



MEMORANDUM

TO: District of Columbia Zoning Commission
FROM: Travis Parker, Zoning Review Manager *TP*
DATE: November 8, 2010
SUBJECT: Zoning Commission Case 08-06, Waiver of Rules for Late Submittal of a Report pertaining to Parking, Loading, and Bicycle Parking chapters

2010 NOV -8 PM 3:04

The attached report concerning Zoning Commission Case 08-06 is being submitted less than 10 days prior to the Zoning Commission's Public Meeting. The Office of Planning respectfully requests that the Commission waive its rule and accept this report into the record.

ZONING COMMISSION
District of Columbia

CASE NO. 08-06
EXHIBIT NO. 41

**MEMORANDUM**

2010 NOV -8 PM 3:05

TO: District of Columbia Zoning Commission

FROM: Travis Parker, Zoning Review Project Manager

DATE: November 5, 2010 *TP*

SUBJECT: Hearing Report for portions of ZC #08-06 – Zoning Regulations Review

- General Parking Chapter
- General Bicycle Parking Chapter
- General Loading Chapter

I. Setdown of Draft Chapters

On September 16, 2010, the Zoning Commission considered setdown for three general zoning chapters as a part of the zoning review. After reviewing draft language for proposed parking, bicycle parking, and loading chapters, the Commission agreed to set both chapters down for a hearing on November 15. The Commission also agreed to set down alternative text for two sections: the section on parking maximums, and the section on special exception relief. The Commission also addressed some questions to the Office of Planning.

This report provides additional information that addresses the questions raised at the setdown meeting. For full analysis of the proposals, please see the OP setdown report dated September 3, 2010.

II. General Parking Chapter

The Commission offered generally positive comments on the draft parking chapter. The Commission also asked for various informational items to aid in assessing the proposed zoning language.

A. Introduction

The District of Columbia's transportation network experiences significant levels of congestion. According to the Texas Transportation Institute, the Washington metropolitan area regularly ranks as one of the top ten (often, in the top three) regions in travel delay caused by congestion. In 2007, the average traveler in the Washington region wasted 62 hours per year due to congestion—the highest in the nation.¹ This traffic is caused by a variety of sources including commuters, shoppers, and tourists. Travel conditions are to the point that there is no longer a single “rush hour” of morning and evening travel, but rather a peak set of hours in the morning and evening (three hours each), along with an emerging mid-day peak. The prevailing method for addressing this problem over the past half century has been to add vehicle capacity in the form of vehicle lanes and easily accessible parking. This approach has generally failed to reduce congestion and has resulted in less accessibility for pedestrians, bicyclists, and transit users. As a

¹ Texas Transportation Institute, Urban Mobility Study (2007).

result, the District has begun taking a different approach to address the issues around access and mobility.

While the District no longer has the funding or physical space to expand the network for vehicles, congested travel conditions can be managed. This can generally be done by limiting the supply of transportation (lanes and/or parking), limiting demand for the transportation facilities (by more aggressively pricing the lanes or parking), or by providing reasonable alternatives (transit). The District is aggressively pursuing each of these strategies and desires to implement a balanced approach to manage its system. One of the key elements of this approach is to limit the supply of parking.

The fact that an over-supply of parking can contribute to congestion has long been acknowledged. Hawley Simpson, who conducted the first research on cruising for parking (and who later became president of the Institute of Traffic Engineers), predicted the problems that later arose from free off-street parking. “Rather than assisting in solving the street traffic problem, it may very probably have the opposite effect by inducing a large amount of unnecessary vehicle usage.”²

Over-parking can also result in unnecessary costs for developers, which are ultimately passed on to businesses and residents in the form of higher rents and housing costs. A 2004 study found that each parking space can add as much as \$63,000 to the cost of a dwelling unit. The study concluded:

Past research on parking requirements on housing affordability shows that minimum parking requirements raise housing costs substantially; however, parking’s negative effects on housing affordability have, despite this general finding, been very much underestimated.

For example, while research on this subject generally attempts to quantify the building costs of off-street parking, it only rarely attempts to quantify its often greater effects on price, and typically fails to also acknowledge that many lenders, especially in some targeted cities, will allow substantially higher mortgage loans for households minimizing or avoiding car ownership—which minimum parking requirements discourage. To fairly calculate the impact of minimum housing requirements on housing affordability, both the actual price increase resulting from the parking and the opportunity cost of lost eligibility for a higher loan amount need to be considered.³

By inducing unnecessary vehicle usage, providing too much parking also causes environmental harm in the District. According to the Metropolitan Washington Council of Governments (COG), greenhouse gas emissions are expected to increase 38 percent in the region by 2030. The transportation sector accounts for 30 percent of emissions.⁴ Based on these findings, COG and its member jurisdictions have endorsed the need to reduce vehicle miles traveled (VMT) per person

² Reported in Nelson\Nygaard Associates, “Washington, D.C. Review of Zoning Requirements for Parking” (2008).

³ Greenberg, Allen AICP, “How Each New Parking Space Effectively Adds Over \$63,000 to Typical Urban Housing Costs” (2004).

⁴ Metropolitan Washington Council of Governments, *National Capital Region Climate Change Report*. (2008).

in the region.⁵ Parking management is a key strategy in this effort. According to the Victoria Transport Policy Institute, managing the supply of parking can reduce vehicle travel by 10 to 30 percent, depending on the mix of strategies used.⁶

Parking areas—in particular, surface parking lots—also contribute to stormwater pollution. A typical parking lot with 25 spaces can discharge more than 111,000 cubic feet of stormwater runoff per year. The total land area devoted to surface parking in the District is nearly 93,000,000 square feet, or more than 2,100 acres. This represents approximately 5 percent of the District's land area, and in total is estimated to produce more than 178,000,000 cubic feet of runoff annually.⁷

Zoning regulations are a key tool to reduce the rate of growth in parking spaces, thus reducing the demand on the transportation network, unnecessary housing costs, and environmental impacts. Currently, the District's zoning regulations require a minimum amount of parking based on the use of the facility without regard to location or need, and thus encourage an over-supply of parking. OP and DDOT recommend two changes to relieve the unnecessary construction of parking: 1) remove most minimum parking requirements, thus allowing the market to decide the minimum level of necessary parking, and 2) establish a maximum level of parking for new development. Together these changes will significantly reduce the production of excessive parking and contribute to an improved level of mobility for all users.

B. Parking Maximums

The primary objective of instituting parking maximums is to manage vehicle trips in the District. The District's goal is not to have a transportation network that functions at free flow speeds during the peak hours, or that provides unlimited access to parking; rather, it is to provide access and mobility to residents, guests, and employees in a reasonable time frame.

High levels of vehicle parking are not consistent with this goal, as parking supplied almost inevitably becomes parking utilized. To illustrate the effects of unrestricted parking, DDOT has evaluated the case of the NoMa district in the *NoMa Circulation and Access Study*. The NoMa area, roughly defined as the area bounded by Florida Avenue, New York Avenue, I-395, Massachusetts Avenue, and the Metrorail/CSX tracks, provides an example of what could happen if vehicle travel demand is not constrained.

At present, NoMa contains roughly 7,400 parking spaces (both on- and off-street). New development in the area is expected to generate 11,750 new PM peak hour trips per hour. Based on development projections, if parking is not limited, the number of parking spaces is expected to rise to 16,500—an increase of 9,100 spaces. This figure assumes substantial use of shared parking among different uses. If parking is not shared, approximately 14,000 parking spaces would be added. Much of the existing office space in NoMa is currently not leased and thus not yet generating vehicle trips. DDOT estimates that approximately 65 percent of trips to the area

⁵ Metropolitan Washington Council of Governments, *Region Forward*. (2008)

⁶ Todd Litman, *Parking Management: Strategies, Evaluation and Planning*, Victoria Transport Policy Institute (2006).

⁷ Estimates derived using parking lot information from the District's GIS and the online stormwater calculator at <http://logan.cnt.org/calculator/calculator.php>.

are expected to arrive by vehicle. This number is actually *higher* than previous projections by the regional Transportation Planning Board. A primary cause of the expected increase in vehicle trips is a result of the additional parking spaces proposed.

The additional trips would be equivalent to between five and six lanes of freeway traffic. Impacts from such a major increase in traffic would range from inability to exit the parking garages, to extreme delay traversing the local network and beyond the NoMa boundary. As a result, DDOT is considering one-way pairs of streets to provide mobility and access for vehicles.

The District of Columbia established maximum limits on parking in the Commercial-Residential (CR) zone in 1974 to implement the Plan for the West End.⁸ The maximums in the CR zone were lower, in most cases, than the maximums proposed in either alternative advertized in the Public Hearing Notice. For example, multiple-unit dwellings had maximums of one or two spaces per three units; the retail maximum was one space per 1,000 square feet of floor area; office uses were limited to one space per 1,500 square feet. As with the current proposal, the regulations also allowed for special exception relief to exceed the maximums.

The parking maximums in the CR zone were eliminated in the mid-1980s, during a comprehensive overhaul of the parking regulations. OP has been unable to determine the reason for elimination of the maximums, although some interviewees have suggested that it was simply a result of a shift in policy. In the intervening years, more than a dozen cities have instituted parking maximums for a variety of reasons, including congestion management and Clean Air Act mandates. Cities that have established and retained parking maximums report that they have experienced benefits. According to Portland (Oregon) Planning Director Gil Kelley, "In Portland's Downtown, allowances for no minimum parking as well as limits on new parking have been in place since 1975. In concert with investments in light rail and other mass transit, the result has been greatly increased transit ridership and a dramatic improvement in air quality. Moreover, Downtown has continued to thrive and has experienced a boom in residential development over the past decade."

In light of the need to address the District's critical transportation and environmental objectives, and the three decades of experience in other major cities, OP and DDOT both recommend managing parking in the District through the establishment of maximum limits.

Overview of Parking Maximum Alternatives

The Public Hearing Notice advertized two alternatives for parking maximums (§1503). Alternative 1 is OP's original proposal. This alternative would set relatively high maximum limits that would apply citywide. Alternative 2 was proposed by DDOT at the meeting, and proposes lower limits than Alternative 1 for zones that do not fall into the transit-oriented development (TOD) subtitles, and much lower limits for TOD zones, including downtown. Both alternatives, as proposed, would apply to all land uses equally. A comparison of alternatives 1 and 2 as advertized is provided below:

⁸ Zoning Commission Order 108, December 23, 1974.

Table 1

Maximum Parking Allowance			
	Alternative 1	Alternative 2 (non-TOD)	Alternative 2 (TOD and Downtown)
Land Area	100,000 sq. ft.	100,000 sq. ft.	100,000 sq. ft.
Total Number of Spaces	1,000	500	250
Spaces per 1,000 sq. ft. GFA	4	3	1

Alternative 1

Alternative 1 represents a cautious approach to setting maximums that would limit the worst cases of over-parking, or subject them to public review to ensure that negative impacts are reduced and the District's travel demand management policies are addressed. The section specifies that no surface parking area may exceed 100,000 square feet in land area. There are approximately 115 surface parking areas currently in existence in the District that are larger than 100,000 square feet. Most of these are federal properties, with a majority located on Bolling Air Force Base. In addition to controlling the impacts on traffic generation, the limit on land area is also intended to reduce the environmental impacts of stormwater runoff and the urban heat island effect created by large surface parking lots.

The limit of 1,000 spaces in a single parking area addresses the same concerns with traffic generation, but applies to structured parking as well as surface parking lots. The proposed limit of 1,000 parking spaces is calibrated to apply only to the largest developments, and thus should be seen as an attempt to gain some control over exceptional cases. OP has identified four buildings proposed or completed over the last 10 years with more than 1,000 spaces.

The limit of 4 spaces per 1,000 square feet of gross floor area (GFA) ensures that smaller properties are not over-parked, relative to their size. Because a single 9' x 19' parking space consumes approximately 300 square feet of land or floor area (once its associated driveway and aisle area is counted), any lot parked at a ratio of greater than 3.33 spaces per 1,000 square feet of GFA devotes more space to automobiles than it does to space occupied by people, goods, and services.

Alternative 2

At the time of this report, OP is not prepared to endorse the specific numbers proposed in either Alternative 2 as set down, or the modified version of Alternative 2 proposed by DDOT. OP has requested additional analysis from DDOT regarding the impacts and benefits of parking maximums for TOD areas at levels proposed in Alternative 2.

The following section of the report presents DDOT's analysis in support of a modified version of Alternative 2. DDOT's analysis is predicated on the traffic impacts that are anticipated to result from the current parking standards and parking trends, and the potential impacts on the District's transportation network.

DDOT Analysis and Suggested Modifications to Alternative 2

DDOT has reviewed maximum parking allowances in jurisdictions across the country. A partial list of cities that use zoning to limit parking includes San Francisco, Chicago, Seattle, Portland, San Antonio, Pittsburgh, and Louisville. Among the most restrictive jurisdictions, San Francisco and Chicago allow maximums of approximately 0.25 and 0.36 parking spaces per 1,000 square feet of office space in their downtowns, respectively. The original Alternative 2 advertised in the Public Hearing Notice proposes a maximum parking allowance (1 space per 1,000 square feet). This limit would be significantly less restrictive than those of either of these comparison jurisdictions, but would also apply to all TOD areas, not only to downtown.

DDOT's research has found that it is common for parking maximums to vary by land use. Chicago, for example, has separate limits for residential, retail, and office uses as well as for hotels and restaurants. One exception to this trend is Seattle, where there is an across-the-board maximum of 1 parking space per 1,000 square feet on all non-residential uses in downtown. DDOT has evaluated the possibility of establishing distinct maximums for different land uses and has determined that the desirable limit would be similar for all land uses except retail, which often requires substantially more parking than other uses. If the original Alternative 2 proposal were adopted, it is possible that a one-size-fits-all maximum for all uses could have negative consequences on the attraction of large retail uses, such as grocery stores, in both TOD and non-TOD areas. Therefore, DDOT recommends that the parking maximums in Alternative 2 be modified to allow retail uses an additional 1.5 parking spaces per 1,000 square feet in all areas.

Additionally, data from the Downtown Business Improvement District raised concerns that a limit of 250 spaces for a parking facility in the downtown area would have impacted a significant number of buildings developed in the Downtown over the last 13 years. To address these concerns, and to reduce the potential for overwhelming the BZA with special exception cases in the short term, OP and DDOT both recommend that, if Alternative 2 is adopted, the limit in §1503.2(b) should be raised from 250 spaces to 500 spaces and allow parking facilities with greater than 500 spaces as a matter-of-right in Downtown and TOD zones, if the facility is parked at a ratio of less than 0.67 per 1,000 square feet of gross floor area.

The modifications described above to the original Alternative 2 are incorporated into the following table:

Table 2

Maximum Parking Allowance: Modified Alternative 2		
	Non-TOD	TOD and Downtown
Land Area	100,000 sq. ft.	100,000 sq. ft.
Total Number of Spaces	750	500
Spaces per 1,000 sq. ft. GFA	3 (non-retail uses) 4.5 (retail uses)	1 (non-retail uses) 2.5 (retail uses)

Examples of Large Parking Facilities

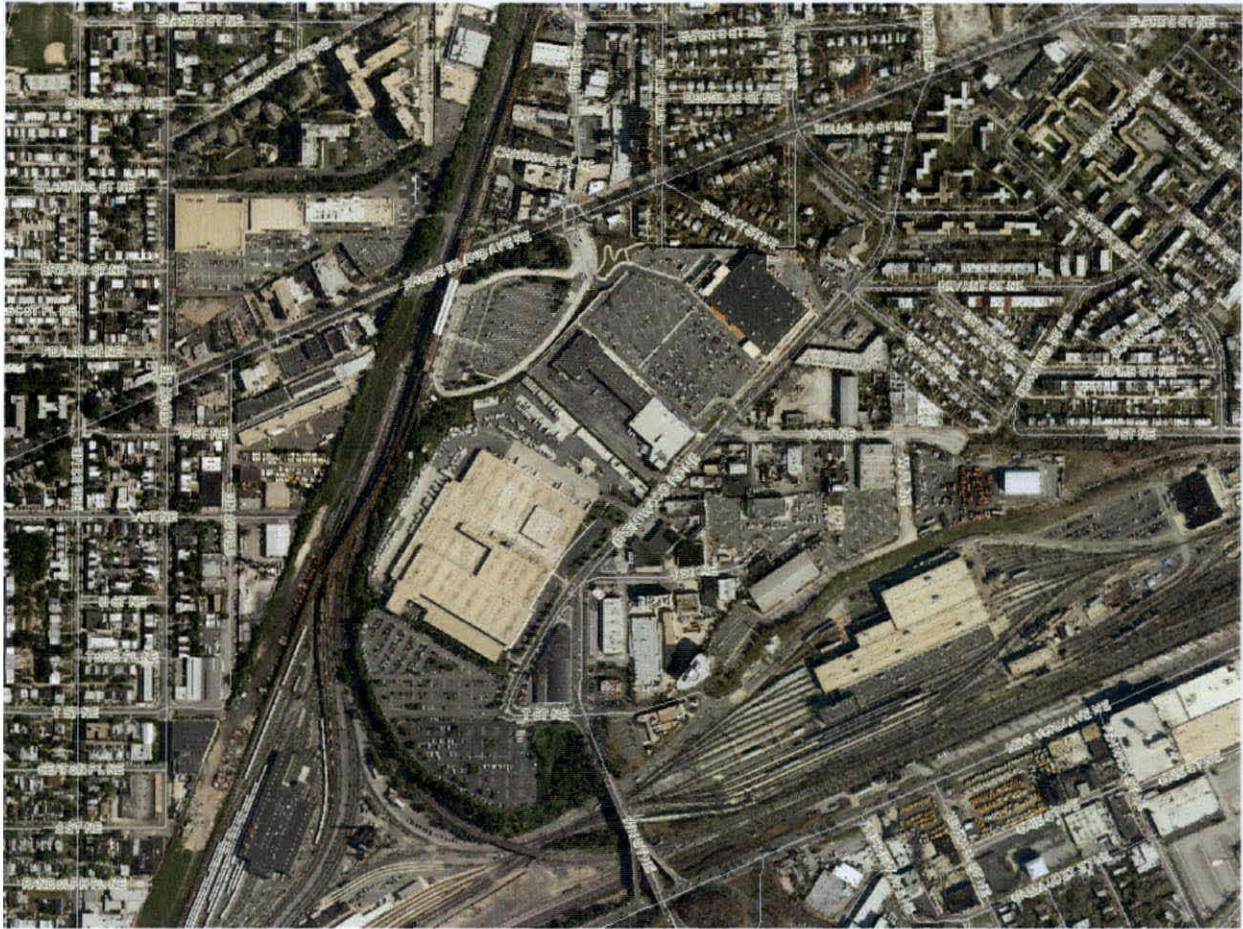
Both alternatives for §1503 limit the maximum size of parking facilities in three ways:

- A limit on total land area (applicable only to surface parking lots)
- A limit on the total number of parking spaces

- A limit on the ratio of parking spaces to the gross floor area of any associated uses

In order to better assess the impacts of the proposed regulations, the Zoning Commission has requested examples of existing large parking facilities.

