

EXHIBIT B – PARKING SUMMARY AND FAQ

PROPOSED PARKING POLICY	COMPARSION WITHT PREVIOUS ORDINANCE
Consistency With State Law	
Incorporates AB 2097 provisions for multifamily residential development by: • Eliminating parking minimums within public transit areas. • Including exceptions from AB 2097 with findings where parking minimums shall be imposed.	New/Modified
Updates minimum parking requirements for residential development electing a density bonus to correspond with the minimums in the State Density Bonus Law.	Carried over
Streamlines shared parking to be consistent with AB 894.	Carried over
Minor Local Policy Changes	
Eliminates the requirement for separation of residential and commercial parking in commercial zones, mixed-use zones, and in mixed use development.	Carried over
• Eliminates the need for same ownership of off-site parking areas and the residential development, • Requires a written agreement or covenant from another owner, and • Establishes measures for remaining in compliance with parking requirements in the event of a dissolution of the written agreement or covenant.	Carried over
Removes the requirement that parking be covered.	Carried over
Streamlines and clarifies language on compact parking, including compact tandem parking.	Carried over
• Reduces lengths in standard parking stalls and driveway aisles and reduce depths of standard tandem parking in residential parking areas; and • Establishes standards for parallel parking spaces.	Carried over
Major Local Policy Changes	
• Streamline off-site parking for multifamily residential development; and • Specifies the percentage of parking that can be provided off-site within certain distances of the property, for circumstances in which the off-site parking is also owned by the owner of the multifamily residential development and for circumstances in which the off-site parking is leased.	Carried over/Modified
Modifies required parking for small housing development containing 10 units or less to 1 parking space for every unit.	Modified

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Modifies required guest parking to 1 guest parking for every 10 units, for larger housing development of 11 or more units.	Modified
Allows a 25% reduction in the number of required parking spaces for new multifamily and live-work development with a ministerial review, if the developer provides Transportation Demand Management (TDM) measures totaling at least 5 points. Allows a 50% reduction if the developer provides TDM measures totaling at least 10 points.	Modified
Establishes a new menu of TDM measures on a point system that includes tenant and community benefits, such as proximity to transit and commercial uses, development design, preferred land uses provided on-site, provision of affordable units, on-site pedestrian amenities, car-sharing spaces, bicycle and other storage facilities, and transit information centers or kiosks, that developers can select from to meet eligibility requirements for parking reductions.	Carried over
Streamlines shared parking programs with a ministerial review.	Carried over
• Removes off-site parking for residential development from the Parking Permit; • Adds car share and other mobility services to clarify that developers can specifically provide these services as part of the Parking Permit process (for non-residential development); clarifies that leasing required spaces could be both short- and long-term; and • Amends Findings and Decision and Conditions of Approval for consistency with amendments to the Purpose section for Parking Permits.	Carried over