

GENERAL INFORMATION

Subject

- | | | |
|-----------|---|--|
| Request | - | Modification to TMC Chapter 11 – Planning and Zoning Code – Eliminate Parking Minimums |
| Applicant | - | Toledo City Council
One Government Center, Suite 2120
Toledo, OH 43604 |

STAFF ANALYSIS

On May 8, 2024, Toledo City Council passed a resolution (Res. 207-24) for a study to be conducted and consider the elimination of minimum off-street parking requirements in TMC Chapter 1107. As stated in the resolution, many municipalities have examined the need for and benefit of requiring minimum off-street parking. Additionally, certain development regulations have presented onerous challenges to the business environment. Furthermore, land is a limited resource and must be managed efficiently in order to support development. Finally, many agencies, City of Toledo departments, and expert opinions have indicated the need for Toledo to incentivize more intense developments. The proposed text amendment removes the specific minimum number of off-street parking spaces required and imposes a maximum number of off-street parking spaces allowed for a development. The proposed text modification is listed in Exhibit “A” with omissions in bold strikethrough and additions highlighted in italic text.

For over the past 50 years, city planners have been tasked with the questions, “where are people going to park automobiles?” and “how many parking spaces does a specific development need?” Minimum Parking Requirements (MPR) are ubiquitous standards included in municipal zoning codes and land use policies throughout the nation, and recent studies have shown a shift in cities either reforming or fully eliminating MPR. In that same 50-year timeframe, Toledo has lost nearly one-third (30%) of its overall population due to urban sprawl and suburban growth.

As stated by Donald Shoup, the late Distinguished Research Professor of urban planning, in his 1997 article titled ‘The High Costs of Free Parking’, *“By reducing the market price of parking, minimum parking requirements provide subsidies that inflate parking demand, and this inflated demand is then used to set minimum parking requirements. When considered as an impact fee, minimum parking requirements can increase development costs by more than 10 times the impact fees for all other public purposes combined. Eliminating minimum parking requirements would reduce the cost of urban development, improve urban design, reduce automobile dependency, and restrain urban sprawl (Shoup, 1997).”*

STAFF ANALYSIS (cont'd)Background & History

A historical analysis of the Toledo Zoning Code indicated off-street parking and loading requirements have been included since the initial creation of TMC Part Eleven – Planning and Zoning Code in 1952 which spelled out various parking requirements for specific use categories. Subsequently, the addition of a section titled “Minimum Off-Street Parking Required” was introduced as Chapter 1165.21 in 1986 (*Ord. 641-86*) in order to consolidate off-street parking requirements by residential, commercial, or manufacturing/industrial uses. As stated in the staff report of the May 8th, 1986 Plan Commission meeting, “...*the existing off-street parking requirements are dispersed throughout several chapters and sections of the Planning and Zoning Code. This proposal consolidates such existing fragmented parking requirements into one updated comprehensive chapter.*”

Thereafter, the minimum off-street parking requirements were updated as Chapter 1107 – Parking, Loading and Access section in the 2004 Zoning Code (*Ord. 170-04*), utilizing a similar use category based off-street parking schedule (i.e., residential, public/civic, commercial, industrial, and other). In addition, the 2004 update to the zoning code included a new requirement for establishing off-street parking maximums (TMC§1107.0302) in order to restrict excessive off-street parking areas and an over-abundance of parking lot pavement surfaces. Since 2004, there’s been no significant modifications to the MPR with the exception of minor amendments for new use categories.

As mentioned, the current MPR are determined by each use category, calculated using the off-street parking schedules. However, the current zoning code does allow for the use of Alternative Access and Parking Plans (TMC§1107.1400). The use of the alternative parking plans provides developments with flexibility for a reduction or excess in off-street parking spaces or the use of shared off-street parking areas when certain requirements are satisfied (i.e., providing a bus transit stop allows for 20% reduction of MPR). This flexibility is often unknown and therefore underutilized due to lack of familiarity in order to satisfy the MPR.

Within various sections of the current zoning code MPR are reduced or not required (i.e., Overlays, Downtown, historic districts, etc.). Even with flexible opportunities existing in the current zoning code to satisfy minimum off-street parking requirements, staff has reviewed few development cases where these alternatives are overutilized or caused a negative impact on existing traffic congestion and/or parking issues.

Proposed Text Amendment

The proposed text amendment does not eliminate the need or allowance for new off-street parking spaces but rather removes the minimum number of off-street parking spaces required by the zoning code. The elimination of MPR will allow individual developments to propose an appropriate amount of off-street parking that is necessary for the specific project. Additionally, the proposed text amendment will further impose the parking regulations as the maximum number of off-street parking spaces allowed.

STAFF ANALYSIS (cont'd)

Proposed Text Amendment (cont'd)

The proposed maximums numbers were calculated by exceeding 150 percent of the former minimum number of spaces required (TMC§1107.0302). Any off-street parking spaces in excess of the maximum number will require an Alternative Access and Parking Plan in accordance with TMC§1107.1400. Furthermore, multiple items within Chapter 1107 will not be impacted by the proposed text amendment including:

- Minimum number of Bicycle Parking required in TMC§1107.0900
- Minimum number of Off-Street Loading Spaces required in TMC§1107.1000.
- Minimum number of Vehicle Stacking Spaces in TMC§1107.1600.
- Minimum number of Accessible Parking Spaces in TMC§1107.1700.
- Design Standards and off-street parking dimensional requirements in TMC§1107.1900.

