2. Change of use for which a greater number of off-street parking spaces is required shall pay an annual fee. The first year's fee shall be paid prior to the earlier issuance of a building permit or a zoning use certificate, and subsequent annual fees shall be paid on the yearly anniversary date of the first payment. 3. New construction and building expansion projects may pay an in-lieu parking fee in order to satisfy any portion up to 50 of required parking. 4. Change of use projects may pay an in-lieu parking fee in order to satisfy any portion up to 100 percent of required parking.
Beverly Hills, CA	"Those properties which are zoned for commercial use and which comply with all the requirements of this article may participate in the respective in lieu parking districts and be permitted to satisfy all or part of the requirements for parking spaces by the payment to the city of an in-lieu fee" (Limited to certain uses, developments within certain districts, and developments meeting certain size (gfa, bulk, mass, etc.) criteria Fee amount ranges from \$25,000 to \$6,070 per space (depending on use and if new construction or change of use)) - For example: New Construction And Reconstruction Of Non-Restaurant Uses: For each parking space required due to the addition of floor area or due to reconstruction, the applicant shall pay a \$25,000.00 fee if the subject property is located on Rodeo Drive, a \$20,000.00 fee if the subject property is located on Beverly Drive, and a \$15,000.00 fee if the subject property is located elsewhere within the in lieu parking districts.

Table 6: Carshare		
Source	Ratio	Reduction
SANDAG, Parking Strategies for Smart Growth – June 2010	N/A	2-5% potential reduction in parking demand
Car-Sharing: Where and How It Succeeds (2005) Report by the National Academies of Sciences Engineering and Medicine	1 carshare vehicle: 5 cars	On average, 20% of car-share members give up their car.
Santa Monica, CA	1 carshare space: 2 required parking spaces	25% maximum reduction or 10 spaces, whichever is less
Denver, CO	1 carshare space: 5 required parking spaces	No maximum reduction
West Hollywood, CA	1 carshare space: 2 required parking spaces	4 spaces maximum reduction
Austin, TX	1 carshare space: 20 required parking spaces	40% maximum cumulative reduction (for any one or combination of measures)
Prior Project Requirement / Condition (3727 Robertson – Mixed-Use)	1 carshare space: 0 required parking spaces	None (part of consideration for overall parking reduction 24 spaces)

Table 7: Rideshare (Carpool/Vanpool)		
Source	Ratio	Reduction
Pasadena, CA	10% of employee parking shall be preferential parking for carpool and vanpool vehicles. Applies to certain projects exceeding 25,000 GFA	None
Seattle, CA	1 rideshare (carpool) space: 1.9 required parking spaces.	40% maximum reduction
Victoria Transport Policy Institute (VTPI) TDM Encyclopedia Rideshare Chapter (updated 2018)	Rideshare programs offering preferential parking and parking cash-out	10-30% potential reduction of commute trips

Table 8: Bikeshare		
Source	Ratio and Criteria	Reduction
Portland, OR	City bike-sharing station providing 15 docks and 10 shared bicycles reduces required vehicle parking by 3 spaces Each additional 4 docks and 2 shared bicycles reduces vehicle parking by 1 additional space Signed agreement between property owner and Portland Bureau of Transportation required before building permit is approved	A maximum of 25% of the required parking spaces
Sacramento, CA	Two shared bicycles are equivalent to 1 on-site vehicle parking space	A maximum of 2 spaces or 10% of the required vehicle parking spaces, whichever is greater
Denver, CO	One required vehicle parking space reduced for each 5 bike share parking spaces provided (for non-residential uses). Bikeshare must be provided on-site or on public right-of-way abutting the subject site	No limitation
Survey of bikeshare users in 4 major cities (Minneapolis, Montreal, Toronto, and Washington DC) by Shaheen and Martin (2015)	Survey found 25-52% reported reducing their automobile travel and 1.9 – 3.6% reported reducing their vehicle ownership. The impact depends on the larger bike network and bicycling conditions. This research does not state if the shift from automobile trips to bicycle trips is for commute or non-commute trips, nor at what time of day these trips occur (i.e., peak or non-peak trips).	