Example 1: Home Depot/Giant parking lot at Rhode Island Avenue/Brentwood Shopping Center



The total parking area at this location (including drive aisles) is approximately 408,500 square feet (more than 9 acres). OP estimates that the facility includes 860 parking spaces. The total gross floor area of buildings on the site is approximately 245,500 square feet. Thus, the site has a parking ratio of about 3.5 spaces per 1,000 square feet of floor area. Comparisons with both OP's original proposed maximum standards and DDOT's alternative proposal are shown below in Table 1. Since the site is within ½ mile of a Metrorail station entrance, the TOD maximum limits are shown.

Table 2

	Rhode Island/ Brentwood Shopping Center	Alternative 1	Alternative 2 (TOD standard)	Modified Alternative 2 (TOD standard)
Land Area	408,500 sq. ft.	100,000 sq. ft.	100,000 sq. ft.	100,000 sq. ft.
Total Number of Spaces	860	1,000	250	500
Spaces per 1,000 sq. ft. GFA	3.5	4	1	2.5

Thus, if any of the three alternatives had been in effect when the Rhode Island Avenue/Brentwood Shopping Center was constructed, the site would have exceeded the maximum limit on land area. The site appears to be within the original proposal's limits on total spaces and spaces per square feet of GFA; however, it would exceed both limits under Alternative 2 and the modified Alternative 2.

A property owner developing such a site under these proposed regulations could meet the limit on land area by placing some of the parking spaces (in this case, more than $\frac{1}{4}$ of it) in parking structures or by reducing the area of the lot devoted to parking. Under either alternative, the developer could also request special exception relief to provide a parking facility that exceeded the applicable limits, so long as no adverse impacts resulted and the developer agreed to implement a DDOT-approved transportation demand management (TDM) plan.

Example 2: DC USA

The parking facility at this location is a two-level underground parking structure with 1,015 spaces. Because the parking area is not "above-grade" as that term is meant in the proposed §1503.1, the limitation on land area in §1503.1(a) is not applicable.⁹ A comparison to the other alternative maximum limits is shown in Table 2.

Table 3

	DC USA	Alternative 1	Alternative 2 (TOD standard)	Modified Alternative 2 (TOD standard)
Land Area	N/A	100,000 sq. ft.	100,000 sq. ft.	100,000 sq. ft.
Total Number of Spaces	1,015	1,000	250	500
Spaces per 1,000 sq. ft. GFA	2.1	4	1	2.5

DC USA is within $\frac{1}{2}$ mile of a Metrorail station (in fact, it is directly adjacent to one). It is noteworthy that the developers of DC USA had to apply for a variance to reduce parking below

⁹ The text may need to be altered to apply to a "surface parking area" rather than an "above-grade parking area," since the intent of the regulation has more to do with the extent of the parking area than with its location in relation to some defined "grade."

the *minimum* required under the current zoning regulations: 1,599 spaces were required under the C-3-A district.¹⁰ The BZA noted in its order that “for approximately 40% of the operational hours of the year, one-half of the spaces will remain empty.”

The facility barely exceeds the total limit on parking spaces proposed in Alternative 1, and is parked at less than half of the proposed maximum parking ratio. However, it exceeds the total limit proposed in Alternative 2 by more than 750 spaces and exceeds the ratio in Alternative 2. It would conform to the parking ratio in the modified Alternative 2, but still exceed the limit on the total number of spaces.

While 2 parking spaces per 1,000 square feet of gross floor area is not an unusual ratio for a retail building, DDOT has argued that in a highly-congested area where the District government is devoting substantial resources to alternative transportation modes, parking at such levels should at a minimum be subject to public review. It should be noted that utilization rates at this site have not yet exceeded 1 space per 1,000 square feet, even during peak holiday demand, and demand is typically on the order of 0.5 spaces per 1,000 square feet.

Application of Transit-Oriented Zones Under Alternative 2

Alternative 2 would prescribe maximum limits on the size of parking facilities at two sets of levels: a set of low levels in transit-oriented (TOD) zones and Downtown, and a set of higher levels for all other zones. In addition, OP has recommended that minimum parking requirements would not apply to TOD, Downtown, and PDR zones. The Zoning Commission asked for a map illustrating the potential application of these zone categories. Attachment 1 depicts, in general terms, the potential application of the TOD and Downtown zone categories. This map is for illustrative purposes only, and is not developed at a level of detail to depict actual zone boundaries.

Attachment 1 is based on the following inputs:

- The proposed expanded Downtown zones (to be incorporated into the Downtown subtitle).
- TOD areas drawn consistent with OP’s criteria for determining the potential application of TOD policy (areas within ½ mile of Metrorail stations or ¼ mile of corridors with high levels of bus service and ridership)
- Existing R-1 through R-4 zones, and M and C-M zones, to be excluded from mapping as TOD zones.

Note: The proposed language in §1503.2 (Alternative 2) applies the lower parking maximums to Subtitle J (industrial zones, to be renamed PDR zones). This was an error, since the PDR zones are, in fact, generally locations where relatively large parking areas may be justified, and even desirable, to support the land uses common in such zones.

Finally, the advertized text of proposed §1503.1 (in both alternatives) begins: “The following maximums apply to all parking areas in all zones.” In order to avoid creating confusion in the applicability of the regulations to already-constructed parking areas or unintended nonconformities, OP recommends that the text be changed to read:

¹⁰ BZA Order for Application 17232, dated June 10, 2005.

1503.1 The following maximums apply to all newly constructed parking areas, or parking areas expanded in number of parking spaces by twenty-five percent (25%) or more, in all zones

C. Special Exception Relief

The current zoning regulations provide a variety of conditions under which special exception relief from minimum parking requirements can be granted. Some of these conditions include limits on the amount of relief that can be requested. When a limit exists, it is usually 25 percent, and in some cases, as much as 50 percent.¹¹ For nonresidential buildings, the Board of Zoning Adjustment may completely eliminate the minimum parking requirement, but only when the building is directly connected to a Metrorail station.¹²

OP originally proposed consolidating the varying limits on special exception relief to a single standard of 50 percent, and received favorable guidance from the Zoning Commission on this proposal. Most or all properties eligible for 100 percent special exception relief under the current code standards will no longer have minimum parking requirements, since they will fall into TOD zones or the Downtown zone.

During discussions with the Task Force, some Task Force members expressed a strong preference for allowing complete relief from minimum parking requirements through the special exception process. Among the arguments advanced were:

- The 50 percent limit is arbitrary. If an applicant can make the case that a 75, 90, or 100 percent reduction is appropriate to the site, they should have the opportunity to make the case.
- All special exception cases will be subject to the general special exception standard of “no adverse impact” (currently codified in §3104). This standard provides ample protection for neighbors and the general public.

Other members of the Task Force had strong feelings on the other side. The argument of Task Force members in favor of retaining the 50 percent limit on relief was that even with the “no adverse impact” standard, a cap on relief would be desirable to provide neighbors with some certainty as to the amount of relief that could be granted.

OP has also discussed this issue with DDOT, and understands that DDOT is in favor of allowing reductions of up to 100 percent. OP and DDOT agree that this approach would be most in keeping with the District’s policy of allowing reductions in parking where it is warranted, and provides the most flexibility to consider such requests on a case-by-case basis. OP is also convinced by the argument of those Task Force members who stated that the “no adverse impact” standard provides sufficient protection, even in cases where parking is completely eliminated. Finally, OP notes that there remain conditions that applicants must meet in order to receive special exception relief from parking minimums. An applicant must meet and demonstrate at least one of the following conditions (in addition to the “no adverse impact” standard):

¹¹ See, for example, §§2104.1, 2104.2, and 2108.

¹² §§2105 and 2107.

- The location is within ¼ mile of transit;
- The use will generate less demand for parking;
- The applicant agrees to implement a TDM plan; or
- The physical inability to provide required spaces on the lot or within 400 feet.

Given the above facts, OP recommends that the Zoning Commission adopt the proposed §1513.3 as written in Alternative 1.

D. Driveway and Alley Access

The Zoning Commission expressed concern about some of the driveway location provisions in §1507 that may duplicate requirements covered by DDOT's permitting authority to approve curb cuts in public space. In particular, §1507.5 (prohibiting driveways when a useable alley is present) and §1507.6 (requiring access on the lower-classified street when two or more streets abut a lot) could be especially problematic. While these prohibitions represent DDOT's preference in most situations, the application of the rules must be highly context-sensitive.

DDOT has reviewed past public space permit applications, and found that a moderate number required exceptions to these rules. As a result of this review, OP and DDOT agree that the preferred venue for handling such exceptions is DDOT's permitting process, rather than the BZA. Therefore, OP and DDOT jointly recommend deleting §1507.5 and §1507.6. The other rules proposed in §1507 are less context-sensitive, and OP and DDOT recommend they be included in the zoning regulations.

After further discussion with DDOT, OP recommends the following minor changes to the advertized text:

- §1507.9(b): Increase the distance required between driveways from 28 feet to 32 feet. This is more consistent with DDOT's existing curb cut spacing requirements, and is intended to allow sufficient space for the planting of a single street tree between driveways. As a result of this modification:
- §1507.14: Delete this section; permission for driveways for rowhouses becomes moot, since it would be impossible for two 18-foot wide lots to share a 14-foot wide driveway that maintains a 32-foot distance from another driveway. In addition, DDOT's practice, and the other rules regarding curb cut placement, create strong disincentives to build rowhouses with front-loaded parking.

A primary reason for proposing that rules regarding driveway location be included in the zoning regulations was to ensure awareness of them by an applicant as soon as possible. Applicants often state that they are unaware of the restrictions on curb cuts detailed in Title 24 and DDOT's Design and Engineering Manual. Even without including these rules in the zoning regulations, there are a number of smaller steps that can be taken to ensure better clarity about regulations that govern the placement of driveways and curb cuts. OP suggests the following amendments be directly incorporated into the Zoning Update, one in this chapter and one in the upcoming Subtitle J on administrative procedures:

1. Include additional “intent” language in Section 1507 that refers users to the public space regulations in Title 24:

§1507.1 The intent of this section is to ensure that *driveways* and entrances to *parking areas* provide safe access and do not degrade the pedestrian environment. This section is not intended to regulate curb cuts in public space, which are separately regulated by the District Department of Transportation and are granted or denied based upon the location specific considerations. That a driveway may be generally permitted under Title 11 is irrelevant to that determination and does not absolve property owners from the requirement to obtain permission to construct a curb cut.

2. Specify in the general procedural requirements for special exceptions and variances that any application with a site plan showing a driveway should be referred to DDOT for review and report. This language will be included in Subtitle C.

In addition to regulatory changes, OP and DDOT are working on internal coordination of variances, special exceptions, and PUDs when there are public space issues involved and have recently collaborated to produce a Public Space Manual that presents much of the relevant information regarding driveways and curb cuts in a clear and comprehensive format, including illustrations.

E. Tree Canopy Requirements

The advertised §1510 regarding landscaping for parking lots, contained one unfinished section. The list of acceptable trees to meet the parking lot tree canopy requirement was not available at the time of advertisement. Since then, OP has worked with Casey Trees and the District’s Urban Forester to develop a list of tree species that would be best suited to achieving the goal settled upon in the Parking Working Group in 2008: covering 30 percent of each surface parking lot with tree canopy. The list is divided into small, medium, and large species. OP agrees that this division is appropriate, as a variety of tree sizes may be desirable for environmental and aesthetic reasons, as well as to fit within site constraints. OP proposes that this species list (attached to this report as Attachment X) be incorporated as an appendix to the zoning regulations, and referenced in §1510.

OP has identified two additional clarifications that are needed in the zoning text of §1510. First, while a mix of tree sizes may be desirable, it would be unfortunate if parking lot designers tend to select only smaller trees. OP proposes a simple rule that one large tree must be planted for every small tree planted. Second, while the species list provides guidance, an arborist may identify a tree not on the list that would nevertheless be comparable to trees from the list and appropriate for a given site. OP recommends a revision to §1510 that would allow the Zoning Administrator to accept the advice of the Urban Forestry Administration in determining the acceptability of tree species not on the list.

The proposed language of §1510.7 is as follows:

- 1510.7 The parking area shall be provided with the equivalent of one (1) canopy tree per five (5) parking spaces subject to the following requirements:

- (a) Trees of the species listed in Appendix X– “Suggested List of Tree Species for Parking Lot Canopy Requirements” shall be planted with the following conditions:
- (1) For every tree planted from a list of small species in Appendix X, a tree from a list of large species in Appendix X, or a substitute approved by the UFA, shall be planted;
- (2) Species not on the list in Appendix X may be planted if determined by the Urban Forestry Administration (UFA) to be equivalent to species from the list; and
- (3) The Zoning Administrator may accept any written confirmation from the UFA as approval of a tree species;
- (b) Trees may be planted in the landscaped areas required by §1510.3;
- (c) All newly planted trees shall have a minimum diameter of two and one-half (2.5) inches measured at four feet six inches above grade;
- (d) New trees or existing trees that are retained shall count toward the tree requirement based on the following table:
- | | Within perimeter of paved parking area | Outside perimeter of paved parking area and within 10 ft. of pavement edge |
|---------------------------|--|--|
| 2.5 - 6 in. diameter | 1.0 | 0.5 |
| 6.1-10 in. diameter | 2.0 | 1.5 |
| More than 10 in. diameter | 3.0 | 3.0 |
- (e) All trees shall be planted or retained in a space that provides a minimum of five hundred (500) cubic feet of soil volume per tree;
- (f) Dead or dying trees shall be replaced by the property owner;
- (g) Trees shall be planted a minimum of four (4) feet from any protective barrier, such as curbs or wheel stops; and
- (h) When tree planting areas are located adjacent to vehicle overhangs, trees shall be planted within one (1) foot of lines extending from the stripes between parking spaces.

F. Drive Throughs

The proposed text includes a section (§1511) with standards for drive-through lanes. This section essentially transfers existing text in §2304. As OP noted in our setdown report, there are

statements in the Comprehensive Plan that either directly or indirectly discourage drive-throughs.¹³ However, there is no suggestion in the Comprehensive Plan that drive-throughs should be banned outright. Although drive-through operations may be designed around an automobile-oriented model that is not appropriate in many parts of the District, there are commercial corridors within the District where drive-throughs may not be objectionable. In such locations, drive-throughs, when properly regulated, can be a convenience to shoppers and commuters.

The function of §1511 in the proposed parking chapter (and currently, of §2304) is to provide a basic set of regulations governing the design of drive-through lanes where they are permitted. OP recommends that any other prohibitions or conditions on drive-throughs should be handled as conditions that apply in the land-use subtitles. By OP's count, the current regulations include no fewer than 31 separate conditions or prohibitions on drive-throughs, in addition to the general requirements of §2304. The land-use subtitles are the most appropriate place for these conditions, rather than the general parking chapter. Additional conditions and prohibitions can be added to land use subtitles as a result of local planning objectives.

G. Definition of Historic Resources

Under current regulations, historic resources are subject to more flexible standards for parking requirements. OP proposes to carry forward these standards, and to retain the current definition of "historic resource." As currently defined in §2120.2, a historic resource is "a building or structure listed in the District of Columbia Inventory of Historic Sites or a building or structure certified in writing by the State Historic Preservation Officer as contributing to the character of the historic district in which it is located."

H. Errata

OP has identified the following minor items in the advertised text in need of correction:

1502.2 An addition to an existing building, or the expansion of a use within a building, triggers additional parking requirements only when its the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more. The additional minimum parking required shall be calculated based upon the entire gross floor area added. A different rule applies to historic resources and is stated in § 1502.3.

Reason: The advertised text did not explicitly state that an addition triggers a parking requirement.

1506.2 Parking spaces shall not be located between a front setback line or building restriction line and a ~~front~~ street lot line.