Impact on Development Reviews

Depending on the size of a proposed development, a Minor or Major Site Plan Review per TMC§1111.0800 would still be required for any proposed off-street parking developments with more than five (5) parking spaces. This provision will continue to allow staff review for conformance with off-street parking dimensional requirements and design standards, as well as review by the Division of Traffic Management for any traffic safety and access issues. Moreover, through the Site Plan Review process, any proposed off-street parking areas will have to adhere to additional zoning code requirements (i.e., landscaping, drainage, etc.).

Residential Uses & Housing

Cities across the United States are increasingly eliminating or reducing off-street parking minimums due to a growing recognition of their negative impacts and a desire to achieve various long range planning goals, particularly around the subject of housing. A large body of research has documented the impacts of MPRs on increased housing costs, an oversupply of parking, and inefficient land-use patterns across the U.S. (Shoup, 2014).

Some of the key findings around housing affordability and parking requirements predominantly deal with cost of construction. Building parking spaces, especially in garages, is incredibly expensive (e.g., tens of thousands of dollars per parking space). These costs are often passed on to residents and businesses through higher rents or purchase prices, making housing less affordable (Garcia & Tucker, 2021). When parking is unbundled from the rental unit residents have experienced significant annual savings (Manville, 2013). Additionally, research indicates MPR negatively impact the housing supply and reduces the overall housing units produced. MPR can make it unfeasible for developers to build new housing, especially affordable housing, in dense areas because they must dedicate valuable land and resources to off-street parking areas instead of residential units. As a result, this limits the overall housing supply that's available (Thomas, 2024).

STAFF ANALYSIS (cont'd)Commercial Uses & Sustainable Development

The impact MPR have on commercial and mixed uses varies across different intensities of land uses. Differing from residential land uses which are typically based on number of dwelling units, the MPR is typically calculated by the square footage of building floor areas, customer areas, and/or number of employees per shift. As a result, the larger a building footprint, or higher number of customers, directly increases the MPR. However, this calculation doesn't factor in various transportation circumstances including but not limited to alternative transit routes, modes of transportation, rideshare, valet services, etc.

Urban environments should promote safe walkability, transit and sustainable transportation options. MPR discourages alternative modes of travel by creating abundant and often free parking which encourages driving, making people less likely to walk, bike, or use public transit (USDOT, 2024). In fact, research indicates that the percentage of land taken up by parking decreases as the percentage of individuals who opt for public transportation, walking, or biking as their primary commuting methods increases (Parking Reform Network, 2024).

MPR also contribute to urban sprawl and creating less walkable neighborhoods since parking lots require significant land, spreading out development and making cities less dense. This creates an environment that is "transit-hostile" as destinations become further apart and the human experience is less appealing (NPR, 2024).

Eliminating MPR can have environment benefits by reducing car dependency and lessen traffic congestion, lower greenhouse gas emissions, and improve air quality (Circuit, 2024). Parking lots also contribute to the "urban heat island effect" and increase stormwater runoff. In addition, land dedicated to parking cannot provide other community or environmental benefits such as greenspace and stormwater catchment, respectively (McDonnell et al., 2011).

The elimination of MPR can also have an economic benefit through the efficient use of land. The opportunity cost of land dedicated to parking could be more valuable if used for more productive purposes, such as housing, businesses, green spaces, or community facilities (Mieleszko, 2023). Additionally, this provides flexibility for developers in allowing them to build the amount of parking they believe the market demands, rather than being forced to oversupply (NYU, 2024). As a result, the elimination of MPR reduces overall development costs and streamlines the entitlement process (Ferrin, 2023). Furthermore, eliminating MPR can help support small businesses since MPR can be particularly burdensome for small businesses or those looking to adapt older buildings that lack space for new parking (Quednau, 2018). Finally, studies have shown that in many communities across the country, there is already an oversupply of parking spaces, often far exceeding the actual demand. This leads to vastly underutilized land and wasted resources across the entire city (Dacius, 2024). Ultimately, the shift away from off-street parking minimums is part of a broader movement to create more sustainable, affordable, and livable cities by prioritizing people and efficient land use over a car-centric development model.

STAFF ANALYSIS (cont'd)Peer Cities Review

A review of planning literature and peer cities identified multiple examples and studies supporting the removal of MPR. More than 50 other cities and towns across the country have thrown out their parking minimums, from Austin, Texas, to Anchorage, Alaska, and San Jose, California, to Gainesville, Florida (NPR, 2024). Removing parking minimums has become a sweeping trend across the nation. Locally, several major cities in Ohio have taken steps to eliminate or reduce MPR in their zoning codes. This trend is often driven by a desire to promote denser, more walkable, and transit-oriented development, as well as reducing housing costs and encourage economic growth.

Cincinnati:

- In July 2024, passed the "Connected Communities" initiative, which eliminates or reduces parking minimums in targeted areas, particularly near major transit corridors and neighborhood business districts.
- Eliminated parking minimums for existing building renovations and developments along major corridors and new construction within a quarter mile of neighborhood business districts. Citywide Ability to count public assets, including on-street parking, toward requirement within ¼ mile.
- Reduced residential parking minimums to one (1) space per unit for the rest of the city (Connected Communities, 2024).

Cleveland:

- Exempt parking requirements near frequent transit stops, specifically for new developments within a quarter-mile (or five-minute walk) of high-frequency transit stops. (Parking Reform Network, 2024).

Columbus:

- Eliminated all parking minimums and requirements in the Downtown.
- Reduced parking requirements in other parts of the city over time, including commercial requirements reduced by 50% and multifamily requirements reduced (Parking Reform Network, 2024).

