City	Area Plan	Required Covered	Required Uncovered	Total Required Spaces	Notes
Sunnyvale	Citywide	1	0	1 assigned per unit, additional unassigned per bedroom. 0.25 to 1.55 added per unit by space type.	
	Downtown Specific Plan	1	0	1 assigned per unit; .5 unassigned per studio/1-bed; .7 unassigned per 2-bed; 1 unassigned per 3+bed	When two assigned spaces are provided a multi-family residential unit (including tandem), the number of unassigned spaces may be reduced by 25% for each unit with more than one assigned space.
	Lawrence Station Area Plan	0	0	1-1.5 per studio/1-bed; 1.25-2 per 2-bed; 1.7-2 per 3+ bed	
	El Camino Real Specific Plan	0	0	**Nodes**: 1-1.5 per studio/1-bed; 1.25-2 per 2-bed; 1.7-2 per 3+ bed. **Segments**: 1-1.5 per studio/1-bed; 1.5-2.25 per 2-bed; 2-2.25 per 3+ bed	
Total				Citywide: 1.50-2.65 per unit. Specific Plans: 1.17-2.08 per unit.	Citywide low end: 1+0.5. Citywide high end: 2+0.65. Specific Plan low end: (1.5+1+1)/3. Specific Plan high end: (2+2+2.25)/3
Campbell	Citywide	0	0	1 per studio/1-bed up to 625 sf; 2 per studio/1-bed over 625 sf; 2.5 per 2+ beds.	Parking Reduction Strategies: Motocycle; Mixed Use: Shared Parking with guest, and Carshare Parking.
	Transit Oriented + Walkable	0	0	1 per studio/1-bed up to 625 sf; 1.5 per studio/1-bed over 625 sf; 2 per 2+ beds	Parking Reduction Strategies: Motocycle; Mixed Use: Shared Parking with guest, and Carshare Parking.
	San Tomas Area Plan	2-2.5	0-1	PD zones require 2 additional guest spaces above standard zoning requirements	Driveway spaces shall not be included as guest parking. Plan requirements superceded when proposing a housing development project with two or more units.
County of Santa Clara	Countywide	0	0	1.5 per unit	
Cupertino	Citywide	1	0	2 per unit	If the City, at its cost, has conducted an area-wide or City-wide parking study in the last seven years, then the City may find, based on substantial evidence, that a higher parking ratio is required than shown in Table 19.56.040C. In no event, may the required parking be greater than the ratio shown in Table 19.56.040B. The parking study must conform to the requirements of Government Code Section 65915(p)(7).
Gilroy	Citywide	1	0	1.5 per 1-/2-bed units; 2 per 3+beds. 1 guest space for every 4 units	Tandem would be allowed in some cases such as for ADUs and parking downtown (voluntary or outside of AB2097).
	Downtown Specific Plan	0	0	<800sf = 1 per unit plus 1 guest space per 6 units. >800sf = 1.5 per unit plus 1 guest space per 4 units.	A majority, if not all, Downtown Specific Plan parcels are located within ½ mile of Monterey so AB 2097 applies. In-lieu fees have not been established and would not be applicable under AB 2097.

	Single Family Zoned	1	1	2	
Los Altos	Multiple Family	0	0	1.5 per unit w/ 2 or fewer bedrooms. 2 per unit w/ more than 2 bedrooms. 1 visitor space for every 4 units	
Los Altos Hills	Citywide	N/A	N/A	N/A	No multi-family zoning. Proposed to rezone multi-family by 2026 with new objective standards
Los Gatos	Citywide	0	0	1.5 per living unit plus 1 visitor space for each unit subject to PC	Required parking may be waived if the lot does not have adequate area to provide required spaces. If this finding is made by the deciding body, parking shall be provided to the maximum extent possible.