1506.3 Parking spaces shall not be located between a building façade line and a ~~front~~ street lot line, except in a PDR zone. A building used solely as a parking attendant shelter shall not trigger this restriction.

¹³ See, for example, UD-3.1.7 (Improving the Street Environment), UD-2.2.6 (Maintaining Façade Lines), UD-2.2.10 (Surface Parking), and UD-2.2.12 (Strip Shopping Centers).

Reason: OP has proposed to use the term “street lot line” throughout the zoning regulations. See the Mixed-Use Recommendations report for a full analysis of this change.

~~1508.12 Surface parking areas containing fifty (50) parking spaces or more shall provide clearly marked walkways for pedestrians that link building entrances with parking spaces and with public sidewalks along adjacent streets.~~

Reason: Further review has suggested that this provision would be confusing and difficult to enforce.

III. Bicycle Parking Chapter

A. Scooter/Motorcycle Parking

The Zoning Commission requested additional information on two topics during the discussion of the bicycle parking chapter. The first topic was the question of whether requirements for motorcycle/scooter parking are necessary, given anecdotal evidence of the increased use of this form of transportation. OP has not identified any jurisdictions that require dedicated spaces for motorcycles or scooters. St. Petersburg, Florida , allows property owners to substitute motorcycle/scooter parking for up to five automobile spaces, or five percent of the required spaces, whichever is less. For every four motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.

Montgomery County is also considering establishing “multi-modal credits” for motorcycle/scooter parking that would count toward automobile parking requirements. OP does not have sufficient data about motorcycle/scooter parking needs to formulate a recommendation for either requirements or a substitution/credit approach at this time. OP suggests that this issue be revisited as part of a separate study after the general parking requirements currently proposed have been put into effect.

B. Comparison of Current Bicycle Parking Requirements to Proposed Requirements

The second topic was a comparison of the proposed bicycle parking requirements to the current requirements in the zoning regulations. The table below shows a summary comparison:

Standard	Current Regulation	Proposed Regulation
Applicability	Office, retail and service uses	All use categories except antennas, commercial parking, and transportation infrastructure
Exceptions:	Retail and service uses in C-3-C , C-4, C-5	Residential uses with less than 10 units, non-residential uses with

		less than 4,000 sq. ft. GFA
Number of Spaces	5% of Required Automobile Spaces	Prescribed by use category in §1603.1
Conversion of required Automobile Spaces	Yes- 1% for pre-1985 buildings	No
Signs Identifying Bike Parking	Yes	Yes
Long Term and Short Term Distinction	No	Yes
Ability to waive requirements through special exception	Unspecified	Yes

Attachment 2 shows this comparison for a variety of specific buildings. The examples in Attachment 2 are chosen for illustrative purposes only as the new standards proposed in proposed in §1603 would only apply to new buildings, or to expansions or changes of use under certain conditions.

As can be readily seen from the chart, in some cases the current requirements for *all* bicycle parking spaces (which do not distinguish between long-term and short-term spaces) are roughly similar to the proposed requirements for *short-term* spaces. In nearly all cases, the proposed requirements for long-term spaces substantially increase the total required amounts of bicycle parking. In the cases of accommodation, residential, and PDR uses, the increases are over a current requirement of zero spaces. The exception to this pattern is the previously-cited example of DC USA, where the current bicycle parking requirement is higher than the proposed long-term requirement. However, this shortfall is more than offset by the large number of short-term spaces required for retail. The relatively low number of spaces required for this site under current regulations is an artifact of the current mechanism for setting bicycle parking requirements. Since all uses currently must only provide bicycle spaces equivalent to five percent of their automobile parking requirement, and the C-3-A zone has a low parking requirement, it also has a low bicycle parking requirement. The proposed regulations correct for this deficiency.

Another notable feature of the proposed regulations is a substantial increase in the number of spaces required at schools and libraries. Where the current regulations are silent on the need to accommodate staff, students, and visitors at these community facilities, the proposal mandates a number of spaces that is much more consistent with actual needs.

Observers might find some of the new requirements larger than expected, particularly in the case of office uses. To this potential concern, OP raises two points. First, the District has ambitious goals for increasing the percentage of people using bicycles to move around the city, as a way to relieve pressure from both a crowded road network and as an alternative to the public transportation system. According to DDOT, the District's goal for bicycle commuting is to reach

10 percent of all commute trips. The office requirement in particular has been tailored to reflect this goal.¹⁴

Second, in most cases the proposed long term requirements can be easily accommodated in garage space that would be built anyway. A single standard motor vehicle parking space is approximately 160 square feet. In that same space, roughly 10-12 bicycles can be parked (including the necessary maneuvering room). Thus, 200 bicycle spaces (an amount that would be required only in the largest developments) could be located in the same space as approximately 20 cars.

C. Errata

OP has identified the following minor items in the advertised text in need of correction:

1600.3 No building permit shall be issued unless a site plan or building plan displays a bicycle parking plan that shows that any bicycle parking requirements will be met, and no certificate of occupancy shall be issued unless the bicycle parking spaces have been constructed in accordance with the approved bicycle parking plan.

Reason: The phrase “bicycle parking plan,” without context, could suggest a number of different formats, including a written description. The added text clarifies that a physical description of bicycle parking included in the site plan or building plan is required.

1602.3 A property owner shall provide and maintain all required bicycle parking spaces shall be provided and maintained so long as the structure that the bicycle parking spaces are designed to serve exists. Maintenance of required bicycle parking spaces shall include keeping all racks and spaces clear of snow, ice, and any other obstructions.

Reason: The change in text clarifies that the property owner is responsible for provision and maintenance of bicycle parking. The second sentence adds an explicit requirement to maintain safe and unobstructed spaces.

1603.5 An addition to an existing building, or the expansion of a use within a building, triggers additional bicycle parking requirements only when its the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more. The additional minimum parking required shall be calculated based upon the entire gross floor area added. A different rule applies to historic resources and is stated in § 1603.5.

Reason: As in the parking chapter, the advertised text did not explicitly state that an addition triggers the requirement.

¹⁴ Standard office occupancy guidelines suggest 250-300 square feet per employee. Thus, a rate of 1 long-term space for each 2,500 square feet will provide enough spaces for approximately 10% of office employees.

IV. Loading Chapter

A. Access Requirements

Members of the Zoning Commission suggested that the proposed loading regulations could be improved by adding requirements to ensure that uses which require loading facilities can actually be directly accessed from the facilities. To address this goal, OP proposes a new subsection after §1704.4:

1704.5 All uses in the building shall have direct access to required loading platforms or access through a common interior space or corridor.

Subsection 1704.5 as advertized in the Public Hearing Notice will then be renumbered as §1704.6, and subsequent subsections will be renumbered accordingly.

In addition, OP proposes text to permit loading to be accessed via vehicle elevators, much as mechanical parking systems can be accessed.

B. Errata

OP has identified the following items in the advertised text in need of correction:

1702.6 An addition to an existing building, or the expansion of a use within a building triggers additional loading requirements only when its the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more. The additional minimum loading berths and service/delivery spaces required shall be calculated based upon the entire gross floor area added. A different rule applies to historic resources and is stated in § 1702.7.

Reason: As in the parking chapter, the advertised text did not explicitly state that an addition triggers the requirement.

~~1703.2 When a use occupies ninety percent (90%) or more of the gross floor area of a building or structure, the required loading berths shall be calculated based on the entire gross floor area of the building or structure as if the greater use occupies the entire building or structure.~~

Reason: This provision conflicts with the provision advertised as §1703.4, which states:

1703.4 When two or more uses in different use categories share a building or structure, the building or structure is only required to provide enough berths and spaces to meet the requirement for the use category with the highest requirement, and not the combination of requirements for all use categories provided that all uses that require loading have access to the loading area.

Accordingly, §1703.2 should be deleted, and subsequent sections renumbered accordingly.

1704.1 should be replaced with the following text:

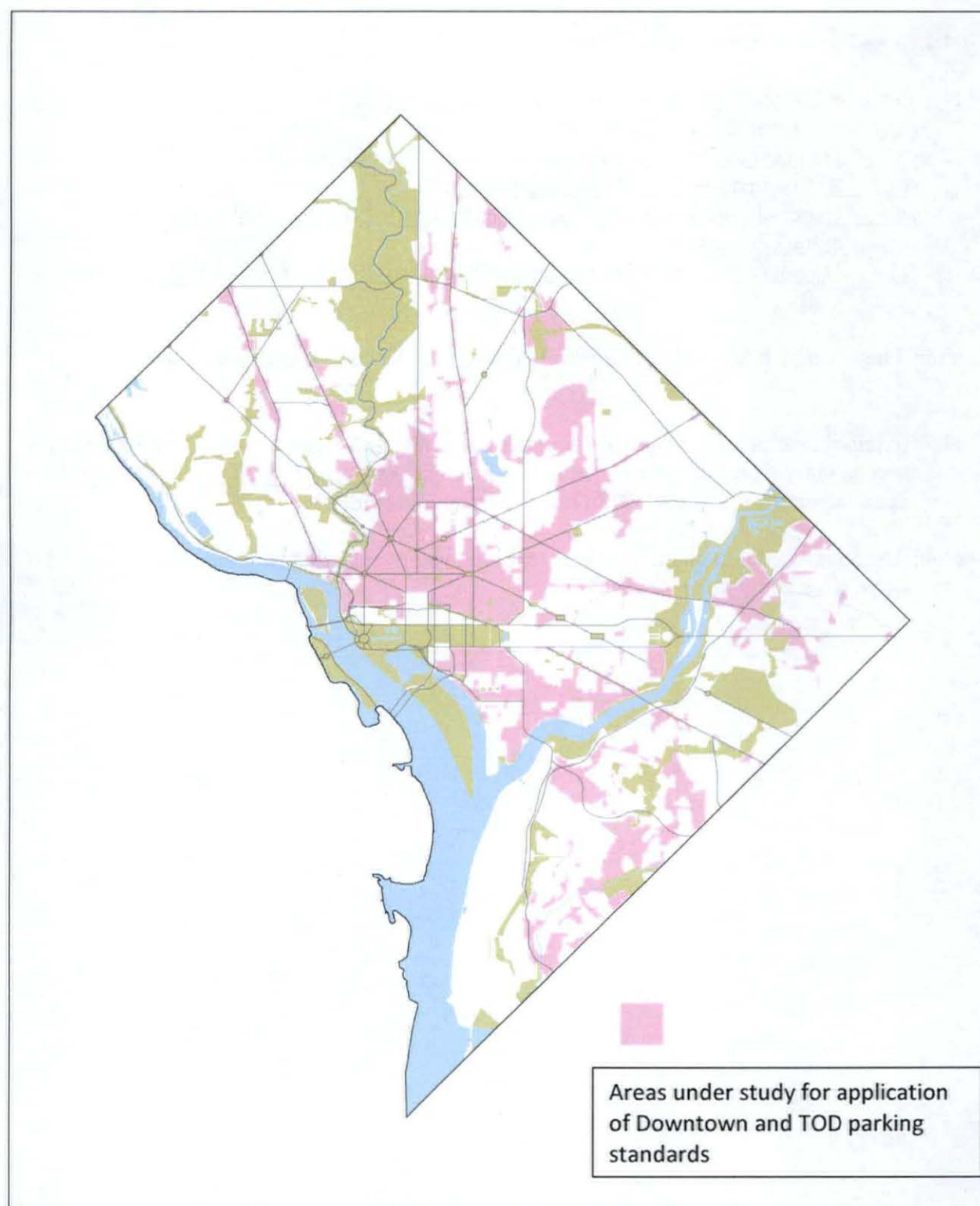
1704.1 The intent of this section is to ensure that loading facilities:

- (a) Are located convenient to the uses they serve;**
- (b) Do not interfere with the functioning of other uses;**
- (c) Are compatible with their surroundings;**
- (d) Generally result in loading at rear entrances to buildings, rather than front entrances; and**
- (e) Do not create conflicts with the pedestrian environment or vehicular and bicycle traffic.**

Reason: The advertised text did not accurately convey the full intent of this section.

1704.7 Required loading berths may be provided in facilities designed to serve jointly two (2) or more adjoining buildings or structures on lots that share a party wall or lot line or are separated only by an alley within a single square; provided:

Reason: The advertised text could have unintentionally conveyed that two abutting lots would not be covered by this provision.



Attachment 2: Comparison of Current and Proposed Bicycle Parking Requirements for Select Sites

Name	Address	Zoning	LandUse	Units	NonRes GFA	Hotel Rooms	Required Parking	Current Bike Parking Required (5%)	LT Bike Parking Spaces	ST Bike Parking Spaces
1010 Massachusetts Avenue	1010 Massachusetts Ave, NW	DD/C-2-C	Residential	165	NA	NA	41	NONE	124	8
1354-56 Euclid Apartments	1354 Euclid St, NW	R-5-B	Residential	20	NA	NA	10	NONE	15	2
Portals Phase III, The	1201 Maryland Ave, SW	C-3-C	Office	0	465,140	NA	257	13	186	12
DC USA	3200 14th St, NW	C-3-A	Retail	0	465,000	NA	1599	80	47	133
Sentinel Square Phase I	90 K St, NE	C-3-C	Office	0	412,000	NA	228	11	165	10
Columbia Center	1150 15th St, NW	C-4	Office	0	395,000	NA	218	11	158	10
Sibley Hospital Expansion	5201 Loughboro Rd, NW	SP-1*	Office	0	336,000	NA	186	9	34	8
Palomar Hotel	2121 P St, NW	DC/C-2-C	Accommodation	0	265,000	330	180	NONE	27	7
Wisconsin Avenue Safeway	1855 Wisconsin Ave, NW	C-1	Retail	0	72,653	NA	93	5	7	21
U-Haul	1501 South Capitol St, SW	CG/CR	PDR	0	50,000	NA	83	NONE	3	0
Cesar Chavez Charter School	3701 Hayes St, NE	R-5-A	Education	0	35,100	NA	40	2	5	18
Anacostia Library	1800 Good Hope Rd, SE	R-2	Local Govt	0	21,982	NA	37	2	3	11

* This project was designated SP-1 through a map amendment as part of a PUD.

Create new Chapter 15 in Title 11 Subtitle B:

CHAPTER 15 GENERAL PARKING REGULATIONS

1500 INTRODUCTION TO GENERAL PARKING CHAPTER

- 1500.1 This chapter provides general parking regulations for motor vehicles that apply regardless of zone.
- 1500.2 The purpose of this chapter is to:
- (a) Ensure an adequate supply of off-street parking;
 - (b) Prevent an over-supply of off-street parking that would contribute to traffic congestion and the inefficient use of land;
 - (c) Ensure that parking areas are located, accessed, and designed to minimize negative impacts on adjacent property, urban design, the pedestrian environment, and public spaces;
 - (d) Ensure that parking areas are safe and accessible; and
 - (e) Ensure that parking areas are planted and landscaped to be compatible with their surroundings, and to reduce environmental impacts.
- 1500.3 No building permit shall be issued unless a parking plan shows that any parking requirements will be met and no certificate of occupancy shall be issued unless the parking spaces have been constructed in accordance with the approved parking plan.

1501 RELATIONSHIP TO LAND USE SUBTITLES

- 1501.1 The parking regulations of this chapter apply to all zones in all land use subtitles. Each land use subtitle also includes a Parking Regulations chapter, containing parking regulations specific to that subtitle.
- 1501.2 Parking Regulations chapters in land use subtitles may include:
- (a) Parking standards tables, with minimum and maximum parking requirements for each use category in each land use subtitle regardless of permission; and
 - (b) Regulations for parking specific to that land use subtitle, including location and access requirements and permission to provide car-share spaces.

Z.C. NOTICE OF PUBLIC HEARING

Z.C. CASE NO. 08-06

PAGE 2

1501.3 Additional use-related conditions that impose additional parking requirements may be located in the use permissions chapters of the land use subtitles.

1501.4 Commercial Parking, as defined in B §206.9, is regulated as a use in each land use subtitle and also subject to the regulations of this chapter and the parking chapter in each land use subtitle.

1502 MINIMUM PARKING REQUIREMENTS

1502.1 Minimum parking requirements shall be met when a new building is constructed.

1502.2 An addition to an existing building, or the expansion of a use within a building, triggers additional parking requirements only when its the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more. The additional minimum parking required shall be calculated based upon the entire gross floor area added. A different rule applies to *historic resources* and is stated in § 1502.3.

1502.3 Additions to *historic resources* shall be required to provide additional parking spaces only for the addition's gross floor area and only where:

- (a) The addition results in at least a fifty percent (50%) increase in gross floor area; and
- (b) The resulting requirement is at least four (4) parking spaces.

1502.4 Special exception relief from additional parking requirements for *historic resources* is provided for in § 1513.5.

1502.5 Any expansion, regardless of size, of a use that operates outside of a building shall conform to the applicable parking standards.

1502.6 When a property changes or adds a use category, the following shall apply:

- (a) Additional parking spaces shall be required only when the minimum number of parking spaces required for the new use category exceeds the number of spaces required for the prior use category that occupied the same gross floor area;
- (b) When determining the required number of additional required parking spaces, it shall be assumed that the previous use provided the minimum number of spaces required; and
- (c) Historic resources shall not be required to provide additional *parking spaces* for a change in use without expansion.

