

# A NEW ZONING PLAN

for the

DISTRICT OF COLUMBIA



*Final Report of the Rezoning Study*

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**ZONING COMMISSION**  
CASE No. 05-42  
EXHIBIT No. 192  
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districts are intended to permit a flexibility of design by permitting in a single district all types of urban residential development, provided they conform with the height and density requirements established for these districts. The construction of institutional and semi-public buildings which are not considered suitable in other residential districts are permitted in R-5 Districts. The R-5 Districts are subdivided into R-5-A, R-5-B, and R-5-C Districts, all of which will have identical use regulations (with one exception; hotels are limited to R-5-B and R-5-C Districts), but with different height and density requirements. In the R-5 Districts the direct and positive control of bulk and density through the use of the floor area ratio (FAR) limitation replaces the indirect control through lot area and lot width.

The R-5-A Districts, which are mapped mostly in outlying areas are designed for low density "walk-up" apartment house development. These areas are intended to provide housing for young families with small children and their proximity to schools, playgrounds, shopping areas, etc., is most important. A high standard of light, open space, privacy, and quiet should be characteristic of such residential developments. A maximum height of 40 feet is prescribed, with a floor area ratio of 0.8. This would permit the development of such areas at a density of 35 large-sized apartments per acre. Other controls provided in this, as well as all R-5 Districts, are usable open space, angle of light obstruction, and area of light access requirements.

R-5-B District permits medium density apartment house development near mass transit service and within walking distance of large commercial and business developments. The openness and quiet of outlying areas is sacrificed for the convenience of being "close in." In addition to all residential types permitted in other Residence Districts, commercial hotels are permitted in the R-5-B District. A maximum height of 60 feet and a floor area ratio of 1.4 establish the direct controls in the R-5-B Districts. This permits 75 average-sized apartments to the acre.

R-5-C Districts permit the highest density in any Residence District. They are usually and properly located on the edges of the Central Business District. The minimum standards for light, open space, privacy, and quietness are allowed these districts. The height limit is set at 90 feet and the floor area ratio at 2.5, which is equivalent to 146 families per acre in small-sized apartments. It is expected that some large institutional and semi-public uses will be located in these districts.

In all Residence Districts, parking lots will be permitted within 100 feet of the district boundary of a Commercial District, on approval of the Board of Zoning Adjustment and subject to strict standards of design.

### **Special Purpose Districts**

Two types of Special Purpose Districts are recommended: SP-1 (Mixed Occupancy) and SP-2 (Peripheral Parking, Conversion, and Mixed Occupancy).

**SP-1 DISTRICTS (*Mixed Occupancy*)** – Certain areas of the city defy classification as either residential or commercial, since in such areas residential, commercial, and semi-commercial uses exist side by side. The reason for this incongruous but occasionally stable pattern is found not in the nature of the existing land use, but in intangible historical and psychological factors. The SP-1 District is designed to preserve such areas essentially as they are. The conversion of existing buildings into apartment house dwellings or offices would be permitted, but the latter only if approved by the Board of Zoning Adjustment. Service and retail uses would be limited to those existing on the effective date of the new regulations. Parking lots would be permitted within 100 feet of an adjoining Commercial or Industrial District. No rooming or boarding houses would be permitted. Bulk, density, and height will be limited to a maximum height of 45 feet, with an FAR of 2.

**SP-2 DISTRICTS (*Peripheral Parking, Conversion, and Mixed Occupancy*)** – This district is designed for areas around the periphery of the C-4 (Central Business District) District. All types of parking lots and parking structures are to be encouraged in this district. Bulk controls in this district will limit development to a height of 90 feet with a floor area ratio of 3. An additional FAR of 1 will be allowed for above ground parking, which will permit a total bulk, including parking, of 4 FAR. Apartment houses and rooming and boarding houses are permitted. If approved by the Board of Zoning Adjustment, existing dwellings may be converted into offices and new office buildings and a few types of special uses may be constructed. Existing service and retail establishments are given the status of permitted uses, thus exempting them from the nonconforming use provisions, but may not be enlarged; as in SP-1 Districts, no new service or retail uses may be constructed. New commercial uses may later be permitted in parts of this district by rezoning to allow for a planned expansion of the Central Business District after the mass-transit survey and a downtown Land Use Plan are completed. It should be reiterated that the major purpose of this district is to encourage the development of parking facilities, while allowing conversion of existing residences to Central Business District supporting uses which will not be nuisance neighbors for the many existing apartment houses.

### **Commercial Districts**

Four major types of Commercial Districts are proposed.

**C-1 DISTRICTS (*Neighborhood Shopping*)** – This district is designed to serve the purpose of providing convenience shopping for a small tributary area with minimum impact upon surrounding residential development. It must be large enough to provide a stable, attractive, shopping area, but small enough to be subordinate to its surroundings. It should provide light convenience shopping at points where a great many people congregate in daily activities, as at public transit stops, schools, places of fre-