Table 9: Proximity to Transit	
Source	Standard/Strategy
Seattle, WA	a. In multifamily and commercial zones, the minimum required parking for all uses is reduced by 50% if the property is located within a frequent transit service area b. In industrial zones, the minimum parking requirement for a nonresidential use is reduced by 15% if the use is located within a frequent transit service area
Denver, CO	Any Primary Use having its nearest point within 1/4 mile of the outer boundary of a Rail Transit Station Platform or 1/4 mile of an enhanced transit corridor as defined in Blueprint Denver may reduce the number of required parking spaces by 25%
West Hollywood, CA	A commercial use proposed adjacent to local or regional mass transit lines or routes may be granted when the Review Authority determines that a study provided by the applicant, prepared by an independent licensed traffic engineer, justifies the reduction based on documented mass transportation use characteristics of the patrons and employees of the use. The reduction amount is determined by the Review Authority.
Montgomery County, Maryland	For office uses: Parking requirement is based on proximity to a transit station (less than 800 feet, 800-1600 feet, and 1600+ feet). For general retail uses, regional shopping centers, restaurants, theatres, furniture stores and auxiliary retail uses, the director may approve a 15% reduction in the standard parking requirements
Summerville, MA	Allows a 20% reduction in required parking spaces for any non-residential use located within 1,000 feet of a rapid transit station, or a reduction of up to 20% if it can be demonstrated that the use will need fewer spaces than required in the bylaw, such as for facilities serving the handicapped or where auto ownership is especially low
SANDAG: Parking Strategies for Smart Growth - June 2010	Locations within 1/4 mile of a light rail transit or bus rapid transit stop have a 5-10% potential reduction in parking demand

Table 10: Travel Subsidies and Financial Incentives

Incentive	Source	Standard/Strategy
Transit Pass Programs (e.g., Metro Employer Annual Pass Program, etc.)	Nelson\Nygaard Memo on the relationship between TDM strategies and parking demand	Based on studies at different municipalities and universities across the U.S., transit subsidies resulted in a 4-42% reduction of SOV trips, with an average reduction of 19%.
	Prior Project Requirement/Condition (8777 Washington and 9336 Culver)	Subsidy: 100% Minimum requirement: 50 TAP cards Timeframe: 3 years
	Prior Project Requirement/Condition (Ivy Station and 8888 Washington Blvd)	Subsidy: 100% Minimum requirement: B-TAP cards for at least 50% of employees Timeframe: 1 year following lease up
	Prior Project Requirement/Condition (3727 Robertson Blvd)	Subsidy: 100% Minimum requirement: 3-TAP cards or 20% of employees Timeframe: 5 years
Bikeshare Subsidy	Culver City Bike Share Feasibility Study (2017)	"[Bike Share] is a form of public transportation that helps connect people to local destinations and access regional transit. Bike share is ideal for trips that are between a half mile and three miles—those that are too long to walk but too short to drive. These short trips to the store, to school, to the park, and other local destinations are about half of the trips most people take on a normal day"
	Prior Project Requirement / Condition (8888 Washington)	The project shall include a privately operated bike share service that includes fifteen (15) bicycles.
	Prior Project Requirement/Condition (8777 Washington)	The developer will subsidize bike share participation for employees of tenant businesses when/if Culver City adopts a bike share program.
Parking Space Reimbursement	Victoria Transport Policy Institute	A compilation of various studies at U.S. work sites in areas with poor, fair, and good public transportation (covering 88,000+ employees across several hundred sites) found that parking cash-out programs reduced parking demand by 26% on average.
	Evaluating the Effects of Cashing-Out Employer Paid Parking: 8 Case studies by Donald Shoup (1997)	Cash-out programs reduced the number of solo drivers to work by 17% on average
	Prior Project Requirement / Condition (8777 Washington and 9336 Washington)	The Developer will subsidize the purchase of at least 50 TAP cards for a period of three years for employees who opt to take Metro instead of personal vehicles, and will not be provided on-site parking accommodations; or the developer will provide a cash-out alternative (i.e., cash-out bonus to employees who opt to use other commuting modes such as carpools, shuttles, bicycles, or walking.

