


**MEMORANDUM**

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TO: District of Columbia Zoning Commission

FROM: Travis Parker, Zoning Review Project Manager 

DATE: September 3, 2010

SUBJECT: Setdown Report for ZC #08-06 – Zoning Regulations Review

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

Zoning Review Process to Date

The Zoning Review has held public working groups by subject area, with up to twenty subject areas to be covered over the course of the process. Each subject area is reviewed in consultation with a public working group that discusses issues identified in the Comprehensive Plan as well as issues arising from the existing Zoning Regulations. Recommended changes are then forwarded to the 24-member appointed Task Force for further review and input. Finally, recommendations for each subject area are made available for public review including a public hearing before the Zoning Commission. 17 of the 20 topic areas have gone through the public working group process. After the conclusion of public review for each subject areas, OP is working with the Office of the Attorney General to draft zoning language to reflect the proposed policy changes.

OP is in the process of drafting portions of text based on the proposed reorganization of the code and the conceptual recommendations previously approved by the Zoning Commission. Each section of text will be brought forward and heard at public hearings separately over the course of approximately 6 months. After all sections of text have been heard by the Commission, those separate text sections will be unified into a proposed set of zoning regulations that will be the subject of a final public review process.

Report Content

This report contains four major sections:

- **Section I:** Review of the process for developing recommendations
- **Section II:** Explanation of the proposed general Parking chapter
- **Section III:** Explanation of the proposed general Bicycle Parking chapter
- **Section IV:** Explanation of the proposed general Loading chapter

The first section describes the reasons for reorganizing the code and describes the proposed organization. The second section briefly reviews the process OP went through to propose recommendations to the Zoning Commission on parking, bicycle parking, and loading.

The third, fourth, and fifth sections describe three of the proposed chapters in the new code. Draft text is attached to this report for proposed Parking, Bicycle Parking, and Loading chapters from the proposed Subtitle B (General Regulations). For each chapter, the report provides an

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explanation of the policy and organizational changes that are proposed. These sections of this report explain the major organizational and policy changes that are based on previously approved recommendations to the Zoning Commission. For each proposed chapter the report will explain each policy change, the existing practice in the current code, why a change is necessary, and the proposed text.

I. Review of Process for Developing Recommendations

OP convened working groups on Parking and Loading that met on several occasions in February and March 2008. In the case of the Parking working group, OP also retained the services of Nelson/Nygaard Associates, a consulting firm nationally known for expertise in vehicle and bicycle parking policy. OP developed preliminary recommendations on these three regulatory topics and sent them to the Zoning Review Taskforce for review and discussion at meetings in March and July 2008. Recommendations were also posted on OP's Zoning Update website for public review. OP subsequently refined the recommendations and transmitted them to the Zoning Commission for public hearings. The hearing on the vehicle and bicycle parking recommendations was held on July 31, 2008, and the hearing on the loading recommendations was held on September 4, 2008. The Zoning Commission responded with guidance to OP on the proposed recommendations in October and November, respectively. The guidance documents on Vehicle/Bicycle Parking and Loading are attached as Attachments A and B.

II. General Parking Chapter

Overview

The proposed general Parking chapter within Subtitle B is attached to this report as Attachment C. This section of the report provides an overview of recommended changes to the parking regulations in Title 11.

The draft parking chapter included in this setdown report would be located within Subtitle B, the general regulations subtitle. This general parking chapter includes parking regulations that apply citywide. Regulations that apply on a zone-by-zone basis, including the numeric standards associated with minimum and maximum parking ratios, will be located in parking chapters in each of the land use subtitles (i.e., Subtitles D and higher).

-The basic framework of the District's parking requirements were established in the Zoning Regulations in 1958 based on the recommendations of the 1956 Harold Lewis report, which at the time concluded that streets:

"...were intended primarily for moving traffic and for access to abutting property. Unfortunately they were also being used, to a great extent, as garages for the storage of passenger cars. There is no longer any justification for this or for their use for the frequent parking of heavy trucks while loading or unloading merchandise. Space for each of these activities should be provided by the property owner off-street and in general on the lot where the building to be served is located."

Today there is a general shift away from these earlier assumptions, guided by the theory of complete streets to create better neighborhood designs. These principles are already reflected in

many of DC's best recognized residential districts such as Capitol Hill, Georgetown, Kalorama and Historic Anacostia, which were in existence prior to the parking requirements of the 1958 Zoning Regulations. Instead of assuming that parking in curbside lanes is an undesirable use of the right-of-way, contemporary management of public space acknowledges that curbside parking is a necessary part of urban life. In addition, as management practices have improved and technological innovations have spread, the District is at a point where better management and pricing and more convenient payment options for curbside parking create opportunities to more efficiently deal with the "spillover" and perceived lack of availability concerns that off-street parking requirements were originally established to address.

The parking requirements for non-residential development subsequent to the 1956 Lewis report assumed cars as the preferred mode of choice for transportation and that parking would be provided ad infinitum. The regulations sought to include the design of places as much for parking as for people, which encouraged more traffic onto our streets in search of free and convenient parking. The regulations' existing parking standards fail to recognize the special qualities of our neighborhoods which work well precisely because they are able to support less dependency on automobile use and are supported by varied transportation choices. The negative effects of parking are readily seen where curb cuts and garage entries hinder bike and pedestrian activity in mixed use neighborhoods and degrade the quality of commercial areas.

For new developments with characteristics that reduce automobile use – mixed-use, transit rich, charging for parking - the ITE estimates typically used by traffic studies are based on suburban land use models which do not take these factors into account, and in many cases overestimate the amount of traffic generated by similar uses in an urban, mixed-use neighborhood. Thus, when facilities are designed to cater to the maximum demand that may occur in an urban environment, one can end up with too much. ITE has long advised engineers to take account of alternatives to the private automobile and modify trip-generation rates accordingly.¹

If the parking regulations were revised to capitalize on the District's urban qualities, new development would follow a less auto-dependant pattern and add to the character of the existing and new neighborhoods of the future.