Milpitas	Citywide	"1-3"	0	1 covered per studio; 1.5 covered per 1-bed; 2 covered per 2-3 beds; 3 stalls (min. 2 covered) per 4-bed and 1 additional stall per bedroom in 4+ bedroom unit. Guest parking required	Guest Parking - Projects with Parking structures, 15% of the total required any may be uncovered. Projects with private garages, 20% of the total required and may be uncovered. Bicycle parking - 5% of the total required
	Metro Specific Plan	0	0	.5 to 1.5 spaces per unit. May be reduced by parking reduction point system or in-lieu fee.	Point reduction point system includes near VTA/Bart, shared parking agreements, shuttle service, dedicated parking for shared car, micro-mobility devices, paid employee parking, car- van-pooling, or other measures as proposed by the applicant. Up to 100% parking reduction. Minimum parking requirements may be reduced through in-lieu fee if approved by City Council and must be used on multimodal programmatic or infrastructure improvements.
	Midtown Specific Plan	"1-3"	0	R4/MXD Zoning: 1 covered per studio; 1.5 covered per 1-bed; 2 covered per 2-3 beds; 3 stalls (min. 2 covered) per 4-bed and 1 additional stall per bedroom in 4+ bedroom unit. Guest parking required for both R4/MXD	TOD zoning allows for up to 20% reduction in required parking. Guest parking for R4 zoning - projects with parking structures, 15% of the total required any may be uncovered. Projects with private garages, 20% of the total required and may be uncovered. Guest parking for MXD zoning - 15% of total required stalls covered or uncovered. Bicycle parking - 5% of the total required. Note: an updated and renamed version of the Midtown Specific Plan "Gateway-Main Street Specific Plan" is underway and may be adopted around end of 2023 or in 2024.
Monte Sereno	Citywide	N/A	N/A	N/A	No multi-family zoning
Morgan Hill	Citywide	0-1	0-1.5	MU-D & RAH: 1 per unit 600sf or less, 1.5 per unit 600-1350sf; 2 per unit 1350+sf. Other zoning: 1 covered + .5 uncovered per studio/1-bed; 1+1 per 2 bedroom; 1 covered + 1.5 uncovered per 3-bed	1 guest space per every 3 units required.
	Downtown Specific Plan	0	0	1 space per unit <600 sf; 1.5 spaces per unit between 600-1350 sf; 2 spaces per unit >1350 sf.	

	Citywide	1	0	1.5 spaces per studio/1-bed under 650sf; 2 spaces per 1-bed 650+sf or 2+beds. At least 1 covered for all. Additional guest spaces required	15 percent of required parking shall be located for guest parking. The City also implements Model Parking Standard for High Density Residential (over 43 DU/acre) projects: one space per one-bedroom and two spaces per 2+ bedrooms, without additional spaces for guests.
	460 Shoreline Boulevard Precise Plan	0	0	1.5 per unit + "convenient" guest parking	Special attention shall be given to minimization of paving, screening of parking from Shoreline Boulevard, safe access to the site.
	San Antonio Station Precise Plan	1	0	Same as city standards, unless parking study determines a reduction is warranted. A portion of the 200 spaces reserved for Caltrain may be shared.	Parking for housing should be depressed at least partially below grade. Open parking for residential buildings shall be limited to 10% of the total parking required. ZA may grant approval of aboveground parking structure for residential or transit purposes.
	Villa-Mariposa Area Precise Plan	0	0	1 space per bedroom, up to 2 spaces per unit	
	Evelyn Avenue Corridor Precise Plan	1	0	R-1: 2 spaces per unit, at least one shall be in a garage. Mixed Use: 2 per 2-bed, 1 per 1-bed, 15% guest. Further reduction may be approved by ZA with a parking study.	Special consideration shall be given to design of shared and/or common lots or garages. ZA may require a parking study to determine if further reduction in parking is warranted.
Mountain View	Downtown Precise Plan	0	0	1.5 per studio/1-bed + .3 guest per unit. 2 spaces per 2+ bed + .3 guest per unit.	In-lieu fees allowed in Areas E&H up to 100% of required guest parking. ZA may allow density increase in situations where on-site parking has been reduced. Most of the downtown is within 0.5 miles of the Caltrain station. Currently per AB2097 no minimum parking is required for residential developments. The downtown precise plan is in the process of being modified and the parking standards in the document may change.