- 1502.7 Uses governed by a campus plan are subject to the minimum parking requirement approved by the Zoning Commission and are not subject to the parking requirements otherwise applicable.
- 1502.8 When there is more than one use on a lot, the number of *parking spaces* provided must equal the total required for all *uses*. If a single *use* falls into more than one *use category* for which different parking minimums apply, the standard that requires the greater number of *parking spaces* shall apply.
- 1502.9 When two or more *uses* are located on a single lot or in a single building and the applicable parking standard for such *uses* exempts an initial floor area (for example, the first three thousand (3,000) square feet of gross floor area), only one exempt floor area may be deducted from the total combined parking requirements for the *uses* and the exempt floor area shall be pro-rated among uses.
- 1502.10 ~~Required parking spaces~~ may be shared among more than one use, whether the uses are on the same lot or on separate lots. *Required parking spaces* that are shared among more than one use shall be subject to the conditions of §1502.12(b) through (d).
- 1502.11 *Required parking spaces* shall be located either:
- (a) On the same lot as the use or structure they are meant to serve; or
 - (b) Within four hundred (400) feet of the use or structure that the parking spaces serve as measured from the nearest lot line.
- 1502.12 *Required parking spaces* provided in accordance with §1502.11(b) shall be subject to the following conditions:
- (a) The spaces shall not serve as required parking for any other use during the days and times each use they serve is in operation;
 - (b) Unless under common ownership, a written agreement shall remain in effect between the owner of the parking area and the owner of the use for which the parking spaces are required ("the use"), and shall include the obligation set forth in §1502.12(a);
 - (c) The original written agreement shall be filed with the Zoning Administrator prior to the issuance of the first certificate of occupancy for the use and any amendment or successor agreement must be filed no later than ten (10) days following execution by the parties; and

- (d) The Zoning Administrator shall maintain a file of all written agreements and amendments for the lot where the use is located and the lot providing the required parking spaces.

- 1502.13 *Required parking spaces* may be used as Commercial Parking when it is permitted as a use category.
- 1502.14 The number of *required parking spaces* shall not be reduced below the minimum required as long as the use that generated that requirement remains in existence.
- 1502.15 *Car-share parking spaces* may be counted toward fulfillment of a minimum parking requirement.

1503 MAXIMUM PARKING REQUIREMENTS

TWO ALTERNATIVES FOR THIS SECTION ARE ADVERTISED.

[ALTERNATIVE 1:

- 1503.1 The following maximums apply to newly constructed or expanded parking areas, or parking areas expanded in number of parking spaces or land area by twenty-five percent (25%) or more, in all zones; in addition to any parking maximums specified in the land use subtitles:
 - (a) No above-grade parking area shall be built or expanded exceed one hundred thousand (100,000) square feet in land area;
 - (b) No parking area shall be built or expanded to have more than one thousand (1,000) parking spaces; and
 - (c) No parking area associated with a use or uses shall be built or expanded to have more than four (4) spaces per thousand (1,000) square feet of the gross floor area of the use or uses.
- 1503.2 Special exception relief from these prohibitions is provided for in § 1513.6.]

[ALTERNATIVE 2:

1503.1 The following maximums apply to all newly constructed or expanded parking areas, or parking areas expanded in number of parking spaces or land area by twenty-five percent (25%) or more, in zones within subtitles D, E, ~~and~~ G, and J; in addition to any parking maximums specified in the land use subtitles:

- (a) No above-grade parking area shall be built or expanded to exceed one hundred thousand (100,000) square feet in land area;
- (b) No parking area shall be built or expanded to have more than ~~five hundred (500)~~ seven hundred and fifty (750) parking spaces; and
- (c) No parking area associated with a use or uses shall be built or expanded to have:
 - (1) For retail uses, more than four and one-half (4.5) spaces per thousand (1,000) square feet of the gross floor area of the use or uses; or
 - (2) For uses other than retail, more than three (3) spaces per thousand (1,000) square feet of the gross floor area of the use or uses.

1503.2 The following maximums apply to all parking areas in zones within subtitles F, H, and I and J; in addition to any parking maximums specified in the land use subtitles:

- (a) No above-grade parking area shall be built or expanded to exceed one hundred thousand (100,000) square feet in land area;
- (b) No parking area shall be built or expanded to have more than ~~two hundred and fifty (250)~~ five hundred (500) parking spaces; and
- (c) No parking area associated with a use or uses shall be built or expanded to have:
 - (1) For retail uses, more than two and one-half (2.5) spaces per thousand (1,000) square feet of the gross floor area of the use or uses; or
 - (2) For uses other than retail, more than one (1) space per thousand (1,000) square feet of the gross floor area of the use or uses.

1503.3 Special exception relief from these prohibitions is provided for in § 1513.6.]

1504 CAR-SHARE PARKING SPACE REQUIREMENTS

1504.1 The intent of this section is to support *car-sharing* as an alternative to individual automobile ownership, thereby reducing traffic congestion and the inefficient use of land for excessive parking, and to create a publicly accessible record of car-share locations.

1504.2 Any new *parking area* with fifty (50) or more parking spaces, whether required or not, shall include *car-share spaces* as follows:

Number of parking spaces to be built	Number of car-share spaces required
50 to 149	No less than 1
150 to 249	No less than 2
250 or more	No less than 3, plus 1 space for each additional 100 spaces.

1504.3 The required *car-share spaces* shall be made available to any *car-share organization* with a valid business license, for purposes of providing *car-share services* for its subscribers.

1504.4 The spaces shall be offered at no cost to any licensed *car-share organization*, unless there is more than one request received for the space, in which case the owner may provide the space to the car share organization that offers the most advantageous terms.

1504.5 Required car-share spaces shall be accessible to subscribers who may or may not be residents or employees of uses on the lot. Reasonable security measures, such as keyless entry devices, may be used.

1504.6 The following information shall be provided to the Zoning Administrator and all *car-sharing organizations* with a valid business license by any property owner of a proposed parking area required to provide *car-share spaces* no later than ten (10) days after the issuance of a building permit:

- (a) Written notice of the number and location of car-share spaces that will be available;
- (b) A floor plan or site plan of the parking area clearly identifying the required car-share spaces;
- (c) The square and lot number, address, property owner contact information; and
- (d) Any other pertinent information as determined by the Zoning Administrator.

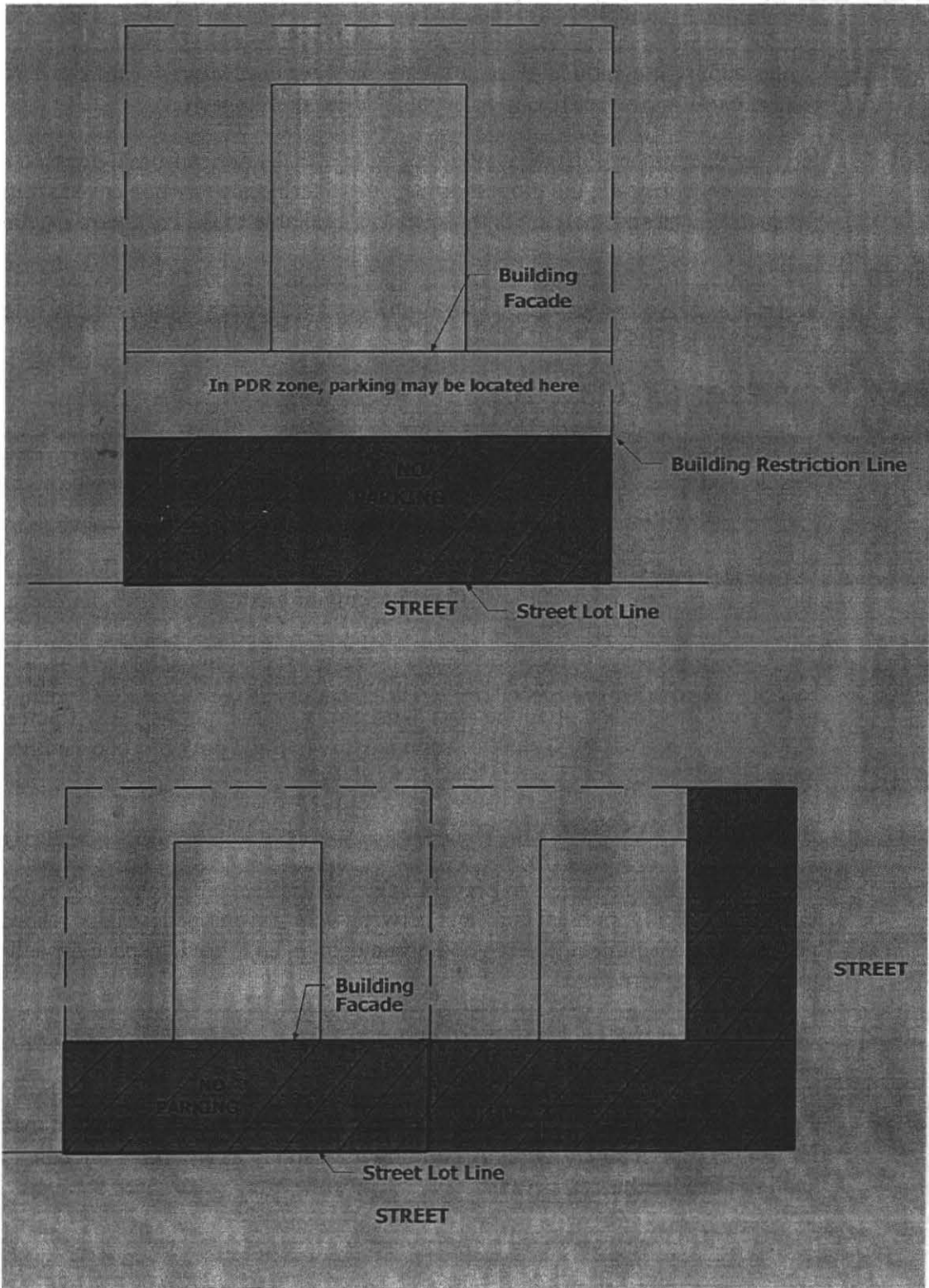
- 1504.7 The property owner may use required *car-share spaces* to provide general *parking spaces*, provided that no licensed *car-sharing organization* provides the property owner with written notice of intent to use the *car-share spaces* within ten (10) days of issuance of the first certificate of occupancy for the property.
- 1504.8 No later than ninety (90) days after receipt of written notice from a licensed *car-sharing organization*, the property owner shall terminate any non car-sharing leases for such spaces and shall make those spaces available to the *car-share organization*.
- 1504.9 The Zoning Administrator shall maintain an online and publicly-accessible file of all projects approved with required *car-share parking spaces* containing the information required by §1504.6.

1505 RULES OF CALCULATION

- 1505.1 All parking standards shall be calculated on the basis of *gross floor area*, except for Residential uses, for which parking standards shall be calculated based on the number of *dwelling units*.
- 1505.2 For purposes of calculating off-street parking requirements, gross floor area shall not include floor area devoted to off-street parking or loading facilities, including aisles, ramps, and maneuvering space.
- 1505.3 Calculations of *parking spaces* that result in a fractional number of one-half (0.5) or more shall be rounded up to the next consecutive whole number. Any fractional result of less than one-half (0.5) shall be rounded down to the previous consecutive whole number.

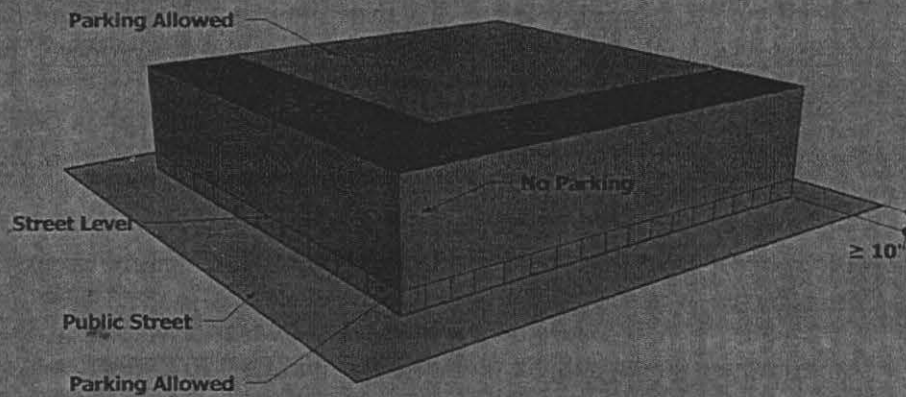
1506 LOCATION RESTRICTIONS

- 1506.1 The intent of this section is to prevent negative impacts on neighboring property from excessive parking, prevent conflicts between vehicles and pedestrians, respect the pedestrian environment, foster good urban design, and provide space for active uses to line parking structures.
- 1506.2 *Parking spaces* shall not be located between a *front setback line* or *building restriction line* and a ~~front~~ street lot line.
- 1506.3 *Parking spaces* shall not be located between a *building façade line* and a ~~front~~ street lot line, except in a PDR zone. A building used solely as a parking attendant shelter shall not trigger this restriction.

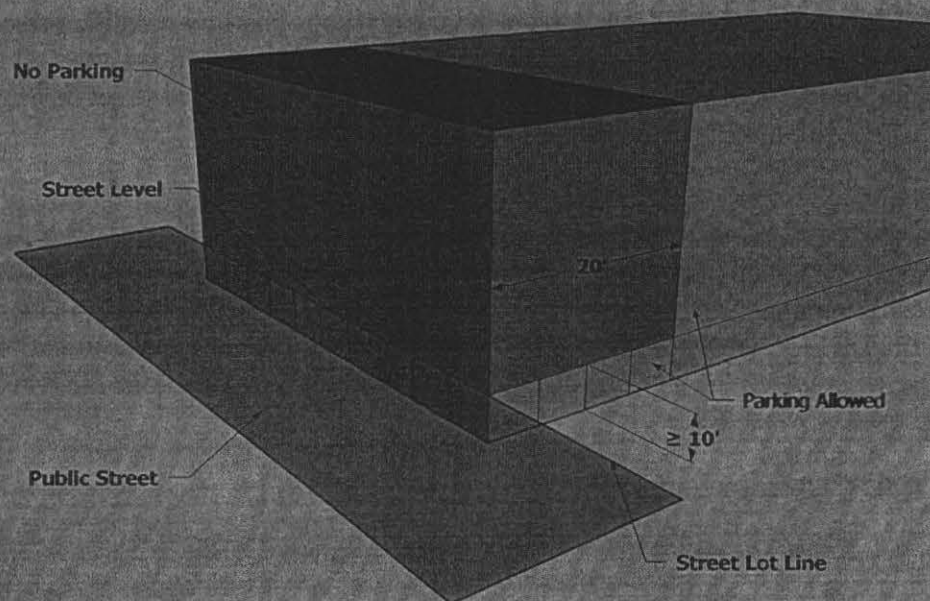


- 1506.4 *Parking spaces* provided within a structure shall be located at least twenty (20) feet from all lot lines that abut public streets, unless the surface of the *parking spaces* is at least ten (10) feet below grade, at all points along the building frontage.

§ 1506.4 applied on corner lot



§ 1506.4 applied on interior lot



1507 ACCESS REQUIREMENTS

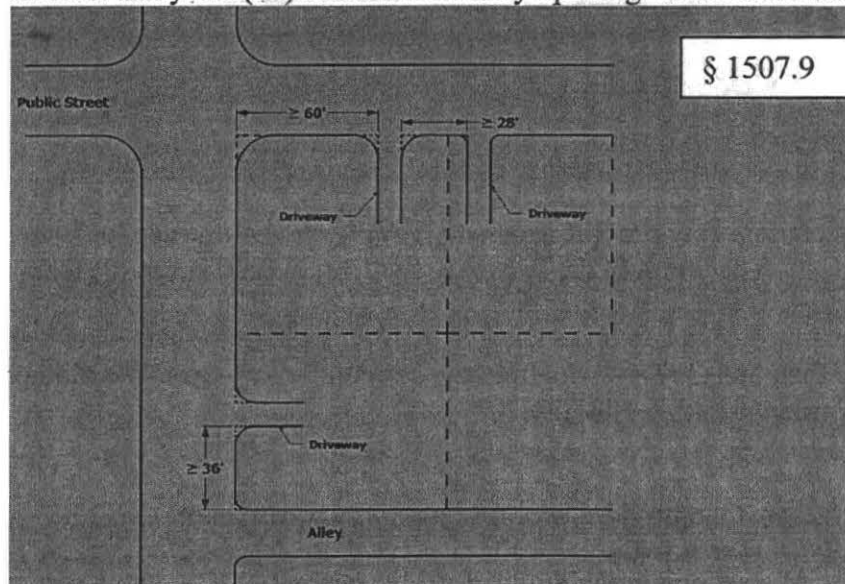
- 1507.1 The intent of this section is to ensure that *driveways* and entrances to parking areas provide safe access and do not degrade the pedestrian environment. This section is not intended to regulate curb cuts in public space, which are separately regulated by the District Department of Transportation and are granted or denied based upon the location specific considerations. That a driveway may be generally permitted under Title 11 is irrelevant to that determination and does not absolve property owners from the requirement to obtain permission to construct a curb cut.
- 1507.2 All *parking spaces*, *driveways*, and entrances that provide access to parking areas, shall conform to the requirements of this section.
- 1507.3 All *parking spaces*, other than those discussed in § 1507.4, shall be accessible at all times from a *driveway* accessing either:
- (a) An improved street, subject to the limitation of § 1507.5; or
 - (b) An improved alley or alley system with a minimum width of ten (10) feet.
- 1507.4 *Parking spaces* provided within a *mechanized parking system* need not meet the accessibility requirement of §1507.3 as long as the *mechanized parking system* does.
- ~~1507.5 No *driveway* that provides access to a parking space shall be permitted to connect to a street if the lot can be accessed from an abutting public improved alley with a minimum width of twenty feet (20 ft.) and can access a public street through an alley network with a minimum width of twenty feet (20 ft.).~~
- ~~1507.6 When a *driveway* with a direct street connection is permitted, and its lot fronts on two (2) or more streets, a *driveway* shall only connect to the street with the lowest classification as designated in [DDOT's Functional Classification Map, as published on the DDOT website]. When all abutting streets are the same classification, a *driveway* may connect to any street. The four street classifications are listed below in highest to lowest order:~~
- ~~(a) Principal arterial;~~
 - ~~(b) Minor arterial;~~
 - ~~(c) Collector; and~~
 - ~~(d) Local.~~

1507.7 When a lot abuts two (2) streets or more, it shall have no more than three (3) *driveway* openings.

1507.8 When a lot abuts only one street, it shall have no more than two (2) *driveway* openings.

1507.9 A *driveway* opening on a street shall be:

- (a) At least sixty (60) feet from a street intersection as measured from the intersection of the extended curb lines;
- (b) At least ~~twenty-eight (28)~~ thirty-two (32) feet from another driveway opening; and
- (c) At least thirty-six (36) feet from an alley opening on the same street.