The Comprehensive Plan

The 2006 Comprehensive Plan attempts to redirect the vehicle-accommodating policies of the past and states that:

"Fully capitalizing on the investment made in Metrorail requires better use of the land around transit stations and along transit corridors. Some stations continue to be surrounded by large surface parking lots and auto-oriented commercial land uses.The District's Metrorail stations include 15 stations within the Central Employment Area and 25 "neighborhood" stations. Looking forward, certain principles should be applied in the management of land around all of the District's neighborhood stations. These include:

- *A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking; LU-1.3 Transit-Oriented and Corridor Development 306*

¹ Millard Ball, Allan and Patrick Siegman: Playing The Numbers Game - Planning May 2006 pg. 20 (APA-Special Issue on Transportation)

The Plan directs planning and zoning efforts to “**encourage the creative management of parking** around transit stations, ensuring that automobile needs are balanced with transit, pedestrian, and bicycle travel needs. New parking should generally be set behind or underneath buildings and geared toward short-term users rather than all-day commuters. Policy LU-1.1.3: Central Employment Area 306.15

Revisions to the District’s Zoning Regulations should “ensure that **parking requirements** for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes, and unit locations (including proximity to transit). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. **Reductions in parking may be considered** where transportation demand management measures are implemented and a reduction in demand can be clearly demonstrated. Policy LU-2.1.11: Residential Parking Requirements 309.16

In summary, the 2006 Comprehensive Plan addressed the need for revision of the parking regulations throughout the document, with primary emphasis placed on:

1. Developing and implementing programs to improve parking management strategies/programs in the commercial and residential districts. (LU 2.4.8, T3.2.2, EDU 3.35, RCE 2.1.A, CW 2.4 C, MC 1.1.8, MC 2.2.4, MC 2.7.2, RCW)
2. Management of parking demand shared parking strategies and ensuring that parking is addressed when co-location of uses occurs. (CW 1.1.16, NW 1.1.10, NNW 2.3B) (EDU 2.1, EDU 1.5.5)
3. Reducing parking with TDM Strategies. (LU1.3A, NNW 2.5.2)
4. Reducing surface parking lots, visual improvement and location. (LU 1.3.4, UD 2.210, PROS 3.2.7, Action UD 3.1D, FNS 1.2.3, AW 2.3.2, AW 2.1.3)
5. Creating green parking, with landscaping standards. (UD 2.2.10, PROS 3.2.7, HP 2.5.4)
6. Increased demand for parking structures. (UD 2.211, CH 2.1., FSS 2.1B, MC 1.1D MC 2.1B)
7. Curb cuts and multiple vehicle access points. (T1.2.3)
8. Unbundling of parking costs. (Action T3.2D)

Existing Practice

The current parking regulations are outdated, and not fully consistent with the Comprehensive Plan policies described above.

Minimum Parking Requirements

First and foremost, on-site parking is required for all uses in all zones. While some exceptions are made that reflect transit accessibility, the requirements assume that transit accessibility is a deviation from the norm, and do not recognize that transit is widespread through the District. Forty-five percent of District residents are within ½ mile of a Metrorail station, and 96 percent are within ¼ mile of a bus stop. More than 50 percent of District residents take a mode other than a car to get to work, and 37 percent take transit.

Minimum parking requirements, originally implemented to protect curbside parking spaces from demand generated by newly developed land uses, tend to require more parking than is needed to accommodate average daily demand. Excess off-street parking:

- Increases the cost of construction and decreases affordability
- Precludes or limits many types of development on small parcels
- Precludes adaptive reuse of existing buildings
- Results in discontinuous retail frontages and pedestrian conflicts on sidewalks, when curb cuts and driveways provide parking access
- Hides the costs of parking in the cost of housing, goods, and services
- Encourages reliance upon personal automobile travel, increasing traffic generation and congestion.

While the current regulations establish zone-specific minimum parking requirements in a single parking chapter, the proposed framework will establish specific parking ratios in the parking chapters of each land use subtitle. This report, therefore, does not propose specific ratios; they will be included when each land-use subtitle is submitted to the Zoning Commission.

The overall direction will be to remove or reduce minimum parking requirements except in circumstances where on-street parking management is anticipated to remain constrained, or for uses for which there is a history of public sensitivity to parking “overspill” conditions. Removing minimum parking requirements would not preclude the construction of parking. OP anticipates that for the foreseeable future most development will continue to contain as much or more parking than our current regulations require. The changes would serve in the short term to lessen a large number of parking-related variances where parking is difficult or impossible to provide, and in the longer term to address many of the issues described above.

Purpose and Organization

The existing code does not clearly specify the purpose of the parking regulations—a lack that is common to many of the regulatory topics covered by the Zoning Regulations. Regulations related to parking are, at times, organized in an illogical or confusing manner, making information difficult to find. For example, regulations that govern the size and layout of parking

spaces logically belong together in a single section, yet they are currently spread out among three different sections.

Ensuring More Efficient Use of Parking

The existing regulations make it nearly impossible to share parking among different uses, even though this is a commonly accepted practice in many jurisdictions, and would result in the use of existing parking capacity more efficiently, without the need to build excess and unused capacity. The current regulations include no provisions that limit the amount of parking that may be provided, even though OP and the District Department of Transportation (DDOT), along with many other observers, have increasingly come to the conclusion that *over*-parking can seriously undermine the District's efforts to promote a multimodal transportation system, develop blocks and neighborhoods that are walkable in scale, decrease runoff from impervious surfaces, and even support affordable housing.²

Car-Sharing

The current regulations only recently acknowledged the expanding use of car-sharing services in the District, and the impacts such services will have on car ownership, and consequently on parking demand. Researchers have estimated that each car-share vehicle takes between 9 and 13 private cars off the streets.³ In the aggregate, car-sharing will reduce the number of new parking spaces needed; at the same time, District policy has been to ensure that parking for car-share vehicles is accommodated, so that these services are accessible and usable throughout the city. The recent Zoning Commission case 09-16 was an interim measure, which simply clarified permissions to set aside parking for car-share vehicles in Residential zones; larger issues remain unaddressed.