Table 10: Travel Subsidies and Financial Incentives

Incentive	Source	Standard/Strategy
Commuter Financial Incentives for non- drive-alone modes	USDOT Federal Highway Administration: Contemporary Approaches to Parking Pricing: A Primer (Report)	Los Angeles County replaced free parking for its employees with a travel allowance and saw solo driving decrease from 53 to 47 percent of commute trips. An Engineering firm in Bellevue, Washington, replaced free parking with a travel allowance and saw solo driving decrease from 89 to 64 percent of commute trips
	Victoria Transport Policy Institute	An analysis of financial incentives provided at four (4) worksites around the San Francisco Bay Area found that cash incentives ranging from \$1.50 to \$2.50 per day reduced automobile commute trips by 16-20%.
	Prior Project Requirement / Condition (8777 Washington and 9336 Washington)	The Developer will subsidize the purchase of at least 50 TAP cards for a period of three years for employees who opt to take Metro instead of personal vehicles, and will not be provided on-site parking accommodations; or the developer will provide a cash-out alternative (i.e. cash-out bonus to employees who opt to use other commuting modes such as carpools, shuttles, bicycles, or walking.
Subsidized rideshare vehicles	U.S. Environmental Protection Agency Office of Air and Radiation: Vanpool Programs - Implementing Commuter Benefits as One of the Nation's Best Workplaces for Commuters (Briefing)	A case study of a large insurance firm in San Antonio Texas showed that 5% of employees (825 of 15,000 employees) participated in the vanpool program even though free on-site parking is offered to all employees. The employer owns, maintains, and fully subsidizes gas, and employees pay bi-weekly fares to cover operating expenses
	Seattle, WA	For every vanpool purchased or leased by the applicant for employee use, or equivalent cash fee for purchase of a van by the public ridesharing agency, the total required parking will be reduced by six spaces, up to a maximum of 20 percent of the parking requirement
Pre-tax Transportation Benefits	Seattle, WA	Pre-tax transportation benefits: All covered employers shall provide a pre-tax election commuter benefit to covered employees within 60 calendar days of commencing employment. The pre-tax election commuter benefit shall allow employees to elect to exclude qualified transportation fringe benefits (except for parking) incurred for transit expenses or vanpool expenses from the employee's taxable wages and compensation up to the maximum level allowed by federal tax law

Table 11: Unbundled Parking	
Source	Standard/Strategy
Santa Monica, CA	Unbundling is mandatory within a certain district, for both residential and non-residential; 100% Affordable Housing Projects are exempt. No parking reduction
San Diego, CA	In Transit Priority Areas (as defined in California Public Resources Code Section 21099) or an area within one-half mile of a major transit stop that is existing or planned, the following parking requirements shall apply for multi-family residential (except affordable housing) (a) Parking Requirement. Off-street parking spaces are not required. (1) Off-street parking spaces are not required. (2) Bicycle spaces shall comply with Table 142-05C. (b) Provided Parking. If one or more off-street parking spaces are provided in a development, then the following requirements apply: (1) The off-street parking spaces shall consist only of unbundled parking. (2) The number of accessible off-street parking spaces shall be provided in accordance with Title 24 of the California Code of Regulations (California Building Standards Code). (3) The number of off-street electric vehicle charging spaces shall be provided in accordance with the California Green Building Standards Code. SDMC Chapter 14: General Regulations (3-2020) (4) Bicycle spaces shall comply with Table 142-05C. (5) Motorcycle spaces shall comply with Table 142-05C)
SANDAG: Parking Strategies for Smart Growth - June 2010	Unbundling parking (i.e. charging separately for parking) has a 5-10% potential reduction in parking demand
Parking Management: Comprehensive Implementation Guide (25 June 2021, by Todd Litman, VTPI)	To reduce parking requirements, unbundle parking, so parking spaces are rented separately from building space. This typically reduces parking requirements by 20% (10% to 30%).