Dayton:

- Since 2006, Dayton has not required off-street parking spaces in the Central Business District and has very limited requirements in the Urban Business District.
- Reduced parking requirements for multi-family dwellings (from 1.5 to 1.0 spaces per unit) and daycare uses. They are also allowing for greater reductions in vehicular parking for those who provide bicycle parking (City of Dayton, 2022).

STAFF ANALYSIS (cont'd)Additional Research

The proposed text amendment does not resolve all of the issues associated with MPR, rather it simply removes the minimum number of off-street parking spaces required by each use category and imposes a maximum number of off-street parking spaces allowed.

In researching the various municipalities' parking requirements and standards, staff discovered multiple factors which contribute to the understanding of parking supply and demand within a city. First, parking studies could be conducted in specific parts of the city (i.e., business districts) in order to assess the quantity and location of available on- and off-street parking spaces. Second, the implementation of complete street designs with curbside management plans including designated ride-share zones and loading areas, specifically in business corridors, can help assist in reducing on-street parking and consolidate within shared parking lots and garages. Third, on-street residential parking permits could be studied to ensure residents near commercial and business corridors have priority to on-street parking spaces after regular operating hours. Lastly, alternative modes of transportation (i.e., public transit, bicycle, etc.) could be better studied to identify optimal routes for better connectivity for residents through an updated bike plan or multi-mobility plan which could assist in reducing the demand for off-street parking spaces.

Forward Toledo Comprehensive Land Use Plan

As a strategy for the implementation of the Forward Toledo Comprehensive Land Use Plan (adopted by Ord. 430-24), “*Updating and/or removing the minimum parking requirements*” was identified as a high-ranking priority item for both the planning committees and public input phase of the process. The proposed text amendment supports the following Goals identified in the Forward Toledo plan:

- Building Preservation (Build)
 - *Existing zoning laws, such as parking requirements and limitations on acceptable uses make the reuse of historically commercial buildings challenging. Many older buildings were constructed before cars were popular, and therefore provide minimal parking.*
- Support Public Transit (Move)
 - *Elements of improvements include a reduction in transportation costs, less land devoted to paving and parking, and an increased access to the City and its resources for residents and visitors alike.*
- Walkable Neighborhoods (Move)
 - *Suburban growth trends, combined with traditional zoning and land use laws, have created an imbalance in the cost/value of land. This has contributed to a nationwide housing shortage, especially when parking requirements and parking expectations are included. Additional walkable areas in the city would reduce the need for large parking areas and free up more land for higher value uses like housing.*

STAFF ANALYSIS (cont'd)

Forward Toledo Comprehensive Land Use Plan (cont'd)

- Strengthen Neighborhoods (Place) & Healthy Food Access (Sustain)
 - *Review and modify regulations to incentivize grocery stores with fresh food over other types of stores (e.g., reduced parking requirements, loading zones, permitted locations).*
- Business Creation (Place)
 - *Historic structures often lack the parking space needed and expected of modern commercial developments.*
- Reduce Pollution (Sustain)
 - *Adjusting zoning and building code regulations to allow increased densities or the reuse of buildings in neighborhoods to provide jobs, goods, and services to residents reduces the distance required to travel for daily trips. Increased density has the added benefit of reducing the quantity of hardscape required in the roads and parking lots that connect people together.*
- Preserve Open Space (Sustain)
 - *At a local level, Toledo lags behind many large cities in Ohio when it comes to green space. Toledo has the lowest amount of greenspace per capita falling below Akron with a similar population size (NPR, 2019).*
 - *Higher levels of impervious coverage have been shown to impact water quality after major storm events and cause variations in surface temperatures by several degrees between neighborhoods, impacting overall health (i.e., urban heat island) (Arnold & Gibbons, 1996).*

Staff recommends approval of the proposed text amendment for modifications to TMC Chapter 11 to eliminate off-street parking minimums. The proposed text amendment was identified as a high priority in the Forward Toledo Comprehensive Land Use Plan and supports multiple Goals and Strategies for the implementation of the plan. Additionally, the proposed text amendment will provide opportunities for the redevelopment of structures/properties and allow individual developments to propose an appropriate amount of off-street parking that is necessary for each specific project. Furthermore, the proposed text amendment prioritizes the value of developing land for people (i.e. housing) over off-street parking spaces, supporting a more vibrant and livable community for all Toledoans.

STAFF RECOMMENDATION

The staff recommends that the Toledo City Plan Commission recommend approval of M-18-24, a Modification to TMC Chapter 11 – Zoning and Planning Code – Eliminating Parking Minimums, to Toledo City Council for the following **two (2)** reasons:

1. The proposed text amendment meets the challenge of a changing condition and provides opportunities for the redevelopment of structures/properties (**TMC§1111.0506 (A) – Review and Decision-Making Criteria**); and

STAFF RECOMMENDATION (cont'd)

2. The proposed text amendment is consistent with the Forward Toledo Comprehensive Land Use Plan and the stated purpose of the Zoning Code (**TMC§1111.0506 (B)** – *Review and Decision-Making Criteria*).

ZONING TEXT AMENDMENT
TOLEDO CITY PLAN COMMISSION

REF: M-18-24

DATE: July 3, 2025

TIME: 2:00 P.M.

ZONING AND PLANNING COMMITTEE
TOLEDO CITY COUNCIL

DATE: August 13, 2025

TIME: 4:00 P.M.

RS

Exhibit “A” and “B” follows.

Exhibit “A”
Text Modifications

(Additions in italic highlight. Deletions in bold strikethrough.)

Chapter 1107, Parking, Loading and Access, is the place to look for information about the number of parking and off-street loading spaces ~~required~~ and the design of those parking and loading areas.