	1101 Grant Road Precise Plan	0	0	.35 cars per unit for senior housing	Special attention shall be given to providing guest parking.
	Whisman Station Precise Plan	1	0	Two private spaces per unit, one of which shall be covered, +.5 guest spaces per unit.	
	El Camino Real Precise Plan	0	0	1 per studio/1-bed; 2 for 2+ beds. 15% of required parking must be available to guests	Applicants may meet minimum parking requirements through use of designated off-site facilities within 600 feet walking distance and not including street parking.
	North Bayshore Precise Plan	0	0	Maximum .25 per micro unit, .5 per 1-bed, 1 per 2-3 bed.	No minimum amount of parking will be required in North Bayshore. Residential projects requesting a higher parking maximum than permitted by the Plan shall submit a parking study completed by a traffic engineer. Guest parking determined by ZA
	San Antonio Precise Plan	0	0	1 per studio/1-bed; 2 for 2+ beds. 15% of required parking must be available to guests	Applicants may meet minimum parking requirements through use of designated off-site facilities within 600 feet walking distance and not including street parking.

	East Whisman Precise Plan	0	0	Outside buffer zone: maximum 1 per studio/1-bed, 2 per 2+ beds. Inside buffer zone: minimum 1 per studio/1-bed, 2 per 2+ beds. 1 carshare space per 50-200 parking spaces, 2 per 201+ spaces.	One carshare space per 80 units may be exempt from off-street parking maximums.
Palo Alto	Citywide	1	0	1 per micro unit, studio, or 1-bed; 2 per 2+ beds	For residential mixed-use developments in the CD-C zone, CC(2) zone, and on CN and CS zoned sites abutting El Camino Real, the first 1,500 square feet of ground-floor retail uses shall not be counted toward the vehicle parking requirement. Various parking adjustments can be made by Director - 18.52.050 - https://codelibrary.amlegal.com/codes/paloalto/latest/paloalto_ca/0-0-0-81045
	South of Forest Area (Phase 1)	0	0	Mixed Use Overlay: 1.25 per studio; 1.5 per 1-bed; 2 per 2-bed. One guest space plus 10% of total units. MU-1/MU-2: 1.5 per unit.	For any site or sites with multiple uses the parking requirement may be reduced if in the judgement of the Director of Planning and Community Environment the joint facility will serve all existing, proposed and potential uses as effectively as separate parking facilities
	South of Forest Area (Phase 2)	0	0	TRT-35/RT-50 w/TDM program: 1 per studio; 1.2 per 1-bed; 1.5 per 2+ beds. Guest parking per Chapter 18.83	Multiple-family residential use may receive a parking reduction with an approved TDM program that shall include, for each unit, membership in a car share program and subsidized transit passes in an amount to be determined by the Director, or an equivalent alternative
Santa Clara	Citywide	1	0	1 covered +1 for R3-18D, R3-25D, R3-36D; 1 per studio & 1-bed, 1.5 per 2+ beds in Mixed Use	
	Lawrence Station Area Plan	0	0	1 per studio/1-bed; 2 per 2/3 bed	
	Patrick Henry Drive Specific Plan	0	0	.5 per unit <550 sf; 1 per unit >550 sf. Plus .05 visitor spaces per unit.	All parking must be structured or underground.