Table 12: Ridehail	
Source	Standard/Strategy
San Diego Union-Tribune Article (2018) "Ace Parking say Uber, Lyft have cut parking business up to 50% in some venues"	San Diego hotels serviced by parking company saw 5-10% decline, restaurants down 25%, nightclubs 50% drop off (attributed to Uber, Lyft, ridehail services)
UCLA Dissertation on Ridehail travel in Los Angeles Among Lyft users in Los Angeles (2018)	Dissertation concluded the most common purpose of ridehailing trips is to go to restaurants and entertainment (73%) followed by traveling to the airport (56%), leisure trips (48%), work travel (35%), visiting friends and family (33%), completing errands (27%), and grocery shopping (15%) (Lyft 2018a)
2016 study of ridehailing in Denver, CO	Results suggest that 26.4 percent of Uber/Lyft riders would have driven and needed a parking space if the ride-hailing services did not exist. While the same service replaced more sustainable forms of transportation by a third, a third of respondents stated that they are driving less when asked about general travel behavior.

Table 13: Bicycle Parking	
Source	Standard/Strategy
Los Angeles, CA	Four required or non-required bike parking spaces may replace 1 vehicle parking space. For non-residential structures: max 20% of required parking can be replaced by bike parking or 30% if within 1,500 feet of a major transit stop. For non-residential structures with less than 20 required vehicle parking spaces, max 4 vehicle parking spaces may be replaced. For residential structures, max 10% vehicle spaces may be replaced, max 15% if within 1,500 feet of transit, and max 30% if affordable housing is provided under a state density bonus.
Santa Monica, CA	For every 5 non-required bicycle spaces provided, automobile parking is reduced by 1 space, up to a maximum of 15% of required parking spaces. For buildings with fewer than 10 parking spaces, max of 1 (existing) parking space may be reduced per 5 bicycle parking spaces. Does not apply to single or 2-unit residential dwellings.
Glendale, CA	10% vehicle parking reduction for bicycle parking above minimum required
Berkeley, CA	10% vehicle parking reduction for bicycle parking above minimum required
Seattle, WA	For new or expanding offices or manufacturing uses that require 40 or more parking spaces, for every 2 covered long-term bicycle parking spaces provided, the total parking requirement shall be reduced by 1 space, up to a maximum of 20% of the parking requirement (not specified as to minimum required or surplus)
Portland, OR	For every 5 non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by 1 space, for up to 25% of required parking.
Bend, OR	5-10% reduction of parking for providing twice as many covered, secured bike racks as required by code
Minneapolis, MN	No reduction. Surplus bicycle parking is required as TDM at a 50% greater rate than otherwise required by code.
St. Paul, MN	Bicycle parking may be substituted for up to 10% of minimum off-street parking requirements. Two secure bicycle lockers are the equivalent of 1 parking space; 4 spaces in a secure bicycle rack are the equivalent of 1 parking space.
SANDAG: Parking Strategies for Smart Growth - June 2010	Incorporation of bicycle facilities has a 3-9% potential parking reduction
Analysis of bicycle commuting in American cities by the League of American Bicyclists (2016)	Bike commuting in Los Angeles grew 74.6% between 2000-2016. 1.1% of LA commuters (3+ million people) biked to work in 2016. Bike commuting data is generally only available for commute trips to work only and do not account for trips taken by bike to gym, shopping etc.