Methods of Calculating Requirements

Parking requirements are currently calculated based on an array of factors, including:

- Gross floor area (GFA);
- GFA plus cellar area;
- Number of seats;
- Number of employees;
- Number of hospital beds;
- Number of sleeping rooms.

While each method of calculation may have valid reasons, most methods are based on factors that can be subject to constant change, and that—if administered precisely—would create unsustainable enforcement burdens.

Location and Access

The current regulations include limits on the location of parking spaces, but they are not consistent with Comprehensive Plan policy, which states that “new parking should generally be set behind or underneath buildings.” Likewise, the regulations establish standards for the location

² Research cited in OP's July 2008 Parking Recommendations report estimated that each parking space can add as much as \$63,000 to the cost of a dwelling unit.

³ Martin, Elliot; Susan A. Shaheen, and Jeffrey Lidicker. “Carsharing's Impact On Household Vehicle Holdings: Results From a North American Shared-Use Vehicle Survey” (March 2010).

and width of driveways, which are inadequate to implement current policies that limit the impact of curb cuts on streetscapes. In some instances, the standards in the Zoning Regulations contradict more recent standards established in DDOT's Design and Engineering Manual. Requirements for the size and layout of parking spaces are also outdated, and are set out in a series of subsections when they could be more succinctly and clearly laid out in a table.

Screening and Landscaping

The regulations specify standards for screening, lighting, and landscaping surface parking lots. Surface parking lots are required to cover five percent of their area with landscaping. No standards are set for tree planting, despite the environmental impacts created by large impervious surfaces (including stormwater runoff and the urban heat island effect).

Exceptions

Finally, the regulations establish a number of exceptions to parking requirements, as well as criteria for receiving reductions or waivers of requirements through the special exception process. These exceptions generally reflect common-sense criteria for flexible application of the regulations. However, the criteria are sometimes outdated; for example, the regulations specify that the Board of Zoning Adjustment (BZA) may consider "ride-sharing programs" as a criterion for reducing the required parking, but there is no mention of the wider array of transportation demand management (TDM) strategies that are now widely deployed to reduce parking demand.

Text Changes

1. Sections 1500 and 1501 - Introduction to General Parking Chapter and Relationship of the General Chapter to Land Use Subtitles

a. Existing Practice

- The current code contains no explanation of the purpose of regulating parking, or how parking regulations are organized.
- Chapter 21 begins with a section titled "Authority to Require Parking Spaces," which does not actually cite the authority provided by the Zoning Enabling Act, but rather provides a list of rules for determining when parking requirements apply.

b. Issues

- Failure to explain the purpose of the parking regulations makes it difficult to relate the regulations to specific policy objectives, or to evaluate requests for flexibility from the regulations.
- Because the zoning regulations are being organized into subtitles, it will be necessary to explain to users what information can be found in the General Parking Chapter (in Subtitle B) and what information can be found in the land use subtitles.
- Inaccurate section headings can be confusing and misleading to users of the code.

c. Policy Change

Provide a clear introduction with a statement of the purpose of the chapter, and explain the relationship of the General Parking Chapter to the land use subtitles.

- Section 1500 provides the introduction, a purpose statement, and general direction to the Zoning Administrator.
- Section 1501 describes the relationship of the General Parking Chapter to the land use subtitles.
- The General Parking Chapter provides parking regulations that apply to all zones. These include regulations that govern the general applicability of the regulations, rules of interpretation and calculation, location and access requirements that are the same for all zones, and landscaping and screening requirements.
- The land use subtitles will also have parking chapters that contain regulations specific to the zones in each subtitle. These regulations include the ratios that tell a user how many parking spaces are required (or, in the case of maximum limits, how many are allowed). They will also include regulations that specify when parking spaces can be used as car-sharing spaces (since there will be specific conditions on such spaces in Residential zones).
- Section 1501 also provides key information about how parking requirements relate to other use permissions. In particular, users of the code are advised that some uses that are Permitted by Condition or by Special Exception may have additional requirements related to parking. Also, Commercial Parking is regulated both as a land use, and by the parking regulations. This allows the consolidation of many provisions related to parking lots and garages that are currently separated in Chapter 23.
- These changes are related to the general goals for reorganizing the zoning regulations.

2. Section 1502 – General Parking Requirements

a. Existing Practice

- “General Parking Requirements” are those that determine under what conditions parking spaces are required. They also include the most basic requirements for location and operation.
- Currently, these provisions are mostly found in § 2100, but they are also found in §2116 (Location of Parking Spaces) and § 2118 (Rules of Interpretation).

b. Issues

- Having general requirements in three separate sections of the chapter makes it difficult to find the most basic information; it would be more efficient to put this related information in a single “starting place.”
- Some of these rules make it difficult to locate parking on a nearby lot, or to share spaces among more than one use.
- The current general requirements do not clearly address whether car-share spaces may count toward a minimum parking requirement.

c. Policy Change

Combine general requirements into a single section, and update regulations to implement recommendations on car-sharing and shared parking.

- Section 1502 consolidates a number of disparate requirements into a single section, providing a useful starting point to look for rules that determine whether parking requirements apply to a property, and the basic rules that govern the use of parking spaces.
- The section implements a policy recommendation to allow required parking spaces to be located on a separate lot, subject to certain conditions, as long as they are within 400 feet.
- The section allows multiple uses to share the same parking spaces, under certain conditions, including that the uses may not share the same spaces simultaneously.
- The section clarifies that car-share spaces may count toward fulfillment of a minimum parking requirement.⁴

3. Section 1503 – Maximum Parking Requirements

a. Existing Practice

- At present, there are no maximum limits on the number of parking spaces or the size of parking areas.
- In 1974, the newly-established Commercial-Residential (CR) district regulations established parking maximums for that zone. These maximums were eliminated when the parking regulations were updated and reorganized in 1982-84.

b. Issues

- The ability to provide unlimited parking conflicts with policy objectives in the Comprehensive Plan, including traffic management, promoting a multimodal transportation system, and fostering pedestrian-friendly urban design.
- OP is continuing to study options for zone-specific parking maximums in the Downtown and in transit-oriented zones. However, it is possible to institute general limits that apply to all parking areas, regardless of zone.