1103.0610 Parking

C. For non-residential and residential uses in the Pedestrian-Oriented Overlay, the maximum number of parking spaces permitted is the number listed as the ~~minimum~~ *maximum* number of off-street parking spaces in Sec. 1107.0300, 1107.0400, or 1107.0500 for the subject use.

1103.1008 Commercial

A. Commercial developments shall be planned with common parking areas and common points of ingress and egress. Parking requirements shall be provided pursuant to Sec. 1107.0300, Off-Street Parking Loading, and the number of spaces ~~required~~ *allowed* shall be determined by each specific use within the Planned Unit Development. Parking and lighting shall be screened in accordance with Chapter 1108 - Landscaping and Screening.

Chapter 1107 | Parking, Loading, and Access

1107.0100 | General

1107.0102 Applicability

A. New Development

The parking, loading and access standards of this Chapter apply to all new buildings constructed and all new uses established in all zoning districts.

B. Expansions and Substantial Modifications

The parking, loading and access standards of this Chapter apply when an existing structure or use is expanded or enlarged, whether through the addition of dwelling units, floor area, seating capacity, employees or other units of measurement used for establishing off-street parking and loading requirements.

1. Additional off-street parking and loading spaces to meet ~~minimum~~ *maximum* ratios are ~~required~~ *allowed* only to serve ~~the enlarged or expanded area, not~~ the entire building or use.

2. If the number of parking spaces on a site at the time of expansion or substantial modification exceeds the maximum ratios of this Chapter, ~~no Alternative Parking Plan approval will be required, but~~ no additional spaces will be allowed, except through the Alternative Parking Plan provisions of Sec. 1107.1400.

C. Requirements for Change in Use

If a change in use causes an increase in the ~~required~~ *allowed* number of parking, stacking, or loading spaces, ~~80~~ *100* percent of such additional spaces ~~shall~~ *may* be provided in accordance with the requirements of this Zoning Code, *except as required in the provisions of Sec. 1107.1000, Sec. 1107.1600 and Sec. 1107.00; except that if the change in use would require an increase of less than 50 percent in the required number of parking spaces or fewer than five parking spaces, no additional parking shall be required.*

Exhibit “A” (cont’d)

Text Modifications

(Additions in italic highlight. Deletions in bold strikethrough.)

D. Applicability in the Event of Damage or Destruction of Existing Use

1. When a conforming or nonconforming building or use that does not comply with current off-street parking and/or loading regulations is damaged and the cost of reconstruction does not exceed 75 percent of the assessed value at the time such damage occurred, the building may be constructed with the same number of parking and loading spaces that existed at the time of damage or destruction. However, when the cost of reconstruction exceeds 75 percent of the assessed value at the time such damage occurred, off-street parking and loading spaces ~~must~~ *may* be provided in the amount ~~required~~ *allowed* for new construction on the date the application for reconstruction is approved.

2. Notwithstanding the preceding, within a historic (-HO) or pedestrian-oriented (-PO) overlay zoning district, any damaged building or use of 5,000 square feet or less that is nonconforming only in the amount of off-street parking and/or loading space that is provided, may be reconstructed (if authorized by Secs. 1114.0205(C) or 1114.0305(B) without providing additional off-street parking and/or loading.

1107.0103 No ~~Reduction Below Minimums or~~ Additions Above Maximums

The number of parking and loading spaces existing on a site may not be ~~reduced below the minimum requirements of this Chapter or~~ increased above the maximum requirements of this Chapter except by an Alternative Access and Parking Plan in Section 1107.1400.

1107.0104 Effect on Nonconforming Status

A building or use that was legally established is not deemed nonconforming solely as a result of providing ~~fewer than the minimum number or~~ more than the maximum number of off-street parking or loading spaces specified in this Chapter.

1107.0105 Consultation with Division of Transportation

Before making any decision or issuing any approval under this Chapter, the Planning Director shall first refer the matter to the Division of Transportation, which shall make recommendations that the Planning Director shall give due consideration in making his or her decision.

1107.0200 | Special Parking Districts

1107.0202 Central-City Special Parking District

Within the Central-City Special Parking District, which includes all of Census Tracts 16, 21, 22, 23, 27, 28, 29, 30, 34 and 37, the ~~minimum~~ *maximum* off-street parking requirement for multi-dwelling units created through rehabilitation or conversion of an existing structure will be one space per dwelling unit, plus one space per 10 dwelling units for visitor parking.

1107.0203 Surface Parking Lot Ban Districts

A. Surface Lot Prohibition

Within the Surface Parking Lot Ban Districts, one-level surface parking lots are strictly prohibited, and existing one-level surface parking lots may not be increased in size. Other modifications to existing one-level surface parking lots may occur subject to the provisions of this Chapter.

Exhibit “A” (cont’d)

Text Modifications

(Additions in italic highlight. Deletions in bold strikethrough.)

1107.0204 Locally Designated Historic Districts

No additional off-street parking or loading spaces are required for rehabilitation or reuse of existing structures within locally designated historic districts. For new construction within locally designated historic districts, ~~minimum~~ *maximum* off-street parking ratios are reduced by 50 percent from the otherwise applicable standards of this Chapter.

1107.0205 -PO, Pedestrian-Oriented Overlay District

A. Non-residential Parking

Due to increased pedestrian connectivity and a lesser need for parking, nonresidential uses in the PO zoning overlay district are exempt from providing off-street parking spaces.

B. Residential Parking

The ~~minimum~~ *maximum* number of off-street parking spaces ~~required~~ *allowed* is one space per residential unit, plus one space per 10 dwelling units for visitor parking.