Table 14: Potential Reductions by Mobility Measure

Mobility Measure	Parking Reduction – (40% max. cumulative)
On-site Carshare parking	Up to 25%
On-site Rideshare (carpool/vanpool) designated parking and rideshare matching services	Up to 15%
On-site Ride-hail (e.g. Uber, Lyft) parking	Up to 30%
Located within 1,000 feet of City-sponsored Bikeshare or provide on-site Bikeshare (including e-cargo bikes)	Up to 10%
Provide surplus bicycle parking	Up to 15%
Unbundle parking from cost of tenant space	15 %
In-lieu parking fees (recast existing language so that fees fund mobility projects instead of parking facilities)	Up to 30%
Proximity to Transit: within ½ mile from a Transit Priority Area (TPA) or high-quality transit corridor	Up to 30%
Provide transit subsidies and financial incentives • Metro Employer Annual Pass Program • Bikeshare subsidy • Subsidized rideshare (carpool/vanpool) vehicle • Parking space cash-out (when parking is unbundled) • Commuter financial incentives for non drive-alone modes • Pre-tax transportation benefits	15% 5% 5% (car) or 10% (van) 5% 15% 5%

Table 15: TDM Plan	
Source	Standard/Strategy for Parking Reduction
Sacramento, CA	The required number of on-site vehicle parking spaces for a development site or use shall be reduced by 35% if a transportation management plan permit has been approved
San Diego, CA	Development proposals may, at the applicant's option, vary from the minimum parking requirements of this division with the approval of a Transportation Demand Management (TDM) Plan and Site Development Permit. In no case shall the number of automobile parking spaces provided be less than 85 percent of the minimum that would otherwise be required
SANDAG: Parking Strategies for Smart Growth - June 2010	Implementation of a TDM Program has 3-9% potential reduction in parking demand
Travel Demand Management: An analysis of the effectiveness of TDM Plans in reducing traffic and parking in the Minneapolis-St. Paul Metropolitan Area (By Mike Spack, PE, PTOE & Jonah Finkelstein, EIT (January 7, 2014))	Compared to Institute of Transportation Engineers' average data rates, the study found office uses that implemented TDMP Plans need 17% to 24% less parking on site. These results are similar to the 11% to 21% parking reductions found in 2009. The findings prove there are significant traffic and parking reduction benefits associated with employers providing Travel Demand Management programs. It is recommended transportation professionals use this finding in two ways: 1. Encourage employers to implement TDM Plans 2. Account for reduced parking and traffic generation in Traffic Impact Studies for developments that are committed to implementing TDM Plans

Table 16: Thresholds and Tiers for TDM Requirements		
Source	Measure	Thresholds / Tiers
Santa Monica	Carpool and Van Pool	All commercial uses where there are more than 50 parking spaces on the site shall provide permanently designated car and vanpool parking spaces
	TDM	Any development that will result in the construction of 7,500 square feet of nonresidential floor area or more, 16 residential units or more, or mixed-use projects of 16 residential units or more with any associated non-residential components. Any business employing 10 or more employees
Glendale	Transportation Demand and Trip Reduction Measures	Three tiers Tier 1: 25,000 sq. ft. nonresidential development or All new residential development with 100+ units, or Mixed-use projects with 50+ residential units and 25,000 sq. ft or more of nonresidential floor area Tier 2: 50,000 sq. ft. nonresidential development Tier 3: 100, 000 sq. ft. nonresidential development
Hermosa Beach	Transportation demand and trip reduction measures	Three tiers of nonresidential development Tier 1: 25,000 sq. ft. Tier 2: 50,000 sq. ft. Tier 3: 100, 000 sq. ft.
Berkeley	TDM	Applicable to specific district(s) New construction with more than 25 parking spaces Any new building with residential units New structures or additions over 20,000 sq. ft.
Portland, OR	Carpool	Carpool parking spaces required for: Office, industrial, and institutional uses with more than 20 parking spaces (5 spaces or 5% of parking spaces on site).
	TPDM Plan	Transportation and parking demand management (TPDM) plan and measures are required in the commercial/mixed use and multi-dwelling zones when new development includes more than 10 dwelling units, or the addition of more than 10 dwelling units
Minneapolis, MN	TDM Plan	50 – 249 dwelling units 25,000 – 200,000 sq. ft. non-residential floor area 250 or more dwelling units 200,000+ sq. ft. of non-residential floor area 5,000 sq. ft. of reception/meeting floor area 10,000 sq. ft. of shopping center floor area Any use, building, or expansion as determined by the Planning Director and City Engineer
St. Paul, MN	TDM Plan	New or phased construction of 20,000 GFA or more of a nonresidential use 25 or more new dwelling units. Any development or redevelopment, including phased construction, over 40,000 sq. ft.

