Parking Minimums Cut or Removed Downtown

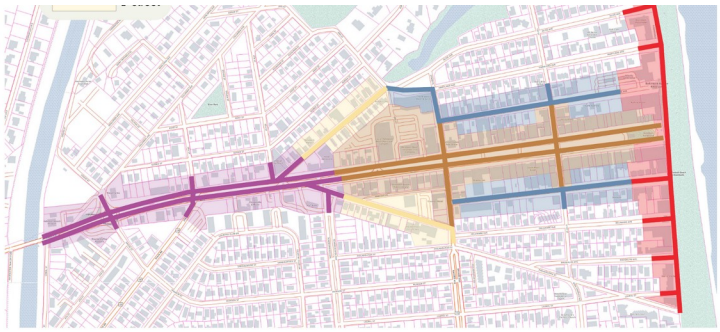
What's the rush? We need to get it right.

Proposed § 270-35-D replaces the citywide "2 spaces per dwelling" rule with much lower downtown ratios. No minimum parking requirements, any use first two blocks of Rehoboth Ave. On B-Street and C-Street, multi-family buildings would have no parking requirement. Source: Dover, Kohl & Partners Version 1.0 (9/8/2026).

Current code vs. proposed Table 270-35-D

Use	Current § 270-35	Proposed Downtown draft
First two blocks of Rehoboth Ave.		No minimums, all uses
Hotel, motel, or inn	1 / room + 2 for the building	0.5 / room + 3 employee spaces
Multi-family — citywide / general	2.0 / unit	1.0 / unit
Multi-family in Downtown District	2.0 / unit	0.5 / unit; none on B-Street and C-Street
ADU or unit under 525 sf	2.0 / unit	None, if workforce housing and not a short-term tourist rental
Tourist / rooming / boardinghouse	1 / room + 2 for resident family	1 / room + 2 for resident family
Office, public buildings, clubs	1 / 400 sf GFA	1 / 400 sf GFA (formula unchanged)

Figure 270-92-A, Regulating Plan



Legend: A red, Boardwalk · B orange, Rehoboth Ave east · C yellow, Wilmington and Baltimore · D green, Rehoboth Ave west · E blue, Lake / Christian

Today, small restaurants under 10,000 sf and small retail under 15,000 sf already need no off-street parking, and Boardwalk-only shops and cafés need none. The draft goes further: it zeros out multi-family on two downtown street types and the first two blocks of Rehoboth Avenue.

Other cuts stacked on the table

- Shared-parking analysis can reduce the count further in mixed-use buildings.
- Bike parking can substitute for car spaces, with limits still being written.
- Remote / off-site parking distance is increased, with and without valet.
- A workforce-housing reduction is flagged but "not expressly written yet."

Why it matters. Parking is one of the three density levers in this rewrite (with FAR and height). Once the minimum is gone, a four-story building on a B- or C-street lot does not have to put cars on the lot. Street parking, residential blocks, and peak-summer congestion absorb the difference. The ratios should be tested against actual downtown occupancy before they are locked in.

Parking garage. If a garage is needed under the proposed code then size, location, and who pays for it have to be decided first — before code is adopted.

What can you do?

- Contact the Mayor and Commissioners.
- Contact Planning Commission members.
- Contact the City Manager and Director of Building & Licensing.

Stay informed. Stay engaged. This is complicated — we need to get it right.