⁴ This specific proposal was not explicitly addressed in Recommendations, but consistent with direction of promoting car-sharing. This idea was discussed during the Parking Working Group, and received support from several working group members. In the Recommendations Report (July 2008), OP recommended that car-share spaces should not count toward maximum limits on parking spaces. Through writing the chapter, it became apparent that it would be very difficult to prevent developers from circumventing maximum limits by designating large numbers of parking spaces as “car-share spaces” on building plans, and then using them as unrestricted parking spaces when they are not claimed by a car-share organization. OP is therefore altering this recommendation, and the proposed regulations do not exempt car-share spaces from any maximum limit.

c. Policy Change

Create a framework in the General Parking Chapter that establishes general parking maximums that apply across the city, as well as rules for the operation of zone-specific parking maximums, once they are established in relevant land use subtitles.

- Section 1503 provides very basic rules that aid in the interpretation and application of parking maximums.
- The section establishes general limits on parking that are intended to place upper limits on the worst cases of over-parking.
- 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 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 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 less than 10 buildings proposed or completed over the last 10 years with more than 1,000 spaces. DDOT staff have suggested that the traffic impacts from large parking facilities begin at smaller sizes, and that it may be preferable to set the limit lower.
- The limit of 4 spaces per 1,000 square feet of gross floor area 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 at least as much space to automobiles as it does to space occupied by people, goods, and services.

4. Section 1504 – Car-Share Parking Space Requirements

a. Existing Practice

- At present, there are no requirements to set aside spaces for car-sharing spaces.
- Zoning Commission Order 09-16 clarified that car-sharing spaces are allowed in residential zones, under certain limitations (e.g., only two car-sharing spaces are allowed on a lot in an R-1 zone).

b. Issues

- The Zoning Commission provided initial guidance in support of a recommendation to require that car-share spaces be set aside in parking lots and garages with 50 or more parking spaces.
- As discussed in item 1 above, OP will address the permissions and limitations on car-sharing spaces introduced by Order 09-16 in the land use subtitles.

c. Policy Change

Implement the recommendation to require car-share spaces in large parking areas.

- Section 1504 provides the numeric requirements for car-share spaces, and states where the requirements apply.
- The section also establishes administrative requirements to ensure that:
 - Developers and building managers disclose where the spaces are, and make them available;
 - It is clear what entities are eligible to have access to car-share spaces (in the event that additional providers enter the market)
 - Security measures are allowed in garages that have controlled access; and
 - Information about the location of car-share spaces is publicly accessible.
- The only substantive change from the recommendation originally proposed to the Zoning Commission is deletion of the provision that would make the occupancy period five years (renewable). OP is concerned that keeping track of various 5-year occupancy periods would be an administrative burden on the Zoning Administrator. Allowing owners and car-share organizations to set their own terms will relieve the ZA of this burden.

5. Section 1505 – Rules of Calculation

a. Existing Practice

- At present, rules of calculation are located in § 2118 (“Rules of Interpretation”).
- The parking standards in the table in § 2101.1 are calculated on a wide range of factors, including gross floor area (GFA), GFA plus cellar area, number of seats, number of employees, and number of beds or sleeping rooms.

b. Issues

- At present, § 2118 includes both rules of calculation and rules that assist users in understanding when and how parking requirements apply. The latter rules have been transferred into the new Section 1502 (General Parking Requirements). This leaves a smaller set of rules of calculation that focus on numeric operations, such as how to round calculations up or down, and the specific areas to be included and excluded in factoring gross floor area.
- The same type of use (e.g., retail) is often treated differently in different zones.
- Calculations based on factors that cannot be determined by building floor plans can be difficult to determine and enforce. They also may inhibit the adaptive reuse of buildings over time.

c. Organizational and Policy Change

Reorganize rules of calculation into a new section.

- Section 1505 provides the rules of calculation.

- The section clarifies that all parking standards are based on either gross floor area or the number of dwelling units. These standards are clearly defined, simple to calculate, and easy for administrators to check on building and site plans.

6. Section 1506 – Location Restrictions

a. Existing Practice

- Most location restrictions are in § 2116. The current requirements generally specify that parking must be within a garage, or within a rear or side yard. However, parking associated with commercial or industrial uses can be located anywhere on the lot.
- § 2116 also includes a number of exceptions and special exception provisions related to location requirements.

b. Issues

- The current location restrictions are inadequate to implement the policy goals of the Comprehensive Plan, which states that “new parking should generally be set behind or underneath buildings.”
- Several of the exceptions and special exception provisions related to location in § 2116 are made moot by the general requirement that parking spaces can be located within 400 feet of the use that requires them.

c. Policy Change

Establish new location restrictions, consistent with the Comprehensive Plan and with the Zoning Commission’s initial guidance.

- Section 1506 provides basic location restrictions that are common to all zones. The primary changes are:
 - parking for commercial uses can no longer be placed in front of a building; and
 - above-grade structured parking must be located at least 20 feet from all front lot lines, resulting in “liner” area that can activate the street.⁵
- The location restrictions remain lenient in Production, Distribution, & Repair (PDR) zones, where the existing industrial character and the practicalities of PDR uses make tighter restrictions unnecessary.
- Exceptions and special exception restrictions that are made moot by the adopted recommendations have been deleted.

⁵ Above-grade structured parking is rare in the District, since it counts toward the building’s allowed FAR and land values typically make it prohibitively expensive. However, this requirement ensures that if it is built, above-grade parking structures will not create unattractive “dead zones” that degrade the pedestrian environment.

