

Sunnyvale Residential Parking Requirements Timeline

Year	Ordinance	Summary of Changes
1946	251-46	No parking requirements for any uses.
1951	324-51	First adoption of parking requirements: one space per residential unit (could be covered or uncovered)
1959	714-59	<ul style="list-style-type: none"> Single-family: 2 spaces per unit, plus 1 for each employee living at another location. Multifamily: 1.5 spaces per unit (depending on unit size), plus 1 for each employee living at another location.
1963	1085-63	Required two-car garages for single-family.
1966	1319-66	<ul style="list-style-type: none"> Increased multifamily parking requirement to include one space per each employee living at another location. Increased parking for two-bedrooms and above to 2 parking spaces per unit.
1972	1661-72	Multifamily parking regulations modified (1.5 spaces per studio/one-bedroom, 1.75 per two-bedroom, 2 per three or more bedrooms).
1975	1786-75	Specified that at least one required parking space for multifamily residential be covered.
1979	1949-79	Clarified that parking is allowed in front and side yards of single-family residential provided it is for licensed operable vehicles and on a stabilized permanent surface. Parking areas limited to no more than 50% of the front yard.
1986	2165-86	<ul style="list-style-type: none"> Text clarifications to multifamily parking requirements, but no increases in spaces per unit. Allowance of up to 35% of total unassigned spaces for multifamily residential may be compact.
1988	2231-88	Updated multifamily parking regulations (2 spaces per two-bedroom unit).
1988	2236-88	<ul style="list-style-type: none"> Clarified that 2 covered parking spaces are required for single-family in either a garage or carport. Required one-for-one covered replacement parking for converted garages. Required 2 covered parking spaces per unit in condominiums and planned unit developments, with at least one covered and assigned space. Extended allowance to condominium and planned unit residential projects that up to 35% of total unassigned spaces may be compact.
1991	2356-91	Reduced parking requirements for senior housing (one space per unit)
1992	2411-92	<ul style="list-style-type: none"> Increased required parking for condominiums and planned unit developments to 2.25 spaces per unit, with at least one covered and assigned parking space. Included stipulations for the conversion and replacement of covered parking.

1996	2549-96	<ul style="list-style-type: none"> • Multifamily parking updates (added greater minimum parking for individual garages as opposed to carports/underground open garages, added unassigned and guest parking for each bedroom type, and prohibited tandem parking arrangements) • Required a two-car wide driveway for each single/two-family dwelling to provide two uncovered parking spaces. • For developments with limited or no on-street parking, required .4 unassigned spaces per unit for single/two-family residential and .33 unassigned spaces per unit for multifamily residential.
2003	2716-03	Upgrades for non-conforming single-family parking required when home exceeds four bedrooms or 1,800 square feet.
2008	2877-08	<ul style="list-style-type: none"> • Parking Management Plans required for all new mixed-use or multifamily residential developments. • Clarified unassigned/guest parking requirements for multifamily bedroom types. No change to the total number of parking spaces that were established in 1996. • Reduced percentage of compact spaces allowed for all multifamily residential projects to 10%.
2012	2988-12	Complete reorganization of the parking code and changes to nonresidential parking requirements. No substantive changes to residential and mixed-use parking requirements.
2015	3056-15	<ul style="list-style-type: none"> • Reduction in required unassigned spaces for multifamily when two covered spaces per unit are provided • Tandem parking allowed for single-family and multifamily. • Allowance for stacker/independent mechanized parking in multifamily.
2023	3207-23	<ul style="list-style-type: none"> • Updated requirements per AB 2097 (2022) which prohibit requiring minimum parking for residential and nonresidential developments (except for bicycle, electric vehicle, and accessible spaces) that are located within one-half mile of a major transit stop. Developers may charge for the use of any parking spaces.