C. Residential Parking Exception

No off-street parking spaces are required for residential building projects of 10 units or less.

D. For non-residential and residential uses in the Pedestrian-Oriented Overlay, the maximum number of parking spaces permitted is the number listed as the ~~minimum~~ *maximum* number of off-street parking spaces in Sec. 1107.0300, 1107.0400, or 1107.0500 for the subject use.

1107.0300 | Off-Street Parking Schedule “A”

1107.0301 ~~Minimums~~ *Applicability*

Off-street parking spaces must be provided in accordance with the ~~minimum~~ *maximum* ratios of the following, Schedule A. In lieu of complying with the ~~minimum~~ *maximum* standards of Schedule A, an applicant may request approval of an Alternative Parking Plan, pursuant to Sec. 1107.1400.

1107.0302 Maximums

No use may provide more than ~~150 percent of~~ any of the ~~minimum~~ *maximum* off-street parking ratios of Schedule A, except through approval of an Alternative Parking Plan pursuant to Sec. 1107.1400. This provision notwithstanding, Alternative Parking Plan approval is not required for four or fewer parking spaces. This provision is not to be interpreted as requiring Alternative Parking Plan approval for, or the removal of, parking spaces that legally exist on a site.

1107.0303 How to use Off-Street Parking Schedules A, B, C and D

Look up the use category in Schedule A to find the *maximum* number of parking spaces ~~required~~ *allowed*. Schedule A mirrors the uses found in the Use Table of Sec. 1104.0100. Some uses in Schedule A utilize a formula to determine the number of ~~required~~ *allowed* parking spaces. These formulas are given in Schedule B for selected commercial uses and Schedule C for selected industrial uses. Schedule D gives the procedure to use when a study must be used to determine parking needs.

Exhibit “A” (cont’d)
Text Modifications
(Additions in italic highlight. Deletions in bold strikethrough.)

1107.0304 Schedule A

Use Category	Use Category Minimum Maximum Number of Off-Street Parking Spaces Required Allowed	Minimum Number of Bicycle Parking Slots Required (See Sec. 1107.0900 Below)
Residential		
Detached House	2 per dwelling unit No maximum	None
Detached House (Zero Lot Line)	2 per dwelling unit No maximum	None
Attached House	2 per dwelling unit No maximum	None
Duplex	2 per dwelling unit No maximum	None
Cluster Housing	2 per dwelling unit No maximum	None
Manufactured Home within a RMH district	2 per dwelling unit No maximum	None
Multi-Dwelling Structure [1]	4.5 2 per dwelling unit plus 1 space per 10 units for visitor parking	1 per 10 parking spaces
Adult Foster Home	2 3 per dwelling unit	None
Certified Foster Home	2 3 per dwelling unit	None
Elderly and Disabled	See Sec. 1107.0700	1 per 10 parking spaces
Group Living		
Adult Family Home	1 per 2 employees	1 per 10 parking spaces
Residential Facility, Small	1 per 2 employees	1 per 10 parking spaces
Residential Facility, Large	1 per 2 employees	1 per 10 parking spaces
Drug/Alcohol Residential Facility	1 per 2 employees	1 per 10 parking spaces
Halfway House	1 per 8 4 residents plus 1 per 2 employees	None
Nursing Home	1 per 4 2 residents/beds	1 per 10 parking spaces
Rest Home	1 per 4 2 residents/beds	1 per 10 parking spaces
Home for the Aging	1 per 3 2 residents/beds	1 per 10 parking spaces
Group Rental	4 2 per sleeping quarter	1 per 10 parking spaces
Homeless Shelter	1 per 4 2 residents/beds	1 per 10 parking spaces
Other Group Living	per Schedule D (§1107.0600)	1 per 10 parking spaces
Public and Civic		
Colleges and Universities	per Schedule D (§1107.0600)	1 per 4 students, faculty, and staff
Community Recreation	per Schedule D (§1107.0600)	1 per 10 parking spaces
Marinas	4 2 per boat space, plus spaces for other associated uses	1 per 10 parking spaces
Cultural Exhibits and Libraries	1 per 4,000 500 square feet	1 per 10 parking spaces
Day Care		
Type A Family Day Care Home	1 space in addition to requirement for dwelling unit No maximum	None
Type B Family Day Care Home	1 space in addition to requirement for dwelling unit No maximum	None
Day Care Center	1 per 6 3 person-capacity or 1 per 400 200 square feet, whichever is greater	1 per 10 parking spaces
Hospital	1 per 4 2 beds	1 per 10 parking spaces
Lodge, Fraternal and Civic Assembly	1 per 250 200 square feet	1 per 10 parking spaces
Postal Service	per Schedule D (§1107.0600)	1 per 10 parking spaces
Public Safety	per Schedule D (§1107.0600)	1 per 10 parking spaces
Religious Assembly	1 per 6 3 seats or 1 per 400 50 square feet of seating area, whichever is greater	1 per 10 parking spaces
Schools, Elementary and Middle	1 per faculty member plus 1 per 3 2 staff members plus 1 space per 50 25 students for student drop-off and pick-up	1 per 3 students plus 1 per 10 parking spaces for faculty and staff