San Jose	Citywide	0	0	0	
	Downtown Parking Management Zone	0	0	0	
	Pedestrian Oriented Zoning Districts	0	0	0	
	Urban Village Plans	0	0	0	
Saratoga	Citywide	1	0	1 covered garage plus 1.5 for each additional unit on-site	

TOTALS (Averaged)				Citywide: 1.31-1.96. Specific Plans: 0.95-1.63.	Citywide low end: (1+1.5+2+1.5+1.5+2.5+1+1+1.5+1+1+0+1.5)/13. Citywide high end: (2.5+1.5+2+2+2+2.5+3+2.5+2+2+2+0+1.5)/13. Specific Plan low end: (1+1+.5+1+1+1.5+1.5+1+1+1.8+2.5+1+.25+1+1+1.25+1+1+.5+0+0+0)/22. Specific Plan high end: (2+1.5+1.5+3+2+1.5+2+2+2+2.3+2.5+2+1+2+2+1.5+2+1+0+0+0)/22.
Concord	Citywide	1	0	1 per studio; 1.5 per 1 bed; 2 per 2-3 beds, add .5 space per bedroom for 4+ beds. 1 guest space per 3 units.	Projects within Downtown Parking District may accept in-lieu fees for required parking subject to a Use Permit decided by the Planning Commission.
	Transit Station Overlay District	0	0	Required parking may be reduced by up to 25 percent by approval of a Use Permit	Downtown Specific Plan contains recommended parking standards which do not appear to have been incorporated into Municipal Code
Daly City	Citywide	0	0	1 per studio; 1.5 per 1-bed; 2 per 2+ bed	In no event shall an administrative variance be issued which reduces the overall off-street parking standard by more than twenty percent.
	Bart Station Area Specific Plan	0	0	1.25 to 2 per unit based on architecture	Applies only to areas near Colma BART.
Fremont	Citywide	1	0	1 covered per studio/1-bed; 1 covered + .5 per 2+ beds. Add .5 per unit guest parking.	
	Downtown Community Plan	0	0	.75 per dwelling non-exclusive use; 1 per dwelling exclusive use; maximum 2 per unit	Optional in-lieu fees
	City Center Community Plan	0	0	Office and Urban Neighborhoods: minimum .75 nonexclusive, 1 exclusive, maximum 2. Transit Neighborhoods: .5 nonexclusive, .75 exclusive, maximum 1.	Required parking may be located off site up to 600 feet from the site. No minimum parking is required for a supportive housing development within one-half mile of a public transit stop.
	TOD Overlay Parking District	1	0	Minimum 1 covered plus .25 guest. Maximum 1.5 plus .25 guest.	No minimum parking is required for a supportive housing development within one-half mile of a public transit stop.
	Warm Springs/South Fremont Community Plan	0	0	Within .25 miles of Bart: 1.5 per unit. Otherwise 2 per unit	

Hayward	Citywide	1	.5-1.1	1 covered + .5 open per studio; 1 covered + .7 open per 1-bed; 1 covered and 1.1 open per 2+ beds	10% of spaces shall be marked for visitor parking, except when less than 10 spaces are required, when one visitor space shall be required. Any uncovered space may be covered instead. Except for uses established in the Central Parking District, parking space requirements for multi-family residential may be reduced by the Director of Community and Economic Development/Planning Director up to 15 percent provided public rail transportation is available within 1,000 feet of the site.
	Central Parking District	1	0.5	1 covered and .5 open spaces per dwelling unit	The Central Parking District requirements may be satisfied by providing payments in lieu of providing all or part of the required non-residential parking
	Downtown Core Area Specific Plan	0	0	1 per dwelling unit provided that total buildout of parking supply is 1.5 per dwelling unit in plan area	Residential parking requirements may be met in locations other than on the development sites, subject to the approval of the reviewing authority.
	Mission Boulevard Code	0	0	0 required, maximum of 2 allowed except within .5 miles of BART stations where maximum is 1.	
	Citywide	1	0	2 spaces per unit, 1 covered, plus one space for every 4 units for guest parking.	Required parking may be reduced to 1.5 spaces per studio/1-bed units (1 covered) plus guest parking if within 500 feet of ECR or Woodside Road. ZA may reduce requried guest parking if adequate street parking is available and/or if only one parking space is reserved per unit for residents and/or if the site is in close proximity to retail shopping.

