

PARKING BEST PRACTICES: Local & National (Residential Regulations)

City	Minimum	Maximum	Unbundling	Shared Parking	Residential Parking Permit Program	Carshare Applied To Parking Ratio	Bikeshare Applied to Parking Ratio	Lower Ratios for Proximity to Transit	Reductions for Carpool/Vanpool	Reductions for Affordable Housing	Other
Local Jurisdictions											
Alexandria, VA (9,314 people/mi ²)	1.3 - 2.2/unit depending on unit size	Not provided for in Zoning Ordinance but recommended in several "Small Area Plans"	Not provided for in Zoning Ordinance but encouraged	Not provided for in Zoning Ordinance but permitted on a case-by-case basis	Annual Cost: \$30 for first vehicle, \$40 for second vehicle, \$100 for third vehicle and beyond	Not provided for in Zoning Ordinance	Not provided for in Zoning Ordinance	Not provided for in Zoning Ordinance but recommended in several "Small Area Plans"	Not provided for in Zoning Ordinance	Not permitted per Zoning Ordinance but practiced	Formal amendments to the City's Master Plan by way of "small area plans" provide recommendations for lower parking ratios in certain neighborhoods with access to transit
Washington, DC (9,856 people/mi ²)	0.25 - 1.0/unit	No	Not required per current Zoning Ordinance but included in pending ordinance update	Not provided for in Zoning Ordinance	Annual Cost: \$35/vehicle; \$25/vehicle for Seniors 65 yo or older	Not provided for in Zoning Ordinance	Not provided for in Zoning Ordinance	Yes	Not provided for in Zoning Ordinance	Allows reductions in parking for affordable housing on a case-by-case basis	
Arlington County, VA (8,309 people/mi ²)	1.125/unit for the first 200 units; 1/unit for additional units	No	Not provided for in Zoning Ordinance	1) developments larger than 20,000sf can share parking with developments located within 0.7 mile 2) any sized development can locate 100% of required parking to an off-site location located within 0.2 mile of site	Annual Cost: \$20 for first and second vehicle, \$50 for third vehicle and beyond	Not provided for in Zoning Ordinance	Not provided for in Zoning Ordinance	Yes	Not provided for in Zoning Ordinance	0.825/unit	
Montgomery County, MD (1,762 people/mi ²)	0.5 - 1.0/unit & 1.0 - 2.0/unit	1.0 - 2.0/unit	Minimum parking requirement may be reduced to 0.8 spaces/unit	Yes	Annual Cost: \$40/vehicle	1 carshare space may be substituted for 3 required residential spaces; does not count towards parking maximums	Not provided for in Zoning Ordinance	Yes	Not provided for in Zoning Ordinance	50% from the baseline from the requirement	
National Jurisdictions: Less than 10,000 people/mi²											
San Diego, CA (4,020 people/mi ²)	1.0 - 2.25/unit depending on unit size	No	Not provided for in Zoning Ordinance	Up to 25 percent of the required parking spaces may be unassigned and eligible for shared parking except that at least one space shall be assigned to each dwelling unit. Also, parking reductions available per Common Area Parking provisions.	Annual Cost: \$14/vehicle	No	No	Parking reductions in transit overlay areas	No	Reduced parking ratios for low income or very low income households that meet a certain performance-based parking demand; Parking ratios range from 0.5 - 1.75/unit based on unit size	Also, provides reductions for Common Area Parking
Portland, OR (4,375 people/mi ²)	Within Transit Areas: 0 - 0.33/unit depending on unit count; Outside of Transit Areas: Minimum of 0.3 - 1 depending on zone	No	Not provided for in Zoning Ordinance	Not provided for in Zoning Ordinance	Annual Cost: \$60/vehicle; \$30 if purchased after 8/1	1 carshare space = 2 vehicle spaces; Up to 25% reduction	Yes. 5 bike parking spaces above requirement = 1 vehicle space; Up to 25% reduction	Yes	Not provided for in Zoning Ordinance	Not permitted per Zoning Ordinance	Minimum parking requirements may be reduced for provision of bikeshare, transit-supported plaza, motorcycle parking and preserving trees
San Jose, CA (5,359 people/mi ²)	1.25 - 2.0/unit; depending on unit size	No	Yes, for multiple family residential use in the pedestrian oriented zoning districts	Yes	Annual Cost: \$0; \$33 for replacement permits/stickers; some caps depending on district	Yes, for multiple family residential use in the pedestrian oriented zoning districts	Yes	A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized for projects within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, provides bicycle parking spaces, implements a transportation demand management (TDM) program	No	Not permitted per Zoning Ordinance	Parking reductions available for other uses within two thousand feet of an existing or proposed bus or rail transit stop; or the use is clustered with other uses that share all parking spaces on a site.
Milwaukee, WI (6,188 people/mi ²)	0.6 - 1.0 unit depending on zone	No		Yes	Annual Cost: \$55/vehicle for night parking	No	Not provided for in Zoning Ordinance	Up to 25% reduction for projects in transit area	Yes	Parking ratios 0.5/unit for low income housing; 0.6/unit for elderly housing;	
Oakland, CA (7,004 people/mi ²)	0.0 - 2.0/unit based on unit size and zone	No	Not provided for in Zoning Ordinance	The total parking requirement for the sharing activities may be up to 50% in certain zones	Annual Cost: \$0 - \$150/vehicle based on district	Not provided for in Zoning Ordinance	6 bike parking spaces above requirement = 1 vehicle space; Up to 5% reduction	Yes	Not provided for in Zoning Ordinance	Not provided for in Zoning Ordinance	Additional parking reductions up to 75% for elderly and disabled housing; reductions available for providing Common Parking Areas

