

Parking Maximum Cap	
Source	Standard/Strategy
Santa Monica, CA	<p>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:</p> <p>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.</p> <p>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.</p> <p>c. Replacement of Existing Parking. If a site contains existing surface parking that serves as Code or permit-required parking for an off-site user, such parking spaces may be replaced on-site as part of any redevelopment of the site, and such replacement parking shall not be considered parking that exceeds the quantities specified in Section 9.28.060 for purposes of subsection (A)(5)(b).</p>
Pasadena, CA	<p>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.</p> <p>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.</p>

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Source	Standard/Strategy
San Diego, CA	<p>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:</p> <p>(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</p> <p>(2) The number of automobile parking spaces provided shall not be greater than 125 percent of the maximum that would otherwise be permitted.</p>
Seattle, WA	<ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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.

Reduction Cap	
Source	Standard/Strategy
San Diego, CA	In no case shall the number of parking spaces provided be less than 85% of the minimum that would otherwise be required
Seattle, WA	Max cumulative reductions not to exceed 50% of total "minimum required"
Portland, OR	The minimum number of required parking spaces may not be reduced by more than 50% through the exceptions of this Paragraph. The 50% limit applies cumulatively to all exceptions in this Paragraph
Glendale, CA	Reductions not to exceed 30% of minimum required parking
Denver, CO	The total number of parking spaces required shall not be reduced by more than 50% under any one or combination of this subsection's permitted reductions
Austin, TX	Reductions or waivers for parking requirements granted under this section may be combined with other parking reductions provided the total reduction for the site does not exceed 40%.
West Hollywood, CA	No max cumulative reduction specified
San Diego Association of Governments (SANDAG), Parking Strategies for Smart Growth - June 2010	Maximum combined reduction should generally not be more than 75%. Most projects are likely to received a 25% reduction unless several mobility/TDM elements are utilized.

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	<p>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:</p> <ol style="list-style-type: none"> 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	<p>"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"</p> <p>(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.</p>

Carshare	
Source	Standard/Strategy
SANDAG, Parking Strategies for Smart Growth - June 2010	Car-sharing has 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	On average, about 20% of car-sharing members give up their car, with even more forgoing the purchase of a new car. At least five private vehicles are replaced by each car-share vehicle. A range of studies have identified common neighborhood characteristics necessary for car-sharing to succeed, including: availability of alternative modes of transportation, scarce or expensive parking, high density, mix of uses
Santa Monica, CA	For each car-share parking space, the parking requirement may be reduced by 2 spaces, up to a maximum reduction of 25% of the required parking spaces, or 10 spaces (whichever is less).
Denver, CO	For each car-share parking space provided on-site, the parking requirement may be reduced by 5 spaces.
West Hollywood, CA	For each car-share parking space provided on-site, 2 code-required parking spaces may be eliminated. A maximum reduction of 4 code-required parking spaces is permissible.
Austin, TX	Each car-share parking space may replace 20 required parking spaces, subject to a 40% maximum reduction for any one or combination of parking reductions
Prior Project Requirement / Condition (3727 Robertson - Mixed-Use)	The Project shall implement a minimum of one (1) carshare space. (No associated parking reduction)

Rideshare	
Source	Standard/Strategy
Pasadena, CA	Certain projects exceeding 25,000 GFA shall designate a minimum of 10 percent of the employee parking as preferential parking for carpool and vanpool vehicles. The parking area shall be in a location more convenient to the place of employment than parking spaces for single occupant vehicles, and shall be located as close as possible to the employee entrance. (No associated parking reduction)
Seattle, CA	For every carpool space accompanied by a cash fee, performance bond, or alternative guarantee acceptable to the Director, the total required parking will be reduced by 1.9 spaces, up to a maximum of 40 percent of the parking requirement.
Victoria Transport Policy Institute (VTPI) TDM Encyclopedia - Rideshare chapter (updated 2018)	A 2005 study showed that Ridesharing programs typically attract 5-15% of commute trips if they offer only information and encouragement, and 10-30% if they also offer incentives such as HOV Priority (e.g. HOV lanes or preferential parking) and Parking Cash Out, and 5-20% of workers rideshare at many worksties. A 1993 study concluded that ridesharing programs can reduce daily vehicle commute trips to specific worksites by 5-15%, and up to 20% or more if implemented with Parking Pricing.