Redwood City	Downtown Parking Zone	0	0	.75 per studio, 1 per 1-bed, 1.5 per 2+ beds.	May be reduced by ZA if it can be shown that fewer than those required are necessary. Factors shall include project design, location, afforability, unit size. May be waived up to 100% through in-lieu fee.
	Mixed Use Zones	0	0	1.5 per studio/1-bed; 2 per 2+ beds; 1 additional space for every 4 units guest parking.	Guest parking may be reduced when adequate street parking is available, only one space per unit is reserved for residents, and/or the site is close to retail shopping.
	North Main Street Precise Plan	0	0	Average of 2 stalls per unit including guest stalls. See RCZC 30.2.E.1 and .2	
	Downtown Medical Campus Precise Plan	0	0	1 per studio/1-bed, 1.5 per 2+ beds.	
Richmond	Citywide	0	0	.5 per efficiency unit; 1 per 1-bed; 1.5 per 2-bed; 2 per 3+ bed. Must be covered if within front half of lot, or within 25 feet of side street on a corner lot.	
	Bart Station Area	0	0	Minimum required shall be reduced by 50%. May be further reduced or eliminated through a Conditional Use Permit	
	City Center Specific Plan	0	0	1.5 per unit on site.	
	Tiscornia Estate Specific Plan	0	0	2 per unit on site.	
San Mateo	Citywide	1	0	1.3 per studio; 1.6 per 1-bed; 1.8 per 2-bed; 2 per 3+ beds or 1400 sf. +0.2 guest spaces per unit for all.	
	Central Parking and Improvement District	0	0	New projects shall either fund a City-commissioned project-specifc parking demand study or meet standard requirements	Projects within the City's Central Parking Improvement District and outside of the Limited Parking Zone must satisfy a minimum of 25% of the project's required parking through provision of on-site parking. May increase to 50% when nearby parking occupancy is high.
	Downtown Specific Planning Area	0	0	1 per studio; 1.3 per 1-bed; 1.5 per 2-bed; 1.8 per 3+ beds. +0.2 guest spaces per unit for all.	All open at-grade parking stalls shall be covered with a deck, or trellis, and may be allowed in rear yards only within R4-D zoning.
	Hillsdale Station Area Plan	0	0	1 per studio; 1.2 per 1-bed; 1.5 per 2-bed; 1.8 per 3 bed.	
	Citywide	1	0	1.25 per studio; 1.5 per 1-bed; 2 per 2-bed; 2.25 per 2+ bed. At least one covered each.	In-lieu fees allowed for Pedestrian Retail Zoning District subject to Council approval.

Walnut Creek	Alma Avenue Area Specific Plan	0	0	1 space per bedroom, but not fewer than 1.25 per unit.	Off-site parking allowed if located up to 200 feet from the residential building and if site is under same ownership. Parking standard may be reduced if submitted parking studies justrify such reduction.
	North Downtown Specific Plan	0	0	.5 per studio; .75 per 1-bed; 1 per 2-bed; 1.25 per 3+ bed. Reduced to .5 per unit within Makers Row	May be further reduced by TDM
	Parking Reduction Zones	0	0	Subject to minor use permit, a reduction of up to 20% of standard required parking according to area formula.	
	Low Income/Bart Proximate Housing	0	0	1-2 per unit based on income level and proximity to BART	Bart proximate is within 1/2 mile of Walnut Creek of Pleasant Hill stations.
TOTALS (Averaged)				Citywide: 1.28-2.13. Specific Plans: 1.09-1.49	Citywide low end: (1+1+1.5+1.5+2+.5+1.5+1.25)/8. Citywide high end: (2.5+2+2+2.1+2+2+2.2+2.25)/8. Specific Plan low end: (1.25+.75+.5+1.25+1.5+1.5+1+0+.75+1.5+2+1+.25+1.5+2+1.2+1+1.25+.5+1)/20. Specific Plan high end: (2+1+.75+1.25+2+1.5+1.5+0+1.5+2+2+1.5+1+1.5+2+2+1.8+1.25+1.25+2)/20.