7. Section 1507 – Access Requirements

a. Existing Practice

- At present, most access requirements are in § 2117. Access requirements generally relate to requirements and permissions to access parking spaces by driveways or alleys.

b. Issues

- The existing requirements do not prioritize access in such a way to encourage access from alleys or secondary streets. This creates the potential for conflict between the zoning regulations and curb cut requirements administered by DDOT.
- Because § 2117 includes all provisions related to “Access, Maintenance, and Operation,” the section has become very long, with a variety of provisions that are not logically related to one another.

c. Policy and Organizational Change

Establish new access requirements, consistent with DDOT requirements and with the Zoning Commission’s adopted recommendations.

- Section 1507 includes a set of access requirements that prioritize access from alleys and secondary streets. The requirements are designed to work in concert with DDOT’s highway classification system, the public space requirements of Title 24, and DDOT’s Design and Engineering Manual.
- The restrictions on driveway spacing are also designed to work in concert with DDOT requirements. Placing minimum limits on the distance driveways can be from one another, and from alleys, allows sufficient room for street trees to be planted between curb cuts, minimizes vehicular and pedestrian conflicts, and allows adequate lines of sight for people exiting driveways.
- Provisions in § 2117 that relate to the layout of parking areas (including aisle dimensions) will be transferred to a section on “Size and Layout Requirements.” Provisions that relate to maintenance and surface requirements will be transferred to a section on “Maintenance Requirements.”

8. Section 1508 – Size and Layout Requirements

a. Existing Practice

- At present, size requirements are in § 2115 and § 2120. Requirements related to the layout and design of parking areas are in § 2117.

b. Issues

- The existing requirements have not been updated to be consistent with current standards.

- The existing size requirements apply only to required parking spaces. This poses a risk that inadequately-sized parking spaces will result in congestion and conflicts due to their inaccessibility.
- Requirements related to size and layout are closely related; logically, they should be organized together for easier reference.
- Many of the requirements that are described in text could be more easily understood in a table.
- Nothing in the existing requirements addresses the need to provide safe circulation for pedestrians in parking areas.

c. Policy Change

Establish new size and layout requirements, consistent with current industry standards.

- Section 1508 provides size and layout requirements.
- The standards are updated to reflect current industry practice, and now apply to all parking spaces, whether required or not.
- Dimensions and angles for parking spaces and drive aisles are reorganized into a user-friendly table.
- The requirements are updated to make it easier to provide spaces for compact cars, and to provide mechanized parking systems.
- A requirement to provide marked walkways for pedestrians has been added.

9. Section 1509 – Maintenance Requirements

a. Existing Practice

- At present, maintenance requirements are in § 2117, combined with access and operation requirements.

b. Issues

- The existing maintenance requirements are generally adequate. However, they are combined in a section with unrelated information. The maintenance requirements are very basic, and could be easily separated into their own section.

c. Organizational and Policy Change

Place maintenance requirements in a separate section.

- Section 1509 provides maintenance requirements.
- The only policy change is the addition of a requirement for litter receptacles in parking areas serving Retail or Food and Alcohol Services uses.

10. Section 1510 – Landscaping, Screening, and Lighting Requirements

a. Existing Practice

- Standards for landscaping, screening, and lighting are divided between § 2117 and Chapter 23.
- Surface parking lots are required to cover five percent of their area with landscaping.
- The landscaping requirements do not include standards for tree plantings.
- Surface parking areas are required to be screened from “contiguous residential property” in R-1 through R-5-A and SP zones.

b. Issues

- The five percent landscaping requirement is a very minimal standard that does little to buffer adjacent properties, improve aesthetics, or capture stormwater.
- The lack of standards for tree plantings is a significant missed opportunity. Surface parking lots contribute significantly to the urban heat island effect, and tree canopy standards would help to mitigate these impacts.
- The screening and landscaping requirements in § 2117 and § 2303 are duplicative. In addition, the version in § 2117 is confusing, because the requirements shift back and forth from applying to “all open parking spaces” to parking spaces on lots with more than 10 spaces.
- The use of the phrase “residential property” is unclear. It can be interpreted as applying to all property in a Residential zone, or only to property actually used for residential purposes.

c. Organizational and Policy Change

Place landscaping, screening, and lighting requirements in a separate section. Establish updated requirements that better achieve environmental and urban design objectives.

- Section 1510 consolidates landscaping, screening, and lighting requirements.
- The standards are updated to require 10 percent landscaping. Greater specificity has been added to ensure that landscaping plans achieve the desired results.
- Tree planting standards are now added.
- The screening standards are proposed to now apply to surface parking lots with 10 or more spaces in all zones except PDR zones. Properties in PDR zones that abut properties in the Residential zones in Subtitle D (the lowest-density Residential zones) will also have to provide screening, regardless of whether the neighboring property is currently used for residential purposes. Finally, the requirements are clarified by specifying that the screening must be around the entire perimeter of the parking area, with the exception of gaps for pedestrian and vehicular entrances.

11. Section 1511 – Drive-Through Queuing Lanes

a. Existing Practice

- Standards for drive through queuing lanes are currently located in § 2304, separate from the parking chapter.
- The current standards focus on ensuring that queuing lanes are located and sized so as to accommodate vehicles without creating back-ups onto public rights-of-way.

b. Issues

- Putting these requirements in a separate chapter is unnecessary, since they relate directly to the design of parking lots.
- Many statements in the Comprehensive Plan, particularly in the Urban Design element, set objectives that are at odds with drive-throughs. However, insofar as drive-throughs are permitted, the District needs standards for queuing lanes to minimize negative impacts. OP will address the actual permission to establish and maintain drive-throughs as part of the use conditions or design requirements in each land use subtitle.

c. Organizational Change

Transfer § 2304 into a section within the General Parking Chapter.