Table 16: Thresholds and Tiers for TDM Requirements		
Source	Measure	Thresholds / Tiers
		Any development or redevelopment providing 100 or more accessory off-street parking spaces Any change resulting in a parking increase of 25%, or 50% accessory off-street parking spaces, whichever is less, and providing 100 or more parking spaces

Table 17: Possible Thresholds for Projects Required to implement TDM	
Tier	Threshold
Tier 1	15,000 sq. ft. to 30,000 sq. ft. of non-residential floor area, or Mixed-use with greater than 10 dwelling units
Tier 2	Greater than 30,000 sq. ft. up to 60,000 sq. ft., or Mixed-use with greater than 11 to 65 dwelling units
Tier 3	Greater than 60,000 sq. ft., or Mixed-use with greater than 65 dwelling units

Note: The current threshold for Title 7 - Transportation Demand and Trip Reduction Measures are 25,00 sq. ft., 50,000 sq. ft., and 100,000 sq. ft. In addition, current thresholds for site plan review are 5,000 sq. ft. (administrative), 15,000 sq. ft., and 10 or more dwelling units; the threshold being considered under streamlining discussion is 10 dwelling units. The California Environmental Quality Act (CEQA) uses 6 dwelling units and 10,000 sq. ft. as thresholds for some of the basic categorical exemptions.

Table 18: City Projects with TDM Measures Required as Conditions of Approval								
	TDM Plan	TAP Card Subsidy	Car-Share	Bike-Share	Ride-share	Mobility Fund	Ridehail	Comply with CCMC Title 7
8777 Washington (Apple Offices)	X	X		X	X	X		X
8888 Washington		X		X		X	X	
8801-8809 Washington Blvd. (Ivy Station)	X	X			X		x	X
6161 Centinela (Entrada)	X							
12337 Washington Bl (Culver Public Market)		X						
9336 Washington Blvd (Culver Studios)	X	X		x	X	X	X	X
3939 Landmark (Park Century School)		X			X	X		X
3727 Robertson (Mixed-Use Project)		X	X				X	X

Table 19: Potential TDM Menu
TDM Category/Measure
Multi-modal Infrastructure
Rideshare preferential parking
Carshare parking
Bikeshare on-site
Travel Subsidies and Financial Incentives
Metro Employer Annual Pass Program
Bikeshare subsidy
Parking space cash-out program
Commuter financial incentives for non-drive-alone modes
Subsidized carpool/vanpool vehicles
Automobile Trip Consolidation
Rideshare matching programs
Shuttle Services
Guaranteed Ride Home Program
Scheduling
Staggered Shifts / Flexible Work Hours
Compressed Work Week
Remote Work
Promotion
Site-wide TDM Program Coordinator
On-site services and amenities
Marketing/outreach
Other (Optional)
Parking Pricing
Mobility Fee