Schools, High	1 per 40 5 students plus 1 per faculty member plus 1 per 3 2 staff members plus 1 space per 50 25 students for student drop-off and pick-up	1 per 3 students plus 1 per 10 parking spaces for faculty and staff
Utilities and Services, Minor	None <i>per Schedule D (§1107.0600)</i>	None
Utilities and Services, Major	per Schedule D (§1107.0600)	None
Commercial Use Types		
Animal Services		
Sales and Grooming	per Schedule B (§1107.0400)	None
Kennels	per Schedule B (§1107.0400)	None
Veterinary	1 per 300 200 square feet	None
Building Maintenance Services	1 per vehicle used in business, plus 1 per 750 500 square feet	1 per 10 parking spaces
Business Equipment Sales and Services	per Schedule B (§1107.0400)	1 per 10 parking spaces
Business Support Services	1 per vehicle used in business, plus 1 per 400 250 square feet	1 per 10 parking spaces
Communications Service Establishments	1 per 400 250 square feet	1 per 10 parking spaces
Construction Sales and Services	1 per 500 300 square feet	1 per 10 parking spaces
Eating and Drinking Establishments		
Tavern	1 per 3 2 employees plus 1 per 75 square feet of customer area	1 per 10 parking spaces
Fast Order Food	1 per 3 2 employees plus 1 per 75 square feet of customer area	1 per 10 parking spaces
Fast Order Food, Drive-through	1 per 3 2 employees plus 1 per 75 square feet of customer area	1 per 10 parking spaces
Restaurant, Sit-Down	1 per 3 2 employees plus 1 per 75 square feet of customer area	1 per 10 parking spaces
Entertainment and Spectator Sports		
Limited	1 per 50 25 square feet	1 per 10 parking spaces
General	per Schedule D (§1107.0600)	1 per 10 parking spaces
Financial, Insurance and Real Estate Services	1 per 400 250 square feet	1 per 10 parking spaces
Food and Beverage Retail Sales	per Schedule B (§1107.0400)	1 per 10 parking spaces
Funeral and Interment Services		
Cremating	1 per vehicle used in the business	None
Interring	1 per vehicle used in the business	None
Undertaking	1 per 200 100 square feet	None
Cemeteries	per Schedule D (§1107.0600)	None
Gasoline and Fuel Sales	1 per pump (count as if parked at pump) + 1 per 300 200 square feet	None
Hair Salon	1 per 400 75 square feet	1 per 10 parking spaces
Marijuana Facilities		
Cultivator	per Schedule C (§1107.0500)	None
Dispensary	per Schedule B (§1107.0400)	1 per 10 parking spaces
Processor	per Schedule C (§1107.0500)	None
Testing Laboratory	per Schedule B (§1107.0400)	1 per 10 parking spaces
Medical Services		
Drug and Alcohol Treatment Center, Nonresidential	1 per 300 200 square feet	1 per 10 parking spaces
Other Medical Services	1 per 200 100 square feet	1 per 10 parking spaces
Office, Administrative and Professional	1 per 300 200 square feet	1 per 10 parking spaces
Parking, Commercial	None <i>No maximum</i>	Per Sec. 1107.0903
Personal Convenience Services	per Schedule B (§1107.0400)	1 per 10 parking spaces
Personal Improvement Services	per Schedule B (§1107.0400)	1 per 10 parking spaces
Rental Halls	1 per 3 2 employees plus 1 per 75 square feet of customer area	1 per 10 parking spaces
Repair Services, Consumer	per Schedule B (§1107.0400)	1 per 10 parking spaces
Retail Sales, General	per Schedule B (§1107.0400)	1 per 10 parking spaces
Sexually Oriented Business Establishment	1 per 400 75 square feet	1 per 10 parking spaces
Sports and Recreation, Participant		

Indoor	1 per 450 100 square feet	1 per 10 parking spaces
Outdoor	1 per 500 300 square feet of customer/activity area	1 per 10 parking spaces
Sweepstake Terminal Cafes	1 per 300 200 square feet	1 per 10 parking spaces
Tattoo and Body Piercing	per Schedule B (§1107.0400)	1 per 10 parking spaces
Tobacco Shop	per Schedule B (§1107.0400)	1 per 10 parking spaces
Transient Habitation		
Bed and Breakfast	0.5 1 per sleeping room	1 per 10 parking spaces
Lodging	4 2 per room, plus spaces required allowed for associated uses	1 per 10 parking spaces
Rooming House	0.5 1 per rooming unit	1 per 10 parking spaces
Vehicle Sales and Service		
Cleaning/Washing	2 4	None
Fleet Storage	1 per 2 employees	None
Heavy Equipment Repairs	4.5 3 per service bay	None
Light Equipment Repairs	4.5 3 per service bay	None
Heavy Equipment Sales/Rental	1 per 7,500 5,000 square feet of open sales area, plus 1 per 750 500 square feet of enclosed sales area, plus 4.5 2 per service bay	None
Auto and RV Sales/Rental	1 per 5,000 square feet of open sales area, plus 1 per 500 square feet of enclosed sales area, plus 4.5 2 per service bay	None
Storage of Nonoperating Vehicles	1 per 2 employees	None
Storage of Recreational Vehicles	1 per 2 employees	None
Industrial Use Types		
Explosive Storage	per Schedule C (§1107.0500)	1 per 10 parking spaces
Freight Terminal	per Schedule C (§1107.0500)	1 per 10 parking spaces
Industrial, General	per Schedule C (§1107.0500)	1 per 10 parking spaces
Industrial, Intensive	per Schedule C (§1107.0500)	1 per 10 parking spaces
Laundry Service	per Schedule C (§1107.0500)	1 per 10 parking spaces
Manufacturing and Production, Limited	per Schedule C (§1107.0500)	1 per 10 parking spaces
Manufacturing and Production, Technological	per Schedule C (§1107.0500)	1 per 10 parking spaces
Scrap and Salvage Operations	4 2 per acre	1 per 10 parking spaces
Wholesale, Storage and Distribution	per Schedule C (§1107.0500)	1 per 10 parking spaces
Mini-Warehouse	4 5 + 1 per 250 rental spaces	1 per 10 parking spaces
Light	per Schedule C (§1107.0500)	1 per 10 parking spaces
Heavy	per Schedule C (§1107.0500)	1 per 10 parking spaces
Other Use Types		
Agriculture		
Major	per Schedule D (§1107.0600)	None
Minor	None per Schedule D (§1107.0600)	None
Mining	per Schedule D (§1107.0600)	None
Recycling Facilities		
Large Collection Facilities	per Schedule C (§1107.0500)	None
Small Collection Facilities	per Schedule C (§1107.0500)	None
Processing Center	per Schedule C (§1107.0500)	None
Wireless Telecommunications Facilities		
Co-located Facility	None per Schedule D (§1107.0600)	None
Freestanding Facility	None per Schedule D (§1107.0600)	None