12. Section 1512 – Exceptions from Parking Requirements

a. Existing Practice

- “Exceptions,” in the context of the Zoning Regulations, mean regulations that allow exceptions to the general rules as a matter of right. These are distinct from “special exceptions,” which are subject to BZA approval, and are covered in the next section.
- Exceptions to parking regulations are currently scattered throughout Chapter 21.
- Exceptions to the minimum number of required spaces are based on a variety of criteria, including location within the Downtown area or near a Metrorail station, or being subject to a campus plan.
- Developments may receive exceptions from the dimensional requirements under certain conditions if attendant parking is provided.

b. Issues

- Several of the existing exceptions are made moot by the recommendations to eliminate minimum parking requirements in Downtown and Transit-Oriented zones.
- Other exceptions, such as the exception for uses subject to a campus plan, can be reorganized so they fall in the sections where they are most relevant.
- The exceptions to the dimensional requirements for attendant parking are the only exceptions that would remain in an “Exceptions” section at present. However, establishing the Exceptions section provides a convenient location to insert other

exceptions to parking requirements, should they become necessary. The standardization of an Exceptions section will be a common feature in most chapters in the reorganized zoning regulations.

- The current exceptions for attendant parking apply only to required spaces. Consistent with OP's general strategy of applying dimensional requirements to all parking spaces, whether required or not, the regulations associated with these exceptions will need to be reworded and clarified.

c. Organizational and Policy Change

Establish a single Exceptions section. Clarify the application of the exceptions for attendant parking.

- Section 1512 establishes a single Exceptions section. At the outset, it will only contain the exceptions for attendant parking.
- The exceptions for attendant parking now apply to all parking spaces, whether required or not.
- The existing requirement for submission of a parking plan (to be followed if attendant parking is discontinued) is unclear. The purpose of this requirement is now stated.

13. Section 1513 – Special Exceptions from Parking Requirements

a. Existing Practice

- There are a number of parking requirements which can be waived or modified by special exceptions. These include:
 - The number of parking spaces required (under a variety of conditions, some of which allow elimination of parking and some of which set a limit on the reduction)
 - The location of parking spaces in rear or side yards
 - The location of parking spaces on the same lot
 - The screening requirements in Chapter 23

b. Issues

- Several of the existing special exception conditions are made moot by the recommendations to eliminate minimum parking requirements in Downtown and Transit-Oriented zones.
- The various special exception conditions are scattered throughout Chapters 21 and 23, making them difficult to find.
- The conditions on the reduction of the number of required parking spaces vary greatly, based on a variety of criteria (such as whether the parking is associated with a library, or a historic resource, or in Downtown). The differences in these conditions serve little purpose, and the conditions could be made simpler to understand and administer.
- Conditions for special exceptions to the parking requirements often duplicate the general special exception standards of § 3104, to little purpose.

- Conditions for special exceptions do not explicitly recognize the importance of transportation demand management (TDM) strategies in reducing parking demand. The Comprehensive Plan calls for greater application of TDM strategies.
- OP has identified a need for a special exception process to waive parking requirements when they conflict with DDOT's policy to reduce the number of new curb cuts, and with the new zoning regulations OP has proposed to aid in implementing that policy.

c. Organizational and Policy Change

Establish a single Special Exceptions section. Simplify the conditions for special exceptions, and update them based on the other parking recommendations and the Comprehensive Plan.

- Section 1513 establishes a single Special Exceptions section.
- The general special exception criteria in the existing § 3104 (i.e., a finding of no adverse impact by the BZA) will be incorporated by reference in all special exceptions, eliminating the duplication of criteria.
- Section 1513 will contain special exception conditions related to four types of situations:
 1. Reduction or elimination of required parking spaces, provided at least one of four conditions are met:
 - a. The use or structure is within 1/4 mile of a Metrorail station entrance or a high-frequency bus corridor;
 - b. The use or structure will generate demand for less parking than the minimum parking standards require, as demonstrated by evidence such as a parking demand study;
 - c. The applicant agrees to implement a transportation demand management plan approved by DDOT; or
 - d. It is physically unable to provide more than 50 percent of the required parking spaces on the same lot or within 400 feet (or a combination of the two).
 2. Reduction or elimination of required parking spaces when a curb cut would be necessary but District regulations would prohibit a driveway or curb cut.
 3. Reduction or elimination of required parking for a historic resource.
 4. Increase beyond a maximum limit on parking, if the applicant implements a TDM plan.
- The ability to receive a waiver from the screening requirements in Chapter 23 has been incorporated into the General Parking Chapter.
- Task Force members had a vigorous debate about the first type of special exception, and the merits of limiting the reduction in required parking spaces to 50 percent. Some Task Force members expressed a preference for maintaining a limit on these reductions, in order to limit the potential for adverse impacts. Other members noted that the general special exception criteria establish a "no adverse impact" standard already, and that if a case can be made for a higher level of reduction, the applicant should have the opportunity to make that case through the special exception process and not be forced into a variance situation.

III. General Bicycle Parking Chapter

Overview and Existing Practice

The proposed General Bicycle Parking chapter within Subtitle B is attached to this report as Attachment D. This section of the report provides an overview of recommended changes to the bicycle parking regulations in Title 11.

The draft bicycle parking chapter advertized in this Public Hearing Notice would also be located within Subtitle B. The Office of Planning has proposed separating bicycle parking into a separate chapter, rather than the current organization, which includes bicycle parking requirements as a section within Chapter 21. The recommendations for bicycle parking have resulted in added content (both text and graphics) that would make this information difficult to keep together with motor vehicle parking regulations in a single chapter. Because the proposed regulations would not result in any requirements that vary from zone to zone, OP has written the bicycle parking regulations as a single chapter within Subtitle B, and does not anticipate that land use subtitles will require their own bicycle parking chapters.