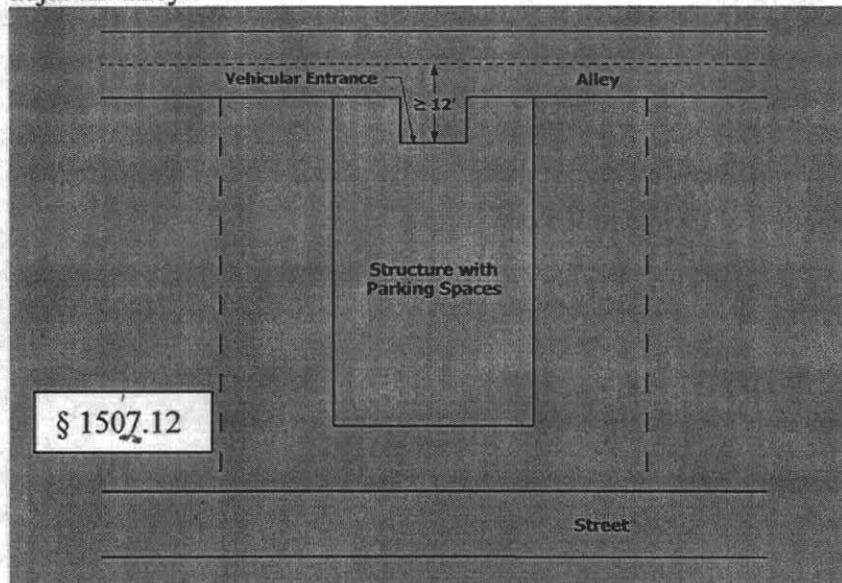


1507.10 A *driveway* providing access to *parking spaces* serving a *dwelling* with three (3) or fewer residential units, or that serves only one (1) parking space for any use, shall be at least eight (8) feet wide; and not more than ten (10) feet wide. These width requirements apply within twenty (20) feet of all *front lot lines*.

1507.11 Within twenty (20) feet of all *front lot lines*, a *driveway* other than as described in §1507.10 shall be:

- (a) At least twelve (12) feet wide for one-way traffic or twenty (20) feet wide for two-way traffic; and
- (b) Not more than twenty-four (24) feet wide.

- 1507.12 When *parking spaces* are provided within a building or structure, all vehicular entrances or exits shall be set back at least twelve (12) feet from the center line of any adjacent alley.



- 1507.13 Adjacent lots may provide access to *parking spaces* on each lot from a single *driveway*. The width of the *driveway* shall not exceed seven (7) feet on each lot.
- 1507.14 ~~Adjacent rowhouses constructed concurrently along the same street shall have no more than one (1) driveway from the street for every two (2) buildings, and shall be in conformance with § 1507.13.~~
- 1507.15 A *driveway* that provides access to *parking spaces* shall:
- (a) Have a maximum grade of twelve percent (12%) with a vertical transition at the property line; and
 - (b) Be constructed with an all-weather surface that may be permeable.

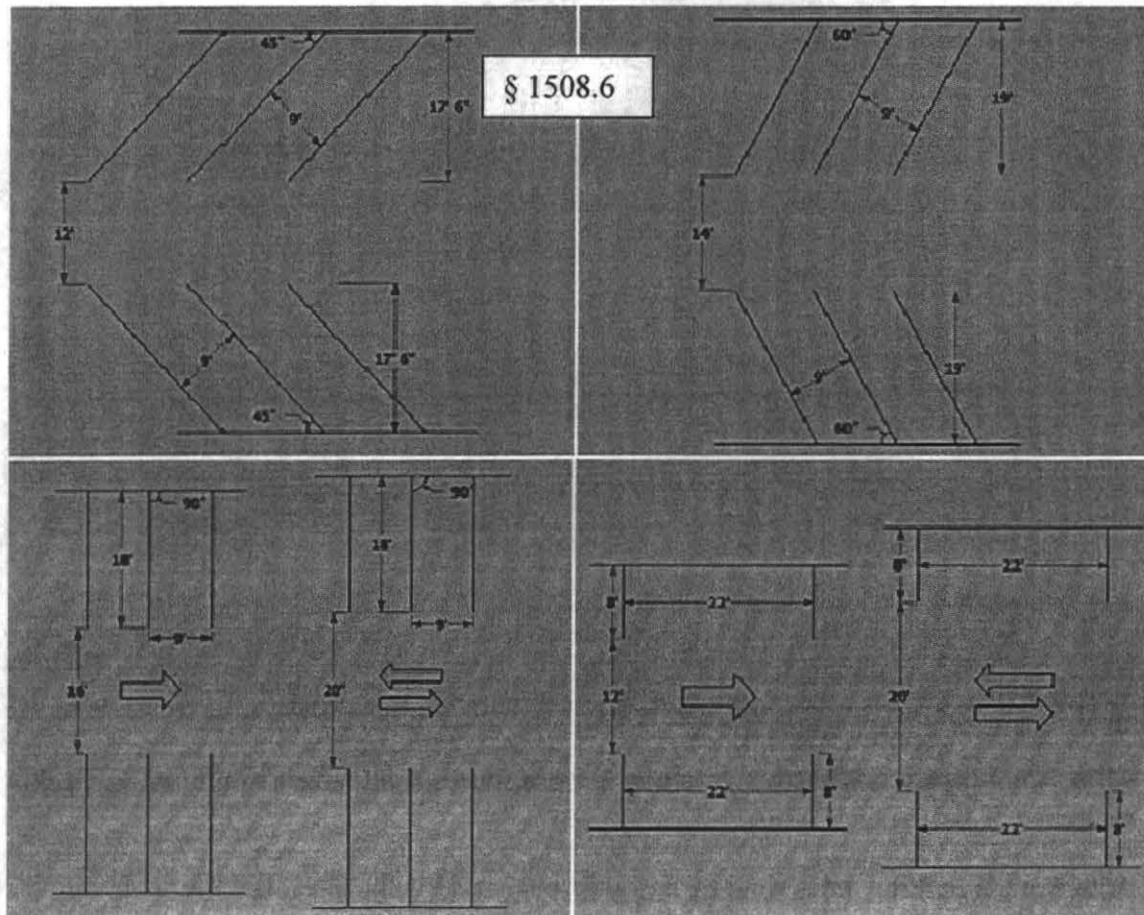
1508 SIZE AND LAYOUT REQUIREMENTS

- 1508.1 The intent of this section is to ensure that *parking spaces* are adequately sized to allow safe and convenient access, to allow mechanized parking, and to allow flexibility to meet parking needs for smaller motor vehicles.
- 1508.2 Except as provided in § 1508.3 and § 1512, all *parking spaces* and *parking aisles* shall conform to the dimension requirements of this section.
- 1508.3 *Mechanized parking systems* are exempted from the requirements of this section.

- 1508.4 At least fifty percent (50%) of the *parking spaces* in any *parking area* must meet the minimum *full-sized parking space* standards, except as provided in § 1508.5. All other spaces must meet the minimum *compact parking space* standards in §1508.7.
- 1508.5 *Parking spaces* provided on the same lot as a *historic resource* shall meet the minimum dimensional requirements of §1508.7.
- 1508.6 The minimum dimensions for *full-sized parking spaces* and *aisles* are:

Table I: FULL SIZED PARKING SPACES

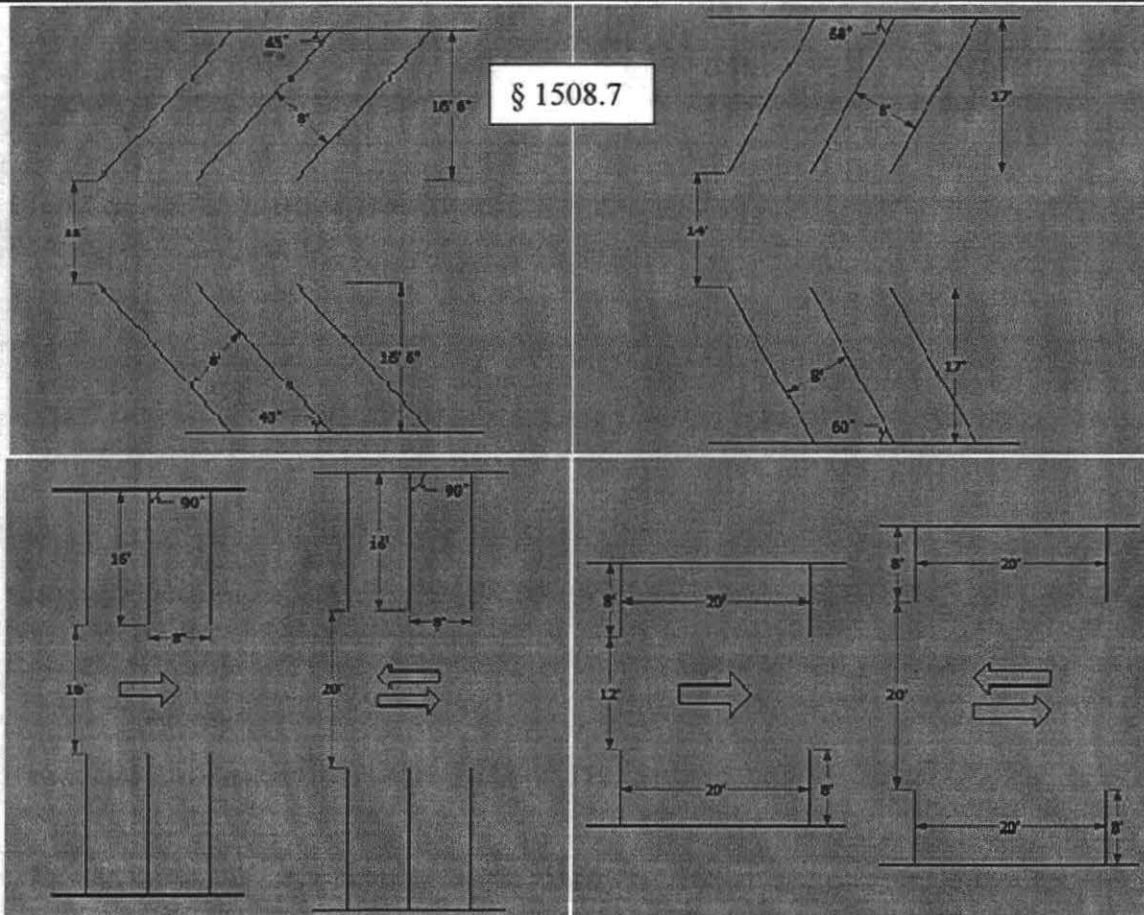
Parking Angle	Stall Width (Feet)	Depth of Stalls Perpendicular To Aisle (Feet)	One-Way Drive Aisle Width (Feet)	Two-Way Drive Aisle Width (Feet)
45°	9	17.5	12.0	N/A
60°	9	19.0	14.0	N/A
90°	9	18.0	16.0	20.0
Parallel	22.0	8.0	12.0	20.0



1508.7 The minimum dimensions for *compact parking spaces* and *aisles* are:

Table II: COMPACT PARKING SPACES

Parking Angle	Stall Width (Feet)	Depth of Stalls Perpendicular To Aisle (Feet)	One-Way Aisle Width (Feet)	Two-Way Aisle Width (Feet)
45°	8	16.5	12.0	N/A
60°	8	17.0	14.0	N/A
90°	8	16.0	16.0	20.0
Parallel	20.0	8.0	12.0	20.0



1508.8 All *parking spaces* and access ways to and from spaces shall have a minimum vertical clearance of six (6) feet, six (6) inches.

1508.9 Above grade parking areas shall be designed so that no vehicle shall project over any

lot line, front setback line, or *building restriction line*.

- 1508.10 Except on a lot that only has one or two dwelling units, wheel bumper guards, curbs, guard rails, or screening shall be installed between the property line and the perimeter of the parking area.
- 1508.11 Except on a lot that only has one or two dwelling units, all parking areas and spaces shall be designed and operated so that sufficient access and maneuvering space is available to permit the parking and removal of any vehicle without moving any other vehicle onto public space.
- ~~1508.12 *Surface parking areas* containing fifty (50) *parking spaces* or more shall provide clearly marked walkways for pedestrians that link building entrances with *parking spaces* and with public sidewalks along adjacent streets.~~

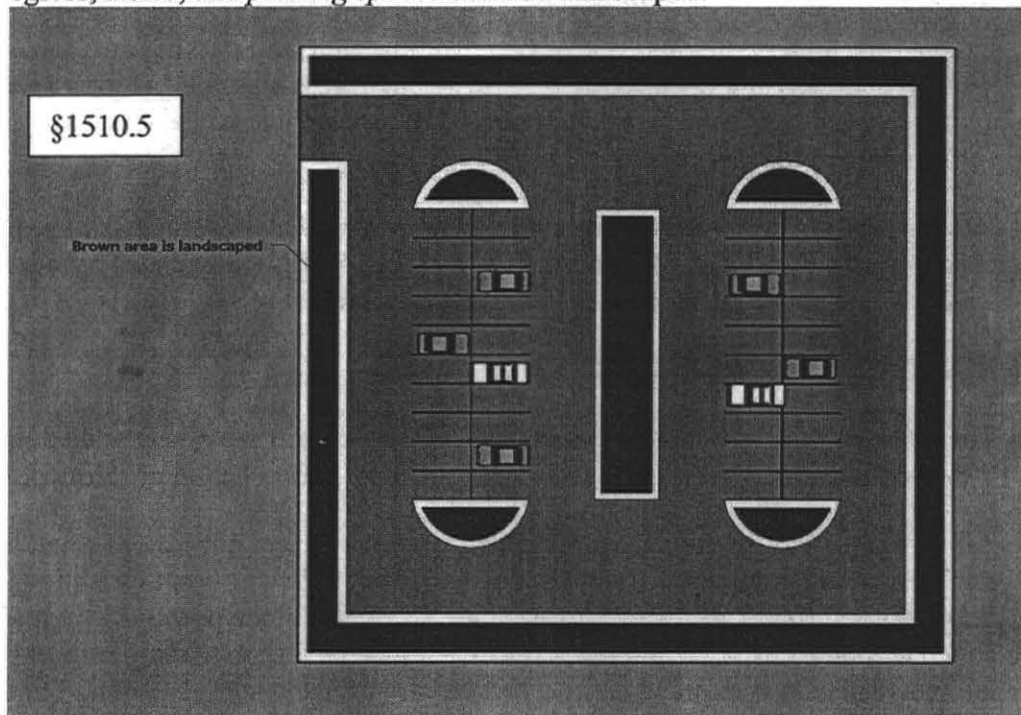
1509 MAINTENANCE REQUIREMENTS

- 1509.1 The intent of this section is to ensure that *parking spaces* are constructed durably, that they are maintained over time, and that they do not create health or safety problems.
- 1509.2 All *parking areas*, including access aisles, driveways, and ramp areas, shall be surfaced and maintained with an all-weather surface. In addition to traditional impervious surfaces, allowable all-weather surfaces include porous (or pervious) concrete, porous asphalt, and mechanically-reinforced grass. Gravel and grass that is not mechanically reinforced are not allowed as surface materials required under this subsection. Areas for landscaping and tree planting are exempt from this requirement.
- 1509.3 All *parking spaces* shall be clearly striped according to the dimensions specified in §1508. Durable all-weather materials shall be used for striping. Striping shall be maintained for as long as the parking spaces are in use.
- 1509.4 A *parking area* serving a use in the Retail or Food and Alcohol Services *use category* shall provide at least one litter receptacle within the parking area.

1510 LANDSCAPING, SCREENING, AND LIGHTING REQUIREMENTS FOR PARKING

- 1510.1 The intent of this section is to ensure that parking areas are compatible with their surroundings, and to reduce environmental impacts.
- 1510.2 *Surface parking areas* with ten (10) or more *parking spaces* shall conform to the landscaping, tree canopy cover, screening, and lighting requirements of this section.
- 1510.3 Landscaped area planted with trees and shrubs shall cover a minimum of ten percent (10%) of the total area devoted to parking, including *aisles* and *driveways*.