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Seattle, WA (7,251 people/mi ²)	0.0 - 1.5/unit depending on district	No	Not provided for in Zoning Ordinance	Yes	Annual Cost: \$65/vehicle	Lesser of the following: 1 carshare space = 3 vehicle parking spaces or 15% of the total spaces	Not provided for in Zoning Ordinance	In multifamily and commercial zones, the minimum parking requirement for all uses is reduced by 50 percent if the use is located within 1,320 feet of a street with frequent transit service.	Not provided for in Zoning Ordinance	Parking ratios 0.33 - 0.75/unit for low-income housing (50% and below of AMI); Parking ratios 0.16 - 0.25/unit for low-income elderly/disabled housing	
Los Angeles, CA (8,092 people/mi ²)	1-2 / unit depending on unit size (parking reduction is allowed up to 30%)	No	No	Yes	Annual cost: \$34- Maximum of 3 permits can be obtained	Not provided in the zoning ordinance. Allowed in Certain redevelopment districts	Not provided for in Zoning Ordinance	1 parking space per dwelling unit, regardless of the number of habitable rooms	Not provided for in Zoning Ordinance	Yes	Parking ratio for any project containing units designed for senior citizens and/or disabled persons is 0.50 parking space per dwelling unit or guest room
National Jurisdictions: More than 10,000 people/mi²											
Philadelphia, PA (11,379 people/mi ²)	0 - 1.0/unit depending on zone	No	Not provided for in Zoning Ordinance	Yes	Annual Cost: \$35/first vehicle; \$50/second vehicle; \$75/third vehicle; \$100/fourth or more vehicles	4 carshare spaces = 1 vehicle spaces; Up to 40% reduction	5 bike parking spaces above requirement = 1 vehicle space; Up to 10% reduction	Yes	Yes	Not permitted per Zoning Ordinance	Parking reductions available for group or multifamily developments with elderly or handicapped residents
Chicago, IL (11,842 people/mi ²)	0.55/unit in high density districts; 1/unit in low density districts	1.1 - 2.0/unit in high density districts; no max in low density districts	Not provided for in Zoning Ordinance	Not provided for in Zoning Ordinance	Annual Cost: \$25/vehicle	No	Not provided for in Zoning Ordinance	Up to 50% of parking reduction for rehabilitation or reuse of existing housing located within 600 feet of transit station; Up to 25% reduction for new projects located within transit areas	Not provided for in Zoning Ordinance	Not permitted per Zoning Ordinance	Up to %50 reduction for elderly housing projects that provide all parking underground;
Boston, MA (12,793 people/mi ²)	0.4 - 1.0/unit based on FAR for the Lot	Not provided for in Zoning Ordinance but maximums are provided in areas where there is a "Parking Freeze"	No	No	Annual Cost:\$0	No	No	Yes	No	0.2/unit for low income Elderly housing	Utilizes Parking Freezes in certain zones;
San Francisco, CA (17,179 people/mi ²)	0.25 - 1.0/unit	0.25 - 1.0/unit	Yes. Required for rental and ownership housing (10 or more units)	Yes	Six-Month Permit: \$55/vehicle; Annual Permit: \$110/vehicle	Yes but does not count towards parking maximums		Yes			
National Jurisdictions: More than 20,000 people/mi²											
New York, NY (27,179 people/mi ²)	No parking required in high density Manhattan Core area; 0.4 - 1.0/unit (OUTSIDE of Manhattan Core) based on unit size, distance from Manhattan Core, transit access, density of the area	0.2 - 0.35/unit in high density area (Manhattan Core)	No	Yes	Annual Cost: \$0	No	No	Yes	No	0.12 - 0.25/unit in high density area (Manhattan Core)	

Sources:

Ordinances:
Seattle Municipal Code
Boston Zoning Ordinance
Portland Zoning Ordinance
The Philadelphia Code
Chicago Zoning Ordinance
Alexandria Zoning Ordinance
Milwaukee Zoning Code
San Jose' Zoning Ordinance
Oakland Planning Code
San Diego Municipal Code

Reports/Studies:

"Parking Best Practices: A Review of Zoning Regulations and Policies in Select US and International Cities", NYC Department of City Planning, 2011
"Washington DC Review of Zoning Requirements for Parking", Nelson/Nygaard, May 2008
"Developing Parking Policies to Support Smart Growth in Local Jurisdictions: Best Practices", Metropolitan Transportation Commission