As noted in the overview of motor vehicle parking regulations, the Comprehensive Plan directs the District to ensure that “automobile needs are balanced with transit, pedestrian, and bicycle travel needs.” At present, the Zoning Regulations balance bicycle and automobile needs by requiring a number of bicycle parking spaces equal to five percent of required motor vehicle parking—but only for office, retail, and service uses, and only in certain zones. The limited coverage of the existing requirements is insufficient to support the level of bicycle use the District will see in the coming years, for all uses and in all zones, as the District implements its Bicycle Master Plan.

In addition, as the Zoning Regulations are amended to reduce—or in some cases, eliminate—minimum parking requirements for motor vehicles, it no longer makes sense to base bicycle parking requirements on a percentage of the required motor vehicle parking. The solution, first proposed by OP’s parking consultant, Nelson\Nygaard, is to adopt a schedule of bicycle parking requirements similar to, yet independent from, the existing schedule of motor vehicle parking requirements.

Finally, the existing standards that govern how bicycle parking is provided (e.g., dimensions, accessibility, and security requirements) are inadequate to ensure that bicycle parking spaces will be usable, accessible, and secure. Although DDOT has published an excellent Bicycle Facility Design Guide for Bicycle Facilities (2005), this guide is advisory only, and generally is used only to give direction to facilities located on public space under DDOT’s control. In the absence of clear standards, a number of bicycle parking facilities in private development have been constructed that are difficult to use and lack adequate security measures. The proposed regulations will ensure that new bicycle facilities perform their intended function. OP has also proposed requirements to provide shower and changing facilities in conjunction with large uses that require long-term bicycle parking, to better support the needs of bicycle commuters. San Francisco has successfully included such requirements in its zoning code since 1998:

Text Changes

1. Sections 1600 and 1601 - Introduction to General Bicycle Parking Chapter and Relationship of the General Chapter to Land Use Subtitles

a. Existing Practice

- The current code contains no explanation of the purpose of regulating bicycle parking, or how bicycle parking regulations are organized.
- Chapter 21 begins with a section titled “Authority to Require Parking Spaces,” which does not actually cite the authority provided by the Zoning Enabling Act, but rather provides a list of rules for determining when parking requirements apply.
- The same rules that apply to motor vehicle parking spaces also apply to bicycle parking spaces, without acknowledging the different practical considerations.

b. Issues

- Failure to explain the purpose of bicycle parking regulations makes it difficult to relate the regulations to specific policy objectives, or to evaluate requests for flexibility from the regulations.
- Because the zoning regulations are being organized into subtitles, it will be necessary to explain to users what information can be found in the General Bicycle Parking Chapter (in Subtitle B) and what information can be found in the land use subtitles.
- Inaccurate section headings can be confusing and misleading to first-time users of the code.

c. Policy Change

Provide a clear introduction with a statement of the purpose of the chapter, and explain the relationship of the General Bicycle Parking Chapter to the land use subtitles.

- Section 1600 provides the introduction, a purpose statement, and general direction to the Zoning Administrator.
- Section 1601 describes the relationship of the General Parking Chapter to the land use subtitles.
- The General Bicycle Parking Chapter provides regulations that apply to all zones. Because the proposed regulations would not result in any requirements that vary from zone to zone, OP has written the bicycle parking regulations as a single chapter within Subtitle B, and does not anticipate that land use subtitles will require their own bicycle parking chapters.
- This section also provides key information about how parking requirements relate to other use permissions. In particular, users of the code are advised that some uses may have additional requirements related to parking.
- These changes are related to the general goals for reorganizing the zoning regulations.

2. Section 1602 – General Requirements

a. Existing Practice

- “General Requirements” in the Bicycle Parking Chapter are those that apply to all required bicycle parking, regardless of how it is configured and whether it is for short-term or long-term users.
- Existing general requirements are found in § 2119.3 (location, security, and accessibility), § 2119.4 (size), § 2119.5 (accessibility), and § 2119.8 (signage).

b. Issues

- The existing general requirements are inadequate to provide secure and accessible bicycle parking. In the current regulatory environment, with very few standards in place, property owners frequently establish bicycle parking facilities that are poorly designed.
- The existing requirements do not clearly distinguish between facilities designed for short-term and long-term users. Although these two types of facilities have different requirements, there are some requirements that are common to both, and that should be placed in a “General Requirements” section to establish a baseline for minimum adequacy.

c. Policy Change

Establish a General Requirements section. Update regulations for security and accessibility.

- Section 1602 establishes general requirements designed to ensure that all required bicycle parking spaces are:
 - Clearly signed;
 - Maintained throughout the life of the building;
 - Designed to allow bicycles to be securely locked to them;
 - Able to hold bicycles without risk of damage or falling;
 - Spaced to provide adequate room for maneuvering a bike, without bumping or moving other bicycles; and
 - Securely anchored.

3. Section 1603 – Minimum Bicycle Parking Spaces

a. Existing Practice

- Bicycle parking is currently required only for retail, office, and service uses in certain zones.
- Bicycle parking must be provided equal to five percent of the automobile parking spaces.

b. Issues

- Some uses have no bicycle parking requirements. Anecdotal evidence suggests that many uses that lack requirements—especially residential buildings—do not adequately serve cyclists.
- In Downtown and Transit-oriented zones, OP is proposing to eliminate minimum requirements for motor vehicle parking. If the “five percent rule” were kept, these zones would no longer require bicycle parking. Therefore, it is necessary to establish ratios for bicycle parking, just as ratios have been established for motor vehicle parking.
- The existing minimum requirements do not distinguish between short-term and long-term bicycle parking. These two types of facilities typically exhibit different demand patterns, based on the uses they serve (e.g., Office uses generally create demand for a greater proportion of long-term bicycle parking compared to short-term parking, while Retail uses generally demand the opposite).

c. Policy Change

Establish minimum bicycle parking requirements at ratios that ensure a sufficient number of spaces.