- 1510.4 The landscaping shall be maintained in a healthy, growing condition. Dead or dying landscaping shall be replaced.
- 1510.5 All end islands of parking rows and all areas otherwise not used for ingress and egress, *aisles*, and *parking spaces* shall be landscaped.



- 1510.6 Landscaping around the perimeter of the parking area may count toward the area requirement of § 1510.3 up to a distance of six (6) feet from the pavement.
- 1510.7 The parking area shall be provided with the equivalent of one (1) *canopy tree* per five (5) *parking spaces* subject to the following requirements:
- (a) Trees of the species listed in Appendix X – “Suggested List of Tree Species for Parking Lot Canopy Requirements” shall be planted with the following conditions:
 - (1) For every tree planted from a list of small species in [Appendix X], a tree from a list of large species in [Appendix X], or a substitute approved by the Urban Forestry Administration (UFA), shall be planted;
 - (2) Species not on the list in Appendix X may be planted if determined by the Urban Forestry Administration (UFA) to be equivalent to species from the list; and

(3) The Zoning Administrator may accept any written communication from the UFA as approval of a tree species;

(b) Trees may be planted in areas that are included in the landscaped areas required by §1510.3;

(c) All newly planted trees shall have a minimum diameter of two and one-half (2.5) inches;

(d) New trees or existing trees that are retained shall count toward the tree requirement based on the following table:

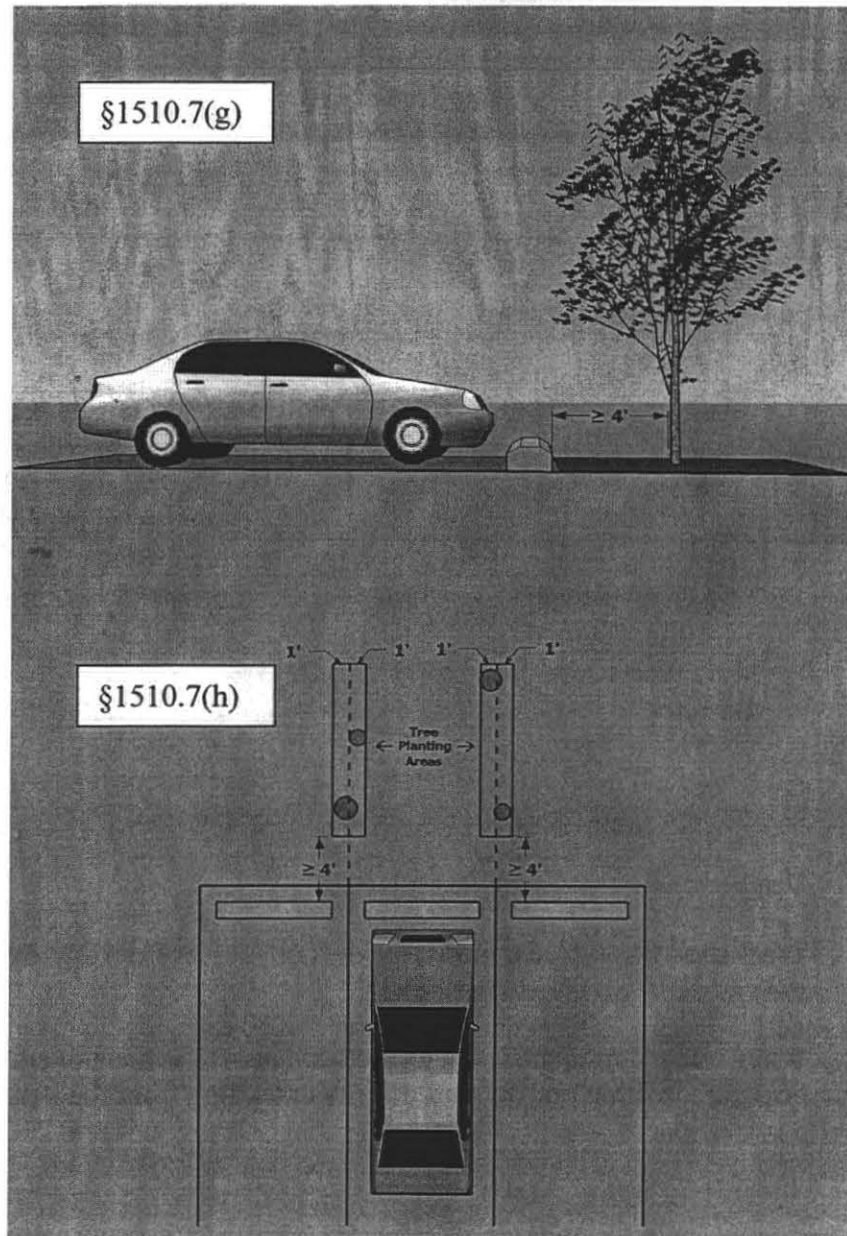
	Within perimeter of paved parking area	Outside perimeter of paved parking area and within 10 ft. of pavement edge
2.5 - 6 in. diameter	1.0	0.5
6.1-10 in. diameter	2.0	1.5
More than 10 in. diameter	3.0	3.0

(e) All trees shall be planted or retained in a space that provides a minimum of five hundred (500) cubic feet of soil volume per tree;

(f) Dead or dying trees shall be replaced;

(g) Trees shall be planted a minimum of four (4) feet from any protective barrier, such as curbs or wheel stops; and

(h) When tree planting areas are located adjacent to vehicle overhangs, trees shall be planted within one (1) foot of lines extending from the stripes between parking spaces.



- 1510.8 A surface parking area shall have screening around its entire perimeter, subject to the standards of § 1510.9 and § 1510.10, when the parking area is either:
- (a) Within a zone other than a PDR zone; or
 - (b) In a PDR zone and abutting property in a zone in Subtitle D (Residential).

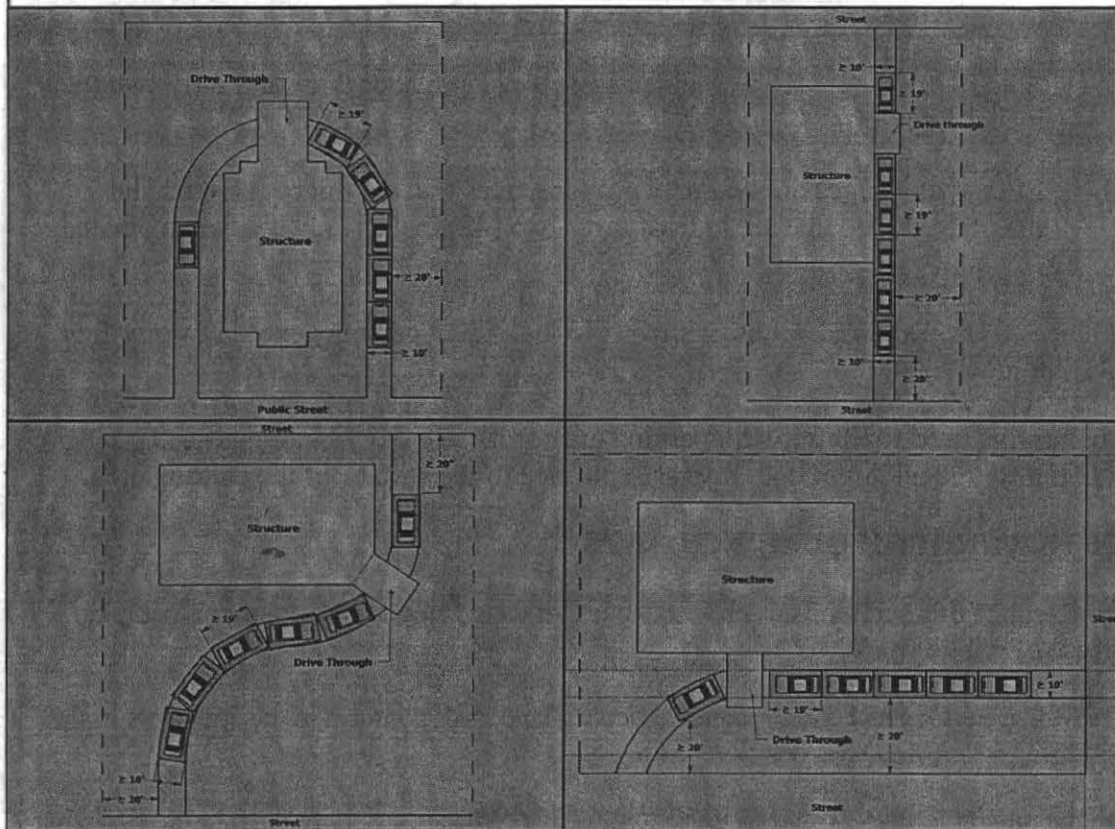
- 1510.9 The screening required by § 1510.8 shall be either:
- (a) A solid brick or stone wall at least twelve (12) inches thick and forty-two (42) inches high; or
 - (b) Evergreen hedges or evergreen growing trees that are thickly planted and maintained, and that are at least forty-two (42) inches in height when planted.
- 1510.10 Gaps in the screening are allowed only to provide driveways and pedestrian exits or entrances that open directly onto a street. No individual gap may exceed twenty-four (24) feet in width.
- 1510.11 Any lighting used to illuminate a parking area or its accessory buildings shall be arranged so that all direct light rays are confined to the surface of the parking area.

1511 DRIVE-THROUGH QUEUING LANES

- 1511.1 The intent of this section is to prevent negative visual impacts or encroachments on the use of public space.
- 1511.2 A *driveway* serving as a motor vehicle queuing lane shall conform to the standards in this section.
- 1511.3 The queuing lane shall provide a minimum of five (5) queuing spaces before the first service location and one (1) queuing space after the last service location before entering public space.
- 1511.4 No queuing space may be located within twenty (20) feet of any street lot line.
- 1511.5 Each queuing space shall be a minimum of ten (10) feet in width by nineteen (19) feet in length and shall constitute an exclusive queuing lane.

Z.C. NOTICE OF PUBLIC HEARING
Z.C. CASE NO. 08-06

Possible configurations complying with §1511.3, §1511.4, and §1511.5



- 1511.6 The queuing lane shall not be the only entry or exit lane on the premises.
- 1511.7 Any lighting used to illuminate the queuing lane shall be so arranged that all direct light rays are confined to the surface of the queuing lane.

1512 EXCEPTIONS FROM PARKING REQUIREMENTS

- 1512.1 The intent of this section is to allow exceptions from parking requirements under certain conditions, such as when attendant parking is provided.
- 1512.2 In a Mixed-Use or Downtown zone, the Zoning Administrator shall waive the parking space dimensional, size, design, and striping requirements stated in §§ 1509.4, 1509.5, 1509.6, 1509.7, and 1510 for a *parking area* located within a building if:
- (a) The area devoted to parking is at least twenty-thousand (20,000) square feet;
 - (b) A minimum of two hundred eighty-five square (285) feet of parking area will be provided for each parking space;
 - (c) Residential uses will occupy no more than twenty percent (20%) of the gross floor area of the building or structure;

- (d) The *parking area* will be managed from 7:00 a.m. to 7:00 p.m. by employed attendants who park the vehicles using the *parking area*; and
- (e) No individual area where the lesser dimension is less than seven (7) feet or where the greater dimension is less than fourteen (14) feet, exclusive of column obstructions, shall be used to park motor vehicles.

1512.3 The request for a waiver under §1512.2 must be accompanied by:

- (a) A parking plan on a medium acceptable to the Zoning Administrator that demonstrates how parking shall be provided if attendant parking is discontinued; and
- (b) A certification by the building owner that the parking area will be operated in conformance with § 1512.4.

1512.4 A *parking area* granted a waiver pursuant to § 1512.2 shall be operated in conformance with the following conditions:

- (a) A permanent sign shall be posted at each entrance in full view of the public that states: "Attendant assisted parking is required by the District of Columbia Zoning Regulations," and that states the hours during which attendant parking is provided;
- (b) The sign shall have a white background, with black lettering that is at least two (2) inches in height;
- (c) All parking areas and spaces provided under this subsection shall be designed and operated so that sufficient access and maneuvering space is available to permit the parking and removal of any vehicle without moving any other vehicle onto public space;
- (d) Where aisles are provided, they shall meet the design requirements stipulated in §§ 1509.6 and 1509.7; and
- (e) If attendant parking discontinued, the parking spaces shall thereafter conform to §§ 1509.4, 1509.5, 1509.6, 1509.7, and 1510 and the parking area shall be operated in conformance with the parking plan required by §1512.3 (a). The purpose of the parking plan is to demonstrate that all unattended parking spaces will meet the size and layout requirements of these subsections, and that any minimum parking requirement will be met.

1513 SPECIAL EXCEPTIONS FROM PARKING REQUIREMENTS

1513.1 This section provides flexibility from parking requirements when providing the

number of parking spaces required is impractical or contrary to other District regulations, or when it is unnecessary due to a lack of demand for parking, lack of space, or proximity to transit.

- 1513.2 The Office of Zoning shall refer any application filed for a special exception established by this section to the Office of Planning and the District Department of Transportation (DDOT) for review and report.

TWO ALTERNATIVES OF THE FOLLOWING SUBSECTION ARE ADVERTISED:

[ALTERNATIVE 1: ALLOWING FOR A FULL OR PARTIAL REDUCTION IF ONE OF THE CRITERIA IS MET:

- 1513.3 The Board may grant, by special exception, a full or partial reduction in the minimum parking required for a use if, in addition to meeting the general requirements of [§3104], the applicant demonstrates that:
- (a) The use or structure is within one-quarter (1/4) mile of a Metrorail station entrance, a streetcar line currently in operation, or a high-frequency bus corridor;
 - (b) The use or structure will generate demand for less parking than the minimum parking standards require;
 - (c) The applicant agrees to implement a transportation demand management plan approved by DDOT; or
 - (d) It is physically unable to provide the required parking spaces on the lot or within four hundred (400) feet or a combination of the two.]

[ALTERNATIVE 2: ALLOWING FOR UP TO A 50% REDUCTION IF ONE OF THE CRITERIA IS MET]:

- 1513.3 The Board may grant, by special exception, up to a fifty percent (50%) reduction in the minimum parking required for a use if, in addition to meeting the general requirements of [§3104], the applicant demonstrates that:
- (a) The use or structure is within one-quarter (1/4) mile of a Metrorail station entrance, a streetcar line currently in operation, or a high-frequency bus corridor;
 - (b) The use or structure will generate demand for less parking than the minimum parking standards require;

- (c) The applicant agrees to implement a transportation demand management plan approved by DDOT; or
- (d) It is physically unable to provide more than fifty percent (50%) of the required parking spaces on the lot or within four hundred (400) feet or a combination of the two.]

1513.4 The Board may grant, by special exception, a full or partial reduction of the minimum parking required for a use or structure if, in addition to meeting the general requirements of [§3104], the applicant demonstrates that:

- (a) The only means by which a motor vehicle could access the lot is from an improved public street; and
- (b) A curb cut permit for the property has been denied by DDOT; or
- (c) Any driveway that could access an improved public street from the property would violate any regulation in this chapter, in the parking provisions of any other subtitle in the Zoning Regulations, or in Chapters 6 or 11 of Title 24 DCMR.

1513.5 The Board may grant, by special exception, a full or partial reduction of the minimum parking required for an addition to a *historic resource* if, in addition to meeting the general requirements of [§3104], the applicant demonstrates that:

- (a) As a result of the nature or location of the *historic resource*, providing the required parking would result in significant architectural or structural difficulty in maintaining the integrity and appearance of the historic resource; and
- (b) At least one of the following applies:
 - (1) The use or structure is within one-quarter (1/4) mile of a Metrorail station entrance, a streetcar line currently in operation, or a high-frequency bus corridor; or
 - (2) The applicant agrees to implement a *transportation demand management program* approved by DDOT.

1513.6 The Board may grant, by *special exception*, an increase in the maximum number of parking spaces or maximum size of parking area allowed under § 1503.3 or the maximum parking standards of a land use subtitle if, in addition to meeting the general requirements of [§3104], the applicant demonstrates that a *transportation demand management plan* approved by DDOT will be implemented. The Board may

impose as a condition of its approval of the special exception established by § 1513.6, requirements as to screening, landscaping, setbacks, fences, the location of entrances and exits, or any other requirement it deems necessary to protect adjacent or nearby property.

1513.7 The Board may grant, by *special exception*, a waiver from the *driveway* location requirements of § 1507.6 if, in addition to the general requirements of [§3104], the Board finds that it is impractical to locate the *driveway* following these requirements. In evaluating a special exception request under this subsection, the Board shall consider:

- (a) Whether the lot has unusual topography, grades, shape, size, or dimensions; and
- (b) The impact of driveway location on design, landscaping, safer ingress or egress, and traffic patterns.

1513.8 The Board may grant, by *special exception*, a modification or waiver of the screening requirements of §§ 1510.8 and 1510.9. In granting a modification or waiver, the Board shall find that the parking area meets the general requirements of [§ 3104], and shall consider:

- (a) The adequacy of protective and screening walls located on adjacent property;
- (b) Impacts on the pedestrian environment within adjacent streets, sidewalks, and other public areas, and
- (c) Topographic and traffic conditions.

The Board may require any special treatment of the premises that it deems necessary to prevent adverse impacts on neighboring properties or the general public.

