

**Summary:**  
City Plan Commission recommendation  
regarding  
DCA190-002 Off-Street Parking & Loading Code Amendment

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**Background:**

On March 20, 2025, the City Plan Commission voted to recommend the Off-Street Parking & Loading Code Amendment proposal to the City Council.

The Zoning Ordinance Advisory Committee ("ZOAC") had previously recommended removing all minimum parking requirements for all land uses citywide. The CPC debated this recommendation at five meetings from November 2024 through March 2025, voting to amend it in several ways.

**Summarized proposal:**

Notable updates to our current parking minimums include:

- **Transit-Oriented Development and Downtown:** No minimums for any use within ½ mile around rail stations or downtown
- **Office and retail:** No minimums for office uses and most retail
- **Industrial and Commercial:** No minimums for industrial, commercial, and business service uses except when contiguous with single-family uses
- **Single-family and duplex:** Reduced minimums for single-family and duplex uses to 1 space per dwelling unit
- **Multifamily:** Reduced minimums for multifamily uses to ½-space per dwelling unit plus guest parking, and added requirement of 1 loading space for larger multifamily
- **Bars, restaurants, and commercial amusement:** Reduced minimum for seating and sales areas to 1 space per 200 square feet, plus additional reductions
  - Bars and restaurants in buildings **under 2,500 square feet:** No minimums
- **Designated historic buildings:** No minimums for buildings designated at the city, state, or national level as historically significant, except when used as a bar, restaurant, or commercial amusement land use.
- **Places of worship under 20,000 square feet:** No minimums
- **Lower Greenville:** Parking ratios for selected uses generally will not apply to Lower Greenville areas covered by the Modified Delta Overlay MD-1.

Below is a table describing the changes in more detail.

Topic	Impact	Results (summarized)	Current code (summarized)
TOD & Downtown	Removed	No parking for any use within <ul style="list-style-type: none"> <li>• ½-mile of light rail and streetcar stations</li> <li>• CA (downtown) districts</li> </ul>	No exception for rail proximity 1 space per 2,000 sf, with exceptions for buildings built prior to 1967 and ground-floor retail under 5,000 sf
Office uses	Removed	No minimum parking requirement	1 space per 200 or 330 square feet
Single-family & Duplex	Reduced and standardized	1 space per dwelling unit	1 space per single-family dwelling unit in R7.5(A) and R5(A) 2 spaces per dwelling unit for all other single-family and duplexes
Multifamily (parking)	Reduced	½-space per dwelling unit Graduated guest parking requirement	1 space per bedroom 0.25 guest spaces per dwelling unit
Multifamily (loading and short-term)	Added	Show plans to manage loading and short-term drop-off for any development 1 loading space required over 150 dwelling units	No loading required
Hotel (loading and short-term)	Reduced	Show plans to manage loading and short-term drop-off for any development 1 loading space required for hotels over 80 guest rooms	Graduated requirement beginning at 10,000 square feet
Bars and restaurants	Reduced	No minimum for buildings up to 2,500 sf For buildings over 2,500 sf, 1 space per 200 sf for sales and seating area (plus reductions for some storage and manufacturing area)	1 space per 100 square feet for sales and seating area Variety of lighter minimums for storage and manufacturing
Commercial amusement (bowling alleys, dance halls, etc.)	Reduced and standardized	1 space per 200 square feet	Variety of minimums per type

Industrial uses Commercial service and business uses (truck sales, medical laboratory, furniture repair, etc.)	Geography limited	Reduced minimums apply when contiguous with single-family properties; no minimums elsewhere	Minimums apply anywhere the use is permitted
Designated historic buildings	Mostly removed	No minimums, except 1 space per 200 square feet for bars, restaurants, and commercial amusement uses within 300 feet of single-family with reduction option through SUP.	No exemptions for historic buildings
Places of worship	Reduced	No minimums for places of worship less than 20,000 square feet of floor area	All places of worship are subject to parking minimums
Mixed Income Housing Density Bonus	Parking bonus reduced to zero	Zero minimum parking required when providing mixed income units	½-space per unit required when providing mixed income units
Geographic exceptions	No change for MD-1 Overlay	Properties subject to the MD-1 Modified Delta Overlay will keep minimums for selected uses.	
Design standards	Limiting driveway entrances for 1- through 4-unit residences Requiring pedestrian path through large parking lots Prohibiting surface water drainage across sidewalk surfaces Simplified loading standards Allowing parking lot entrances on any alley for any use		
Bicycle parking	Increased bicycle parking amount requirements Clarified design and locational standards		
Shared loading	Adding the opportunity for a shared loading agreement		