Table 20: Parking credits for change of use	
Source	Standard/Strategy
Santa Monica, CA	No additional parking required if the change of use creates 3 or fewer required parking spaces.
West Hollywood, CA	No additional parking required if the change of use is from a non-residential use to another non-residential use, or if the structure or tenant space is less than 6,000 sf.
Pasadena, CA	A change of use shall provide the minimum required number of parking spaces required for the new use.
Seattle, WA	A change of use shall provide the minimum required number of parking spaces required for the new use, except that up to 20 required parking spaces are waived for new non-residential uses in existing structures in commercial and industrial zones.
Hermosa Beach, CA	No additional parking is required for a change of use, except for late night alcohol establishments

Table 21: City of LA TOC Guidelines – Parking Standards Summary

- a. Residential Minimum Parking Requirements.
 - i. Tiers 1-3 - Required automobile parking for all residential units in an Eligible Housing Development (not just the restricted affordable units), inclusive of disabled and required guest parking, where applicable, shall be as follows:
 - 1. For an Eligible Housing Development, required parking for all residential units shall not exceed 0.5 spaces per bedroom
 - 2. For an Eligible Housing Development that consists of 100% On-Site Restricted Affordable units, exclusive of a manager's unit or units, there shall be no required parking for all residential units in the Eligible Housing Development
 - 3. Tier 2 - Regardless of the number of bedrooms in each unit, parking for all residential units in an Eligible Housing Development shall not be required to exceed 1 space per unit
 - 4. Tier 3 - Required parking for all residential units in an Eligible Housing Development shall not exceed 0.5 spaces per unit
 - ii. Tier 4 – No required parking for residential units in an Eligible Housing Development.
- b. Rounding. If the total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number.
- c. Unbundling. Required parking may be sold or rented separately from the units, except for all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.
- d. Bicycle Parking. The bicycle parking requirements in LAMC 12.21 A.16 apply. The additional options to further reduce automobile parking through bicycle parking replacement in LAMC 12.21 A.4 do not apply to TOC projects.
- e. Nonresidential Parking. A mixed-use project may reduce the nonresidential automobile parking requirement for any ground-floor nonresidential use as follows:
 - i. Tier 1 – Up to a 10% reduction in the nonresidential parking requirement
 - ii. Tier 2 – Up to a 20% reduction in the nonresidential parking requirement
 - iii. Tier 3 – Up to a 30% reduction in the nonresidential parking requirement
 - iv. Tier 4 – Up to a 40% reduction in the nonresidential parking requirement
- f. Consistency. Parking reductions offered for Eligible Housing Developments shall always be consistent or greater than those in California Government Code Section 65915(p)

Table 22: City of Minneapolis – Parking Standards Summary

Parking minimums/maximums: Hybrid approach (per the standards below)

- Developments with non-residential uses to provide no fewer than 10 total parking spaces on a zoning lot
- City's 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), with lower maximums allowed in transit districts
- A zoning lot shall not contain more than 100 vehicle parking spaces in a surface parking lot

(Note: the general citywide maximum for general commercial uses is higher than Culver City's current minimum)

Minimum bicycle and EV parking required by use

TDM Plan is required for uses/developments meeting specific thresholds

- 50 – 249 dwelling units
- 25,000 – 200,000 sq. ft. non-residential floor area
- 250 or more dwelling units
- 200,000+ sq. ft. of non-residential floor area
- 5,000 sq. ft. of reception/meeting floor area
- 10,000 sq. ft. of shopping center floor area
- Any use, building, or expansion as determined by the Planning Director and City Engineer

TDM plans must meet minimum point quantity specified; no parking reductions are provided (due to above minimums/maximums)

TDM plans may choose which measures to incorporate from the list below (provided they meet the minimum point quantity)

- Transit passes
- Zero vehicle parking (except for accessible spaces, carshare, and up to 3 drop-off/pick-up spaces)
- Transit fare subsidy (30% minimum of cost)
- Limited vehicle parking (30% or less of maximum)
- Pedestrian improvements
- Shower, locker, and bicycle storage
- Carshare
- Unbundled parking
- Real time transit information
- As proposed by applicant, subject to determination and acceptance by the Planning Director and City Engineer