Create new Chapter 16 in Title 11 Subtitle B:

CHAPTER 16 GENERAL BICYCLE PARKING REGULATIONS

1600 INTRODUCTION TO GENERAL BICYCLE PARKING CHAPTER

1600.1 This chapter provides general parking regulations for bicycles that apply regardless of zone.

1600.2 The purpose of this chapter is to:

- (a) Ensure an adequate supply of bicycle parking;
- (b) Ensure that bicycle parking facilities are located and designed to maximize convenience and to minimize negative impacts on adjacent property, urban design, the pedestrian environment, and public spaces; and
- (c) Ensure that bicycle parking areas are safe and accessible.

1600.3 No building permit shall be issued unless a site plan or building plan displays a bicycle parking plan that shows that any bicycle parking requirements will be met, and no certificate of occupancy shall be issued unless the bicycle parking spaces have been constructed in accordance with the approved bicycle parking plan.

1601 RELATIONSHIP TO LAND USE SUBTITLES

1601.1 The general bicycle parking regulations of this chapter apply to all land use subtitles.

1601.2 Additional use-related conditions that impose additional bicycle parking requirements may be located in the use permissions chapters of the land use subtitles.

1602 GENERAL REQUIREMENTS

1602.1 The intent of this section is to ensure that bicycle parking spaces are usable and accessible.

1602.2 When bicycle parking spaces are required, signs shall be posted in a prominent place at each entrance to the building or structure stating where bicycle parking spaces are located.

1602.3 A property owner shall provide and maintain all required bicycle parking spaces ~~shall be provided and maintained~~ so long as the structure that the bicycle parking spaces are designed to serve exists. Maintenance of required bicycle parking spaces shall include keeping all racks and spaces clear of snow, ice, and any other obstructions.

1602.4 Where required bicycle parking is provided as racks, the racks must meet the following standards:

Z.C. NOTICE OF PUBLIC HEARING

Z.C. CASE NO. 08-06

PAGE 2

- (a) The bicycle frame and one wheel can be locked to the rack with a high security U-shaped shackle lock if neither wheel is removed from the bicycle;
- (b) A bicycle six feet (6 ft.) long can be securely held with its frame supported in at least two places so that it cannot be pushed or fall in a manner that would damage the wheels or components;
- (c) Racks shall be placed apart from one another, and any other obstructions, a minimum of thirty inches (30 in.), and provide a minimum clearance width of twelve inches (12 in.) for each bicycle; and
- (d) The rack shall be securely anchored.

1602.5 Each required bicycle parking space shall be accessible without moving another bicycle.

1603 MINIMUM BICYCLE PARKING SPACES

1603.1 All residential uses with ten (10) or more dwelling units and non-residential uses with four thousand square feet (4,000 sq. ft.) or more of gross floor area shall provide bicycle parking spaces according the rules of this chapter and the following table:

Use	Long-Term Spaces	Short-Term Spaces
Accommodation	1 space for each 10,000 sq. ft.	1 space for each 40,000 sq. ft.
Agriculture	None	2 spaces
Animal Sales, Care and Boarding	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Antennas	None	None
Arts Design and Creation	1 space for each 10,000 sq. ft.	1 space for each 20,000 sq. ft.
Basic Utilities	1 space for each 20,000 sq. ft.	None
Chancery	1 space for each 5,000 sq. ft.	1 space for each 40,000 sq. ft.
Commercial Parking	None	None
Community-Based Institutional Facility	1 space for each 10,000 sq.ft.	1 space for each 10,000 sq. ft.
Daytime Care	1 space for each 10,000 sq.ft.	1 space for each 10,000 sq. ft.
Education	1 space for each 7,500 sq. ft.	1 space for each 2,000 sq. ft.
Emergency Shelter	1 space for each 10,000 sq.ft.	1 space for each 10,000 sq. ft.
Entertainment, Assembly, and Performing Arts	1 space for each 10,000 sq.ft.	1 space for each 10,000 sq. ft.
Firearm Sales	1 space for each 10,000 sq.ft. but no less than 2 spaces.	1 space for each 3,500 sq. ft.
Food and Alcohol Services	1 space for each 10,000 sq.ft.	1 space for each 3,500 sq. ft.
Health Care	1 space for each 10,000 sq.ft.	1 space for each 40,000 sq. ft.
Institutional	1 space for each 7,500 sq.ft. but	1 space for each 2,500 sq. ft. but no less than 8 spaces
Local Government	1 for each 7,500 sq. ft.	1 space for each 40,000 sq. ft. but no less than 6 spaces
Marine	none	1 space for each 3,500 sq. ft.
Motor Vehicle-related	1 space for each 20,000 sq. ft.	1 space for each 10,000 sq. ft.
Office	1 for each 2,500 sq. ft.	1 space for each 40,000 sq. ft.
Parks and Recreation	None	1 space for each 10,000 sq. ft. but no less than 6 spaces
Production, Distribution, & Repair	1 space for each 20,000 sq. ft.	None
Residential	3 spaces for each 4 dwelling units	1 space for each 20 dwelling units
Retail	1 for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Service	1 for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Sexually-based Business Establishment	1 for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Transportation Infrastructure	None	None
Waste-related Services	1 space for each 20,000 sq. ft.	None

- 1603.2 Notwithstanding § 1603.1, no property shall be required to provide more than one hundred (100) short-term bicycle parking spaces. All properties with a long-term bicycle parking requirement shall provide at least two (2) long-term spaces, and all properties with a short-term requirement shall provide at least two (2) short-term spaces.
- 1603.3 The bicycle parking standards of this chapter apply to all newly constructed *buildings*.
- 1603.4 When a property changes use categories or adds a use category, the property shall add any bicycle parking spaces necessary to meet the requirements for the new use. However, *historic resources* shall not be required to provide additional bicycle parking spaces for a change in use when the gross floor area of the building is not expanded.
- 1603.5 An addition to an existing building, or the expansion of a use within a building, triggers additional bicycle parking requirements only when its the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more. The additional minimum parking required shall be calculated based upon the entire gross floor area added. A different rule applies to *historic resources* and is stated in § 1603.5.
- 1603.6 Additions to *historic resources* shall be required to provide additional bicycle parking spaces only for the addition's gross floor area and only when the addition results in at least a fifty percent (50%) increase in gross floor area.
- 1603.7 Special exception relief from additional parking requirements for historic resources is provided for in § 1608.4.
- 1603.8 Any expansion, regardless of size, of a use that operates outside of a building shall conform to applicable bicycle parking standards.
- 1603.9 Uses governed by a campus plan are subject to the bicycle parking requirements approved by the Zoning Commission and are not subject to the bicycle parking requirements otherwise applicable.
- 1603.10 When there is more than one use on a lot, the number of bicycle parking spaces provided must equal the total required for all *uses*. If a single *use* falls into more than one *use category* for which different bicycle parking minimums apply, the standard that requires the greater number of bicycle parking spaces shall apply.

1604 RULES OF CALCULATION

- 1604.1 All bicycle parking standards shall be calculated on the basis of *gross floor area*, except for Residential uses, which base bicycle parking standards on the number of *dwelling units*.
- 1604.2 For purposes of calculating bicycle parking standards, gross floor area does not include floor area devoted to off-street parking or loading facilities, including aisles, ramps, and maneuvering space.
- 1604.3 Calculations of bicycle parking spaces that result in a fractional number of one half (0.5) or more shall be rounded up to the next consecutive whole number. Any fractional result of less than one half (0.5) shall be rounded down to the previous consecutive whole number.

1605 SHORT-TERM BICYCLE PARKING SPACE REQUIREMENTS

- 1605.1 The intent of this section is to ensure that required *short-term bicycle parking spaces* will be conveniently located and safely accessed.
- 1605.2 Required short-term bicycle parking spaces shall be located either on the same lot as the use they are intended to serve or on public space within twenty feet (20 ft.) of the lot. A use providing short-term bicycle parking on adjacent public space must receive approval of a public space application under Title 24.
- 1605.3 Required short-term bicycle parking spaces shall be located within fifty feet (50 ft.) of a *primary entrance* to the building they serve.
- 1605.4 Areas devoted to short-term bicycle parking on private property shall be surfaced and maintained with an all-weather surface conforming to the requirements of [§ 1509.2 in the General Parking Chapter].
- 1605.5 Required short-term bicycle parking spaces shall be provided as bicycle racks that meet the standards of § 1602.4.
- 1605.6 An aisle at least five feet (5 ft.) wide between rows of bicycle parking spaces and the perimeter of the area devoted to bicycle parking shall be provided. Aisles shall be kept clear of obstructions at all times. Where the bicycle parking is on or adjacent to a sidewalk, the aisle may extend into the *right-of-way*.
- 1605.7 Required short-term bicycle parking spaces shall be provided in a convenient, well-lit location that can be viewed from building the spaces are intended to serve. Required short-term bicycle parking spaces shall be available for shoppers, customers, commuters, messengers, and all other visitors to the site.

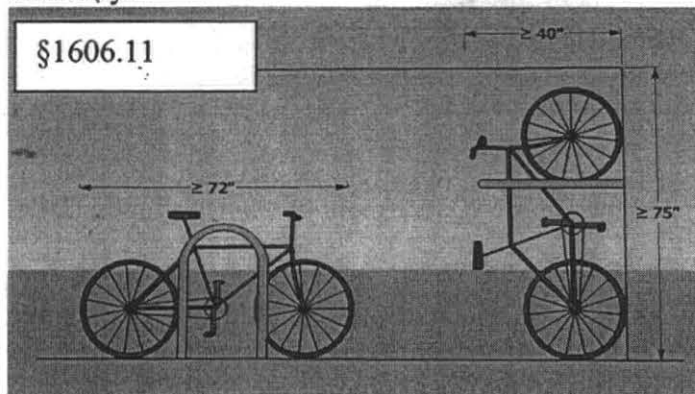
1606 LONG-TERM BICYCLE PARKING SPACE REQUIREMENTS

- 1606.1 The intent of this section is to ensure that required *long-term bicycle parking spaces* are provided for the use of building residents, tenants, and employees.
- 1606.2 All required *long-term bicycle parking spaces* shall be located within the building of the use requiring them.
- 1606.3 Required long-term bicycle parking spaces shall be located no lower than the first cellar level or the first complete parking level below grade, and no higher than the first above-grade level. Spaces shall be available to employees, residents, and other building occupants.
- 1606.4 Required long-term bicycle parking shall be provided as racks or lockers. Bicycle racks for required long-term parking shall be provided in a parking garage or a bicycle storage room.
- 1606.5 Where required long-term bicycle parking is provided in a garage, it shall be clearly marked and be separated from adjacent motor vehicle parking spaces by wheel stops or other physical automobile barrier.
- 1606.6 Where required *long-term bicycle parking* is provided in a bicycle room, the room shall have either solid walls or floor-to-ceiling fencing. The room shall have locked doors.
- 1606.7 For any bicycle room with solid walls, the entirety of the interior of the bicycle room shall be visible from the entry door. A motion-activated security light enclosed in a tamper-proof housing shall be provided in each bicycle room.
- 1606.8 Where required long-term bicycle parking is provided in lockers, the lockers shall be securely anchored and meet the following minimum dimensions:
- (a) Twenty-four inches (24 in.) in width at the door end;
 - (b) Eight inches (8 in.) in width at the opposite end;
 - (c) Seventy-two inches (72 in.) in length; and
 - (d) Forty-eight inches (48 in.) in height.
- 1606.9 Each required long-term bicycle parking spaces shall be directly accessible by means of an aisle of a minimum width of forty-eight inches (48 in.) and have a minimum vertical clearance of seventy-five inches (75 in.). Aisles shall be kept clear of obstructions at all times.

1606.10 A minimum of fifty percent (50%) of the required long-term bicycle parking spaces shall allow the bicycles to be placed horizontally on the floor or ground. Vertical bicycle space racks shall support the bicycle without the bicycle being suspended.

1606.11 Each required long-term bicycle parking space shall be a minimum width of twenty-four inches (24 in.), and shall be:

- (a) A minimum of seventy-two inches (72 in.) in length if the bicycles are to be placed horizontally; or
- (b) A minimum of forty inches (40 in.) in length if the bicycles are to be placed vertically.



1607 REQUIREMENTS FOR CHANGING FACILITIES

1607.1 The intent of this section is to ensure that long-term bicycle parking spaces are usable by the long-term occupants, especially employees, of non-residential uses.

1607.2 The requirements of this section shall apply to:

- (a) Newly constructed buildings; and
- (b) Buildings that expand in gross floor area by more than twenty-five percent (25%).

1607.3 A non-residential use that requires long-term bicycle parking spaces and that occupies more than twenty-five thousand square feet (25,000 sq. ft.) in gross floor area shall provide a minimum of two (2) showers. An additional two (2) showers shall be installed for every fifty thousand square feet (50,000 sq. ft.) of gross floor area above the first twenty-five thousand square feet (25,000 sq. ft.), up to a maximum requirement of six (6) showers.

1607.4 A non-residential use that requires long-term bicycle parking spaces and that occupies more than twenty-five thousand square feet (25,000 sq. ft.) in gross floor area shall

provide a minimum number of clothing lockers equal to six tenths (0.6) times the minimum number of required long-term bicycle parking spaces. Each locker required by this subsection shall be a minimum of twelve inches (12 in.) wide, eighteen inches (18 in.) deep, and thirty-six inches (36 in.) high.

- 1607.5 Showers and lockers required by this section shall be accessible to employees and other long-term occupants of the use requiring them. Showers and lockers shall be located within the same building as the use requiring them.

1608 SPECIAL EXCEPTIONS FROM BICYCLE PARKING REQUIREMENTS

- 1608.1 This section provides flexibility from the requirements of this chapter when providing the number of bicycle parking spaces or showers and changing facilities required is impractical or contrary to other District regulations, or when it is unnecessary due to a lack of demand for bicycle parking.

- 1608.2 The Office of Zoning shall refer any application under this section to the Office of Planning (OP) and the District Department of Transportation (DDOT) for review and report.

- 1608.3 The Board may grant, by special exception, a reduction in the minimum bicycle parking required for a use or structure if, in addition to meeting the general requirements of [§3104], the owner demonstrates that:

- (a) The use or structure will generate demand for less bicycle parking than the minimum bicycle parking standards require;
- (b) A *transportation demand management plan* approved by DDOT will be implemented; or
- (c) All of the required bicycle parking spaces cannot physically be provided on the lot, and that it will be impossible to provide any required bicycle parking spaces on abutting public space.

Z.C. NOTICE OF PUBLIC HEARING

Z.C. CASE NO. 08-06

PAGE 9

1608.4 The Board may grant, by special exception, a reduction in the number of minimum bicycle parking required for an addition to a *historic resource* if in addition to meeting the general requirements of [§3104], the applicant demonstrates that as a result of the nature or location of the *historic resource*, providing the required bicycle parking will result in significant architectural or structural difficulty in maintaining the historic integrity and appearance of the *historic resource*.

1608.5 The Board may grant, by special exception, modifications or waivers to the requirements for showers and changing facilities in §§ 1607.3, 1607.4, and 1607.5 if in addition to meeting the general requirements of [§3104], the applicant demonstrates that:

(a) The intent of § 1607 is met; and

(b) Either:

(1) The use will not generate the demand for the full number of showers and changing facilities required; or

(2) The property owner has an arrangement to make use of showers and changing facilities off-site, and that the showers and changing facilities will be reasonably available to long-term occupants of the use requiring the facilities.

Create new Chapter 17 in Title 11 Subtitle B:

CHAPTER 17 GENERAL LOADING REGULATIONS

1700 INTRODUCTION TO GENERAL LOADING CHAPTER

1700.1 This chapter provides general regulations for loading berths, loading platforms, and service and delivery loading spaces that apply regardless of zone.

1700.2 The purpose of this chapter is to:

- (a) Ensure an adequate supply of off-street loading facilities;
- (b) Prevent on-street loading that would contribute to traffic congestion;
- (c) Ensure that loading facilities are located, accessed, and designed to minimize negative impacts on adjacent properties, urban design, the pedestrian environment, and public spaces;
- (d) Ensure the loading facilities are safe and accessible; and
- (e) Ensure that loading facilities are screened and kept free of any obstructions.