- Section 1603 establishes minimum requirements for bicycle parking spaces. These requirements are generally based on the recommendations of OP’s consultant, Nelson\Nygaard, which has experience setting bicycle parking requirements in several cities.
- In some cases, OP has adjusted the consultant’s recommended ratios, in response to feedback from the Zoning Commission, DDOT, and the local bicycling community.
- In many cases, where the ratio alone might result in an inadequate number of spaces, the requirement includes an absolute minimum (in most cases, no fewer than two spaces are required).
- Residential uses with less than 10 dwelling units and non-residential uses with less than 4,000 square feet of GFA are exempt from the minimum requirements, in order to avoid burdens on small businesses and property owners.

4. Section 1604 – Rules of Calculation

a. Existing Practice

- At present, there are no specific rules of calculation for bicycle parking. The rules of calculation for vehicle parking are used. These rules are located in § 2118.
- The parking standards in the table in § 2101.1 are calculated on a wide range of factors, including gross floor area (GFA), GFA plus cellar area, number of seats, number of employees, and number of beds or sleeping rooms.
- When bicycle parking is required, a number equivalent to five percent of the required vehicle spaces must be provided.

b. Issues

- No explanation is provided for the varying bases on which parking requirements are calculated. The differences appear to have accumulated over time, without clear reasons. The same type of use (e.g., retail) may even be treated differently in different zones.
- Calculations based on factors that cannot be determined by building floor plans can be difficult to determine and enforce. They also may inhibit the adaptive reuse of buildings over time.

c. Organizational and Policy Change

Reorganize rules of calculation into a new section.

- Section 1604 provides the rules of calculation for bicycle parking.
- The section clarifies that all parking standards are based on either gross floor area or the number of dwelling units. These standards are clearly defined, simple to calculate, and easy for administrators to check on building and site plans.

5. Section 1605 – Short-Term Bicycle Parking Space Requirements

a. Existing Practice

- The zoning regulations do not currently distinguish between short-term and long-term bicycle parking. Most current requirements suggest that long-term parking is assumed.

b. Issues

- With no standards for short-term bicycle parking, the current regulations do not address the needs of short-term visitors.
- Because short-term bicycle parking is typically placed outdoors and near building entrances, there are potential conflicts between the objective of providing convenient bicycle parking and the urban design objective of creating consistent streetwalls.⁶ Any short-term bicycle parking requirements will need to provide enough flexibility to resolve these conflicts when they arise.

c. Policy Change

Establish short-term bicycle parking requirements.

- Section 1605 establishes requirements to ensure that bicycle parking spaces are usable and accessible by short-term visitors. These requirements include:
 - Proximity to building entrances;
 - Surfacing;
 - Space for maneuvering; and
 - General requirements for lighting, security, and accessibility.

⁶ These conflicts are much more noticeable with respect to motor vehicle parking, especially in the common suburban practice of providing parking between buildings and the sidewalk. Because bicycle parking takes up much less space, the potential conflicts are much less intense.

- Flexibility is provided by allowing a property owner to locate short-term parking on an adjacent sidewalk, subject to a public space permit.
- Additional flexibility is provided in § 1608.3 by allowing a reduction in the number of spaces required if the spaces cannot be located on the lot or on abutting public space.

6. Section 1606 – Long-Term Bicycle Parking Space Requirements

a. Existing Practice

- The zoning regulations do not currently distinguish between short-term and long-term bicycle parking. Most current requirements suggest that long-term parking is assumed.

b. Issues

- The existing general requirements are inadequate to provide secure and accessible bicycle parking. In the current regulatory environment, with very few standards in place, property owners frequently establish bicycle parking facilities that are poorly designed.

c. Policy Change

Establish long-term bicycle parking requirements.

- Section 1606 establishes requirements to ensure that bicycle parking spaces are usable and accessible by long-term occupants. These requirements include:
 - Location within the building;
 - Separation from automobiles;
 - Space for maneuvering;
 - Specific requirements based on whether the spaces are horizontally or vertically oriented or provided within lockers; and
 - General requirements for lighting, security, and accessibility.

7. Section 1607 –Requirements for Changing Facilities

a. Existing Practice

- The zoning regulations do not currently require changing facilities for long-term bicycle parking users.

b. Issues

- Showers and changing facilities are important components of system that supports bicycle commuting. Anecdotal evidence suggests that providing these facilities can increase the rate of bicycle commuting among employees.
- Some task force members have raised questions about the location, management, and security of showers and changing facilities. OP has drafted the proposed regulations in an effort to ensure that these facilities are accessible to long-term occupants of the building,

but not to the general public. In general, the medium- to large employers that are subject to these requirements should have natural incentives to maintain the facilities under their own control, or establish joint facilities under common management with similarly situated tenants.

c. Policy Change

Establish requirements for changing facilities, to be provided for larger uses that require long-term bicycle parking spaces.

- Section 1607 establishes requirements for changing facilities (showers and clothing lockers).
- These requirements fall on non-residential uses that are larger than 25,000 square feet, and only apply to new buildings or when a building is expanded by 25 percent or more.
- Uses that are subject to this requirement must provide a minimum of two showers, and in no case more than six showers.
- Uses that are subject to this requirement must provide 0.6 clothing lockers for every required long-term bicycle parking space.

8. Section 1608 –Special Exceptions from Bicycle Parking Requirements

a. Existing Practice

- The current zoning regulations provide a variety of means of special exception relief from motor vehicle parking requirements (see #13 under Motor Vehicle Parking). However, the regulations do not explicitly state whether the same special exception flexibility applies to bicycle parking requirements.

b. Issues

- Without an explicit statement of applicability, it is unclear whether special exceptions can be granted for bicycle parking.
- Because the bicycle parking requirements are proposed to be made more rigorous, there is a greater need for flexibility on sites where strict application of the regulations is unnecessary, and where the policy objectives of this chapter can be met in other ways.
- The same organizational issues raised in the Motor Vehicle Parking regulations are relevant here, also. A single Special Exceptions section would make it easy to locate regulations that allow flexibility.

c. Policy Change

Establish a Special Exceptions section for bicycle parking.

- Section 1608 establishes special exception regulations.
- Special exceptions can be granted for:
 - