

Here are examples of several **parking programs** and strategies that cities can adopt to **support a reduction or elimination of on-site parking requirements**, while still addressing mobility and access needs:

1. Shared Parking Programs

- **Description:** Allows multiple uses (e.g., office, retail, residential) with **different peak hours** to share a common pool of parking spaces.
 - **Benefit:** Reduces the total number of required spaces by maximizing use of existing capacity.
 - **Example:** A church that is busiest on Sundays could share parking with nearby weekday office buildings.
-

2. Residential Parking Permit Programs (RPP)

- **Description:** Limits on-street parking in residential neighborhoods to permit holders (typically residents), preventing spillover parking from nearby commercial or high-density developments.
 - **Benefit:** Manages neighborhood concerns without requiring excess off-street parking.
-

3. Public or District Parking Facilities

- **Description:** Cities can develop **public or shared district parking lots or structures** that serve multiple properties within a defined area (e.g., downtowns or commercial corridors).
 - **Benefit:** Reduces the need for every individual property to provide on-site parking.
 - **Example:** A city-owned parking garage shared by retail and restaurants.
-

4. Parking Cash-Out Programs

- **Description:** Employers offer employees the option to **receive cash instead of a subsidized parking space**.
 - **Benefit:** Encourages employees to use alternative transportation, reducing demand for on-site parking.
 - **State Policy:** California law (AB 2109) mandates this for certain employers who lease parking.
-

5. Dynamic Pricing for On-Street Parking

- **Description:** Implements **real-time demand-based pricing** for metered parking to keep a few spaces open at all times.
 - **Benefit:** Reduces cruising for parking and ensures more efficient use of existing curb space.
 - **Example:** San Francisco's **SFpark** program.
-

6. Unbundled Parking

- **Description:** Requires that the cost of parking be **separated ("unbundled") from the cost of renting or owning a unit**.
 - **Benefit:** Gives renters or buyers the option to **only pay for parking if they use it**, encouraging car-free or car-light lifestyles.
-

7. Car Share and Bike Share Integration

- **Description:** Promotes access to mobility without personal vehicle ownership by partnering with car-share and bike-share providers.
 - **Benefit:** Reduces the need for households to own multiple cars, thereby reducing parking demand.
-

8. Transportation Demand Management (TDM) Programs

- **Description:** Broader strategies that reduce reliance on single-occupancy vehicles through transit passes, employer shuttles, rideshare incentives, and more.
 - **Benefit:** Can be tied to development approvals to justify reduced parking.
-

9. Valet and Tandem Parking Programs

- **Description:** Allows more flexible parking arrangements such as **valet services or tandem (stacked) parking** to meet reduced parking supply.
 - **Benefit:** Maximizes efficiency without requiring more land or structured parking.
-

10. Park-and-Ride Facilities

- **Description:** Strategically located lots at transit hubs or freeway exits that serve as transfer points to transit.
- **Benefit:** Enables regional commuters to access transit without the need for parking near their final destination.