Table Notes

[1] Check Sec. 1107.0200 for special parking districts, such as the Central-City Parking District, for applicable parking reductions.

Exhibit “A” (cont’d)
Text Modifications

(Additions in italic highlight. Deletions in bold strikethrough.)

1107.0400 | Off-Street Parking Schedule “B” Additional Commercial Standards

Off-street parking spaces for Schedule B uses must be provided in accordance with the following standards. This schedule is to be read cumulatively using each increment. For example, to determine the total ~~required~~ **allowed** spaces for a 100,000 square foot building calculate the number of spaces ~~required~~ **allowed** for the first 50,000 square feet at 1 per ~~300~~ **200** square feet (~~167~~ **250** spaces) and for the next 50,000 square feet at 1 per ~~375~~ **300** square feet (~~134~~ **167** spaces) for a total of ~~301~~ **417** parking spaces.

Floor Area (Sq. Ft.)	Off-Street Parking Spaces Required Allowed
1 to 50,000	1 per 300 200 square feet
50,001+	1 per 375 300 square feet

1107.0500 | Off-Street Parking Schedule “C” Additional Industrial Standards

Off-street parking spaces for Schedule C uses must be provided in accordance with the following standards. This schedule is to be read cumulatively using each increment.

Floor Area (Sq. Ft.)	Off-Street Parking Required Allowed		
		Warehousing Floor Area	Manufacturing or Other Floor Area
1–20,000	1 per vehicle used in the business +	1 per 1,000 square feet +	1 per 750 square feet
20,001 – 120,000		1 per 5,000 square feet +	1 per 1,500 square feet
120,001 +		1 per 10,000 square feet +	1 per 3,000 square feet

1107.0600 | Off-Street Parking Schedule “D”

Schedule “D” uses have widely varying parking demand characteristics, making it impossible to specify a single off-street parking standard.

1107.0601 Upon receiving a development application for a use subject to “Schedule D” standards, the Planning Director must apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or establish ~~minimum~~ **maximum** off-street parking requirements on the basis of a parking study prepared by the applicant.

1107.0602 The study must include estimates of parking demand based on recommendations of the Institute of Transportation Engineers (ITE), or other acceptable estimates as approved by the Planning Director and include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, and location. The study must document the source of data used to develop the recommendations.

1107.0700 | Elderly and Disabled Housing Parking ~~Reduction~~

These provisions are intended only for new developments and projects that involve major remodeling.

1107.0701 Parking ~~Reduction~~ **Reservation**

The ~~minimum~~ **maximum** parking for units restricted pursuant to Sec. 1107.0703 is one space for every two units plus an area on the site reserved for future parking to accommodate one parking space per dwelling unit. All other parking provisions of Chapter 1107 shall apply.

Exhibit “A” (cont’d)

Text Modifications

(Additions in italic highlight. Deletions in bold strikethrough.)

1107.1100 | Rules for Computing Requirements

The following rules apply when computing off-street parking requirements.

1107.1101 Multiple Uses

Unless otherwise approved, lots containing more than one use ~~must~~ *may* provide parking and loading in an amount equal to the total of the ~~requirements~~ *maximums* for all uses.

1107.1102 Rounding of Fractions

In computing the number of ~~required~~ *allowed* spaces any fractional number ~~must~~ *may* be rounded to the next highest whole number.

1107.1400 | Alternative Access and Parking Plans

1107.1401 Scope

An Alternative Access and Parking Plan represents a proposal to:

~~A. meet minimum vehicle parking and transportation access needs by means other than providing parking spaces on-site in accordance with the ratios established in the parking schedules of this Chapter; or~~

~~B.~~ *A. provide off-street parking spaces in excess of allowed maximums *established in the parking schedules of this Chapter.**

1107.1402 Applicability

Applicants who wish to provide a ~~fewer or~~ greater number of off-street parking spaces than ~~required or~~ allowed in the off-street parking schedules of this Chapter (Secs. 1107.0201, ~~Error! Reference source not found.~~, 1107.0300, 1107.0400 or 1107.0500) must secure approval of an Alternative Access and Parking Plan, in accordance with the standards of this Section.

1107.1403 Contents

Alternative Access and Parking Plans must be submitted to the Planning Director. At a minimum, such plans must detail the type of alternative proposed and the rationale for such a proposal, including supporting research on or documentation of parking demand for the proposed use.

1107.1404 Review and Approval Procedure

The Planning Director is authorized to approve, approve with conditions, or deny Alternative Access and Parking Plans. Decisions of the Planning Director may be appealed to the Plan Commission.

1107.1405 Recording

An attested copy of an approved Alternative Access and Parking Plan must be filed with the Lucas County Recorder’s office for recordation on forms made available in the Plan Commission office. No building permit, parking lot permit, or use and occupancy certificate may be issued without proof of recordation of the agreement.