1701 RELATIONSHIP TO LAND USE SUBTITLES

1701.1 The loading regulations of this chapter apply to all land use subtitles.

1701.2 Additional use-related conditions may be located in the use permissions chapters of the land use subtitles.

1702 LOADING REQUIREMENTS

1702.1 All buildings or structures shall be provided with loading berths and service/delivery spaces according to the regulations of this chapter and the following table:

Use	Minimum Number of Loading Berths Required	Minimum Number of Service/Delivery Spaces Required
Accommodation		
10,000 to 50,000 sq. ft. gross floor area	1	none
More than 50,000 to 100,000 sq. ft. gross floor area	2	none
More than 100,000 to 500,000 sq. ft. gross floor area	3	none
More than 500,000 sq. ft. gross floor area	4	none

Z.C. NOTICE OF PUBLIC HEARING
Z.C. CASE NO. 08-06
PAGE 2

Agriculture		
	none	none
Animal Sales, Care and Boarding		
5,000 to 20,000 sq. ft. gross floor area	1	none
More than 20,000 to 100,000 sq. ft. gross floor area	2	1
More than 100,000 sq. ft. gross floor area	3	1
Antennas		
	none	none
Arts Design and Creation		
5,000 to 20,000 sq. ft. gross floor area	1	none
More than 20,000 to 100,000 sq. ft. gross floor area	2	1
More than 100,000 sq. ft. gross floor area	3	1
Basic Utilities		
20,000 to 50,000 sq. ft. gross floor area	1	1
More than 50,000 to 200,000 sq. ft. gross floor area	2	1
More than 200,000 sq. ft. gross floor area	3	1
Chancery		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Commercial Parking		
	None	None
Community-Based Institutional Facility		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Daytime Care		
30,000 to 100,000 sq. ft. gross floor area	1	1

Z.C. NOTICE OF PUBLIC HEARING
Z.C. CASE NO. 08-06
PAGE 3

More than 100,000 sq. ft. gross floor area	2	1
Education		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Emergency Shelter		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Entertainment, Assembly, and Performing Arts		
50,000 to 100,000 sq. ft. gross floor area	1	none
More than 100,000 to 500,000 sq. ft. gross floor area	2	none
More than 500,000 sq. ft. gross floor area	3	none
Firearm Sales		
5,000 to 20,000 sq. ft. gross floor area	1	None
More than 20,000 to 100,000 sq. ft. gross floor area	2	1
More than 100,000 sq. ft. gross floor area	3	1
Food and Alcohol Services		
5,000 to 20,000 sq. ft. gross floor area	1	None
More than 20,000 to 100,000 sq. ft. gross floor area	2	1
More than 100,000 sq. ft. gross floor area	3	1
Health Care		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1

Z.C. NOTICE OF PUBLIC HEARING
Z.C. CASE NO. 08-06
PAGE 4

Institutional		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Local Government		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Marine		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Motor Vehicle-Related		
5,000 to 20,000 sq. ft. gross floor area	1	none
More than 20,000 to 100,000 sq. ft. gross floor area	2	1
More than 100,000 sq. ft. gross floor area	3	1
Office		
20,000 to 50,000 sq. ft. gross floor area	1	1
More than 50,000 to 200,000 sq. ft. gross floor area	2	1
More than 200,000 sq. ft. gross floor area	3	1
Parks and Recreation		
More than 30,000 sq. ft. gross floor area	None	1
Production, Distribution, and Repair		
5,000 to 25,000 sq. ft. gross floor area	1	None
More than 25,000 sq. ft. gross floor area	2	None
For each 100,000 sq. ft. gross floor area more than 50,000 sq. ft.	1	None
Residential		

Z.C. NOTICE OF PUBLIC HEARING
Z.C. CASE NO. 08-06
PAGE 5

More than 50 dwelling units	1	1
Retail		
5,000 to 20,000 sq. ft. gross floor area	1	None
More than 20,000 to 100,000 sq. ft. gross floor area	2	1
More than 100,000 sq. ft. gross floor area	3	1
Service		
5,000 to 20,000 sq. ft. gross floor area	1	None
More than 20,000 to 100,000 sq. ft. gross floor area	2	1
More than 100,000 sq. ft. gross floor area	3	1
Sexually-based Business Establishment		
5,000 to 20,000 sq. ft. gross floor area	1	None
More than 20,000 to 100,000 sq. ft. gross floor area	2	1
More than 100,000 sq. ft. gross floor area	3	1
Transportation Infrastructure		
	none	none
Waste-related Services		
5,000 to 25,000 sq. ft. gross floor area	1	None
More than 25,000 sq. ft. gross floor area	2	None
For each 100,000 sq. ft. gross floor area more than 50,000 sq. ft.	1	None

- 1702.2 No building permit shall be issued unless a loading plan shows that any loading requirements will be met and no certificate of occupancy shall be issued unless the loading berths and service/delivery spaces have been constructed in accordance with the approved loading plan.
- 1702.3 The loading requirements must be met when a new building or structure is constructed.
- 1702.4 No loading berths are required for buildings or structures with a gross floor area less than the minimum sizes specified in the schedule in § 1702.1.
- 1702.5 When a property changes use categories or adds a use category, the following shall apply:
- (a) Additional loading berths and service spaces shall be required only when the minimum number of *loading spaces* required for the new *use category* exceeds the number of spaces required for the prior use category that occupied the same floor area;
 - (b) When determining the amount of additional required loading, it shall be assumed that the previous use provided the minimum number of spaces required; and
 - (c) *Historic resources* shall not be required to provide additional loading for a change in use without expansion.
- 1702.6 An addition to an existing building, or the expansion of a use within a building triggers additional loading requirements only when its the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more. The additional minimum loading berths and service/delivery spaces required shall be calculated based upon the entire gross floor area added. A different rule applies to *historic resources* and is stated in § 1702.7.
- 1702.7 Additions to *historic resources* shall be required to provide additional loading berths, loading platforms, and service/delivery spaces only for the addition's gross floor area and only when the addition results in at least a fifty percent (50%) increase in gross floor area.
- 1702.8 Each loading berth, whether required or not, shall be accompanied by one (1) adjacent loading platform that meets the requirements of §1706.4.
- 1702.9 Where two or more uses share a building or structure, the uses may share loading as long as internal access is provided from all shared uses requiring loading.

1703 RULES OF MEASUREMENT AND INTERPRETATION

- 1703.1 The intent of this section is to provide rules of measurement and interpretation that will be used to meet loading requirements, standards, and conditions.
- ~~1703.2 When a use occupies ninety percent (90%) or more of the gross floor area of a building or structure, the required loading berths shall be calculated based on the entire gross floor area of the building or structure as if the greater use occupies the entire building or structure.~~
- 1703.3 When two or more non-residential uses in the same use category share a building or structure, all of the uses in the same use category shall be added together to derive the total gross floor area, or other unit of measurement in the table in 1702.1, to determine the required number of berths and spaces for that use category.
- 1703.4 When two or more uses in different use categories share a building or structure, the building or structure is only required to provide enough berths and spaces to meet the requirement for the use category with the highest requirement, and not the combination of requirements for all use categories provided that all uses that require loading have access to the loading area.
- 1703.5 At least one (1) loading berth shall be provided when the sum of the gross floor area of the separate uses exceeds the minimum gross floor area requiring loading berths for any one of the separate uses.
- 1703.6 For purposes of calculating loading requirements for non-residential uses, gross floor area does not include floor area devoted to off-street parking or loading facilities, including aisles, ramps, and maneuvering space.

1704 LOCATION RESTRICTIONS

- 1704.1 ~~The intent of this section is to ensure that loading facilities are located convenient to the uses they serve, that they are compatible with their surroundings, and that they do not create conflicts with the pedestrian environment or vehicular and bicycle traffic.~~
The intent of this section is to ensure that loading facilities:
- (a) Are located convenient to the uses they serve;
 - (b) Do not interfere with the functioning of other uses;
 - (c) Are compatible with their surroundings;
 - (d) Generally result in loading at rear entrances to buildings, rather than front entrances; and

- (e) Do not create conflicts with the pedestrian environment or vehicular and bicycle traffic.

1704.2 Except as provided in this section, all loading berths and service/delivery loading spaces shall be located as follows:

- (a) Within the building or structure the berths or spaces are designed to serve;
- (b) Within the rear yard of the building they are intended to serve; or
- (c) Within a side yard of the building they are intended to serve, provided:
 - (1) The loading berths and service/delivery spaces shall be screened from all adjacent properties and public streets by a solid fence or wall at least twelve (12) inches thick and seventy-two inches (72 in.) high; and
 - (2) On a lot that is within or adjacent to a [Subtitle D or E zone], the loading berths and service/delivery loading spaces shall be at least six feet (6 ft.) from any side lot line.

1704.3 Loading facilities in PDR zones are not subject to the requirements of 1704.2.

1704.4 All loading platforms shall be located contiguous and with unobstructed access to the loading berth and shall have unobstructed access to an entrance to the building or structure.

1704.5 All uses in the building shall have direct access to required loading platforms or access through a common interior space or corridor.

1704.6 All loading berths shall be designed so that no vehicle or any part thereof shall project over any lot line, front setback line, or building restriction line.

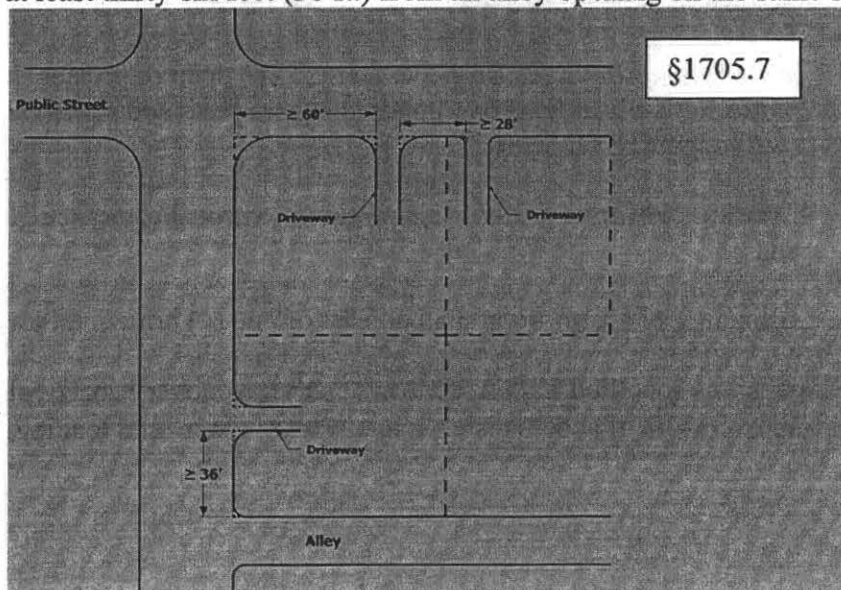
1704.7 Required loading berths may be provided in facilities designed to serve jointly two (2) or more adjoining buildings or structures on lots that share a party wall or lot line or are separated only by an alley within a single square; provided:

- (a) The number of berths in the joint facilities shall not be less than that required for the total combined requirement in § 1702.1.
- (b) A binding covenant that is acceptable to the Zoning Administrator, ensuring the joint use of the loading berths and entered into by all property owners concerned, shall be recorded in the land records of the District of Columbia for the affected properties. A certified true copy of the recorded covenant shall be filed with the Zoning Administrator. Joint use of the loading berths by all

parties involved shall continue in effect so long as the binding agreement remains in force. If the agreement becomes legally ineffective or inoperable, the loading berths shall be provided as otherwise required by § 1702.1.

1705 ACCESS REQUIREMENTS

- 1705.1 The intent of this section is to ensure that loading facilities are safe and accessible, and that driveways do not conflict with the pedestrian environment or with vehicular and bicycle traffic.
- 1705.2 All loading berths and service/delivery loading spaces shall be accessible at all times from:
- (a) A driveway meeting the requirements of B §§ 1507.3 through 1507.4.
- 1705.3 When a lot abuts two (2) streets or more, it shall have no more than three (3) driveway openings.
- 1705.4 When a lot abuts fewer than two (2) streets, it shall have no more than two (2) driveway openings.
- 1705.5 A driveway opening on a street shall be:
- (a) at least sixty feet (60 ft.) from a street intersection as measured from the intersection of the extended curb lines;
 - (b) at least twenty-eight feet (28 ft.) from another driveway opening; and
 - (c) at least thirty-six feet (36 ft.) from an alley opening on the same street.



- 1705.6 A driveway or access aisle leading to a loading berth or service/delivery loading space shall have a minimum width of twelve feet (12 ft.), a maximum width of twenty-four feet (24 ft.), and a maximum slope of twelve percent (12%).
- 1705.7 No driveway providing access to a loading berth or service/delivery loading space shall be located in such a way that a vehicle entering or exiting from the loading berth blocks any street intersection.
- 1705.8 A loading berth or service/delivery loading space shall be designed so that it is usable and accessible by the vehicles that it is intended to serve.

1706 SIZE AND LAYOUT REQUIREMENTS

- 1706.1 The intent of this section is to ensure that loading facilities are adequately sized and capable of performing their intended functions.
- 1706.2 All loading berths shall be a minimum of twelve feet (12 ft.) wide, have a minimum depth of thirty feet (30 ft.) and have a minimum vertical clearance of fourteen feet (14 ft.).
- 1706.3 All service/delivery loading spaces shall be a minimum of twenty feet (20 ft.) deep and ten feet (10 ft.) wide and have a minimum vertical clearance of ten feet (10 ft.).
- 1706.4 All loading berths shall be accompanied by one (1) adjacent loading platform that meets the following requirements:
- (a) A loading berth that is less than fifty-five feet (55 ft.) deep shall have a platform that is at least one hundred square feet (100 sq. ft.) and at least eight feet (8 ft.) wide;
 - (b) A loading berth that is fifty-five feet (55 ft.) deep or greater shall have a platform that is at least two hundred square feet (200 sq. ft.) and at least twelve feet (12 ft.) wide;
 - (c) Loading platforms shall have a minimum vertical clearance of ten feet (10 ft.); and
 - (d) A loading platform floor shall consist of one (1) horizontal level.
- 1706.5 The dimensions specified in this section for service/delivery spaces and loading berths are exclusive of access aisles, maneuvering space, and loading platforms.

1707 MAINTENANCE REQUIREMENTS

- 1707.1 The intent of this section is to ensure that facilities are maintained over time and are safe and clean.
- 1707.2 All loading berths and service/delivery spaces including access aisles, driveways, and maneuvering areas shall be surfaced and maintained with an all-weather surface.
- 1707.3 No other use shall be conducted from or upon the loading berth or service/delivery space or any portion thereof.
- 1707.4 Each service/delivery space shall be clearly marked "For Service and Delivery Vehicles Only" and used exclusively for such vehicles.
- 1707.5 All parts of the loading berth or service/delivery space including access aisles, driveways, and maneuvering areas shall be kept free of refuse, debris, and other obstructions of any kind.

1708 TRASH RECEPTACLES

- 1708.1 The intent of this section is to ensure that facilities for trash collection are provided and clearly shown on building plans.
- 1708.2 Buildings requiring loading must have at least one (1) trash room within the building and within or immediately adjacent to the loading area.
- 1708.3 All new development over two thousand square feet (2,000 sq. ft.) of gross floor area other than one- or two-family structures must clearly show the area for the building's trash receptacles on the building plans.
- 1708.4 Trash receptacles external to a building shall be screened and or covered.

1709 SCREENING AND LIGHTING REQUIREMENTS

- 1709.1 The intent of this section is to ensure that facilities are compatible with surroundings.
- 1709.2 When loading berths or service/delivery spaces are not enclosed within a building, the loading area shall have screening around its entire perimeter, subject to the standards of § 1709.4 and § 1709.5, when the loading area is either:
- (a) Within a zone other than a PDR zone; or
 - (b) In a PDR zone and abutting property in a zone in Subtitle D (Residential).

- 1709.3 Screening is not required if the loading area is separated from all contiguous property by at least twenty-five (25) feet.
- 1709.4 The screening required by § 1709.2 shall be a solid masonry wall at least twelve (12) inches thick and seventy-two (72) inches high.
- 1709.5 Gaps in the screening are allowed only to provide driveways and pedestrian exits or entrances that open directly onto a street. No individual gap may exceed twenty feet (20 ft.) in width.
- 1709.6 Any lighting used to illuminate a loading berth, loading platform or service/delivery loading space shall be arranged so that all direct light rays are confined to the surface of the berth, platform, or space.

1710 SPECIAL EXCEPTIONS FROM LOADING REQUIREMENTS

- 1710.1 This section provides flexibility from the loading requirements when providing the number of spaces required is impractical or contrary to other District regulations.
- 1710.2 The Office of Zoning shall refer any application under this section to the Office of Planning and the District Department of Transportation for review and report.
- 1710.3 The Board may grant, by special exception, a reduction or elimination of the number of loading berths or service/delivery spaces required by § 1702.1 if, in addition to meeting the general requirements of [§3104], the applicant demonstrates that:
 - (a) The only means by which a motor vehicle could access the lot is from a public street, and provision of a curb cut or driveway on the street would violate any regulation in this chapter, or in Chapters 6 or 11 of Title 24 DCMR; or
 - (b) The loading berths or service/delivery spaces are required for an addition to a historic resource, and providing the required loading facilities would result in significant architectural or structural difficulty in maintaining the integrity and appearance of the historic resource.
- 1710.4 The Board may grant, by special exception, a waiver of the driveway location requirements of § 1705.4 if, in addition to meeting the general requirements of [§3104], the applicant demonstrates that:
 - (a) The lot has unusual topography, grades, shape, size, or dimensions; or
 - (b) An alternate driveway location would improve site design, landscaping, or traffic patterns or provide safer ingress or egress.

Z.C. NOTICE OF PUBLIC HEARING

Z.C. CASE NO. 08-06

PAGE 13

- 1710.5 The Board may grant, by special exception, modifications to the access requirements of § 1705.8 if, in addition to meeting the general requirements of [§3104], the applicant demonstrates that the resulting loading berths and approaches to the berths are usable by the type of vehicles they are designed to serve.
- 1710.6 The Board may grant, by special exception, modifications or waivers of the screening requirements of §1709 if, in addition to meeting the general requirements of [§3104], the applicant demonstrates that:
- (a) Existing protective and screening walls on the lot or on adjacent property are adequate to prevent adverse impacts on adjacent property; or
 - (b). Provision of protective screening walls would result in the removal of healthy trees or other landscaping, or architectural features determined by the Board to be worthy of protection or to provide equal screening benefits.
- 1710.7 When granting a special exception under this section, the Board may impose conditions as to screening, lighting, coping, setbacks, fences, location of entrances and exits, widening of abutting alleys, loading management or transportation demand management practices, or any other requirement it deems necessary to protect adjacent or nearby property and promote the public health, safety, and welfare.