Bikeshare	
Source	Standard/Strategy
Portland, OR	<p>Bike-sharing stations may substitute for required parking if all of the following are met:</p> <p>(1) A City of Portland bike-sharing station providing 15 docks and 10 shared bicycles reduces the motor vehicle parking requirement by 3 spaces. The provision of each addition of 4 docks and 2 shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;</p> <p>(2) The bike-sharing station must be adjacent to, and visible from the street, and must be publicly accessible;</p> <p>(3) The bike-sharing station must be shown on the building plans; and</p> <p>(4) A copy of the signed agreement between the property owner and the Portland Bureau of Transportation must be submitted before the building permit is approved.</p>
Sacramento, CA	<p>Shared bicycles provided on-site for the use of employee commutes and off-site trips may be substituted for up to a maximum of two spaces or 10% of the required on-site vehicle parking spaces, whichever is greater. Two shared bicycles are equivalent to one on-site vehicle parking space.</p>
Denver, CO	<p>For any non-residential use, 1 required vehicle parking space reduced for each 5 bike share parking spaces provided. Bikeshare must be provided on-site or on public right-of-way abutting the subject site</p>
Survey of bikeshare users in four major cities (Minneapolis, Montreal, Toronto, and Washington DC) by Shaheen and Martin (2015)	<p>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.</p>

Proximity to Transit	
Source	Standard/Strategy
Seattle	<p>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</p> <p>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</p>
Denver	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	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, Massachusetts	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

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)	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)	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

Travel Subsidies and Financial Incentives		
Incentive	Source	Standard/Strategy
Parking Space Reimbursement	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.
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.

Travel Subsidies and Financial Incentives		
Incentive	Source	Standard/Strategy
Pre-tax Transportation Benefits	Seattle, WA	Pre-tax transportation benefits: All covered employers shall provide a pre-tax election commuter benefit to

TDM Plan	
Source	Standard/Strategy
Sacramento	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	<p>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.</p> <p>In no case shall the number of automobile parking spaces provided be less than 85 percent of the minimum that would otherwise be required.</p>
SANDAG: Parking Strategies for Smart Growth - June 2010	Implementation of a TDM Program has 3-9% potential reduction in parking demand
<p>Travel Demand Management</p> <p>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))</p>	<p>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:</p> <ol style="list-style-type: none"> 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

Unbundled Parking	
Source	Standard/Strategy
Santa Monica	Unbundling is mandatory within a certain district, for both residential and non-residential; 100% Affordable Housing Projects are exempt. No parking reduction.
San Diego	<p>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)</p> <p>(a) Parking Requirement. Off-street parking spaces are not required.</p> <p>(1) Off-street parking spaces are not required.</p> <p>(2) Bicycle spaces shall comply with Table 142-05C.</p> <p>(b) Provided Parking. If one or more off-street parking spaces are provided in a development, then the following requirements apply:</p> <p>(1) The off-street parking spaces shall consist only of unbundled parking.</p> <p>(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).</p> <p>(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)</p> <p>(4) Bicycle spaces shall comply with Table 142-05C.</p> <p>(5) Motorcycle spaces shall comply with Table 142-05C.</p>
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%).

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.

Bicycle	
Source	Standard/Strategy
Los Angeles	<p>Four required or non-required bike parking spaces may replace 1 vehicle parking space.</p> <p>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 (as defined in Subdivision (b) of Section 21155 of the California Public Resources Code). For non-residential structures with less than 20 required vehicle parking spaces, max 4 vehicle parking spaces may be replaced.</p> <p>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.</p>
Santa Monica	<p>For every 5 non-required bicycle spaces provided in the footprint of an existing required parking space, automobile parking is reduced by 1 space, up to a maximum of 15 percent of the 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.</p>
Seattle	<p>For new or expanding offices or manufacturing uses that require 40 or more parking spaces, the minimum required parking may be reduced by up to a maximum of 40 percent by the substitution of alternative transportation programs, according to the following:</p> <p>For every two covered long-term bicycle parking spaces provided, the total parking requirement shall be reduced by one space, up to a maximum of 20 percent of the parking requirement, provided there is access to an arterial over improved streets.</p>
Portland	<p>Replacement of parking areas with non-required bicycle parking. Bicycle parking may substitute for up to 25 percent of required parking. 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 one space. Existing parking may be converted to take advantage of this provision.</p>
St. Paul, MN	<p>Bicycle parking may be substituted for up to ten (10) percent of minimum off-street parking requirements. For the purpose of calculating a substitution, two (2) secure bicycle lockers are the equivalent of one (1) parking space; four (4) spaces in a secure bicycle rack are the equivalent of one (1) parking space.</p>
SANDAG: Parking Strategies for Smart Growth - June 2010	<p>Incorporation of bicycle facilities has a 3-9% potential parking reduction</p>
Analysis of bicycle commuting in American cities by the League of American Bicyclists (2016)	<p>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.</p>