1107.1406 Violations

Violations of an approved Alternative Access and Parking Plan will be considered violations of this Zoning Code and subject to enforcement and penalty under Chapter 1115.

Exhibit “A” (cont’d)
Text Modifications

(Additions in italic highlight. Deletions in bold strikethrough.)

1107.1407 Eligible Alternatives

A. General

The Planning Director is authorized to approve off-street parking spaces in excess of allowed maximums or any of the parking ~~reductions~~ *increases* and access alternatives in this subsection if the applicant demonstrates to the satisfaction of the Planning Director that the proposed plan:

1. will not adversely affect surrounding neighborhoods;
2. will not adversely affect traffic congestion and circulation; and
3. will have a positive effect on the economic viability or appearance of the project or on the environment.

B. Shared Parking

It is the City’s stated intention to encourage efficient use of land and resources by allowing users to share off-street parking facilities whenever feasible. The Planning Director may authorize ~~a reduction~~ *an increase* in the number of ~~required~~ *allowed* off-street parking spaces for multiple use developments or for uses that are located near one another and that have different peak parking demands or different operating hours. Shared parking arrangements are subject to the following standards.

1. Location

Shared off-street parking spaces may be located no further than 1,320 feet from the buildings and uses they are intended to serve, measured along the shortest legal, practical walking route. The Planning Director may waive this distance limitation if adequate assurances are offered that adequate van or shuttle service will be operated between the shared lot and the principal use. If the shared parking spaces are located off-site, they must comply with the off-site provisions of Sec. 1107.1407C.

2. Zoning Classification

Shared parking areas are accessory to the principal uses that the parking spaces serve. Shared parking areas require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared parking area, unless approved as a Special Use pursuant to Sec. 1111.0700.

3. Required Study and Analysis

The applicant must submit a shared parking analysis to the Planning Director that clearly demonstrates the feasibility of shared parking. The study must address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.

4. Shared Parking Agreement

A shared parking plan, assuring the retention of shared parking spaces, must be enforced through written agreement among the owners of record. The agreement must be properly drawn and executed by the parties concerned and approved as to form and execution by the Law Department. The agreement must be recorded as required in Sec. 1107.1405. The parties to the agreement may revoke the shared parking agreement only if the otherwise required off-street parking spaces are provided on-site or if an Alternative Access and Parking Plan is approved by the Planning Director.

C. Off-Site Parking

The Planning Director may permit all or a portion of the ~~required~~ *allowed* off-street parking spaces to be located on a remote and separate lot from the lot on which the principal use is located, subject to the standards of this Section.

1. Location

No off-site parking space may be located more than 1,320 feet from the primary entrance of the use served, measured along the shortest legal, practical walking route. This distance limitation may be waived by the Planning Director if adequate assurances are offered that van or shuttle service will be operated between the shared lot and the principal use.

Exhibit “A” (cont’d)

Text Modifications

(Additions in italic highlight. Deletions in bold strikethrough.)

2. Zoning Classification

Off-site parking areas are accessory to the principal uses that the parking spaces serve. Off-site parking areas require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared parking area, unless approved as a Special Use pursuant to Sec. 1111.0700.

3. Off-Site Parking Agreement

An off-site parking plan, assuring the retention of off-site parking spaces, must be enforced through written agreement among the owners of record. The agreement must be properly drawn and executed by the parties concerned and approved as to form and execution by the Law Department.

The agreement must be recorded as required in Sec. 1107.1405. The parties to the agreement may revoke the agreement only if the otherwise required off-street parking spaces are or if an Alternative Access and Parking Plan is approved by the Planning Director.

D. Bicycle Parking

The Planning Director may authorize ~~a reduction~~ *an increase* in the number of ~~required~~ *allowed* off-street parking spaces for developments or uses that make special provisions to accommodate bicyclists. Examples of accommodations include enclosed bicycle lockers, employee shower facilities and dressing areas for employees. A reduction in parking may not be granted merely for providing outdoor bicycle spaces.

E. Transit Stops

The Planning Director may authorize up to a 20 percent ~~reduction~~ *increase* in the number of ~~required~~ *allowed* off-street parking spaces for developments that provide transit stops if the following conditions are met:

1. the transit stop must be designed to be a waiting area for transit riders, clearly identified as such, and open to the public at large;
2. the transit stop must be designed as an integral part of the development project, with direct access to the waiting area from the development site; and
3. the transit waiting area must be designed to accommodate passengers in a covered waiting area, with a capacity of at least five persons and must include internal lighting and other features that encourage use of the facility, such as temperature control within the waiting area.
4. the transit stop shall be owned and/or maintained as part of the project unless other arrangements are made to the satisfaction of TARTA.

F. Pervious Parking

The Planning Director may authorize all or a portion of ~~required~~ *allowed* off-street parking spaces (not to included drive aisles) to be provided on permeable/porous surfaces, subject to the following criteria.

1. The findings of the Planning Director shall indicate what number or percentage of ~~required~~ *allowed* parking spaces may be so provided.
2. The permeable/porous surface shall meet the approval of the Division of Engineering Services, Division of Environmental Services, Fire Prevention Bureau and Division of Transportation.
3. Parking spaces, aisles, etc. shall be marked by flags, biodegradable dyes or paints, or some other method that does not kill grass or plants.
4. Permeable/porous surfaces shall be adequately drained.
5. Permeable/porous parking areas shall be maintained by the property owner for their intended function for the duration of its life.

Exhibit “B”
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Exhibit “B” (cont’d)
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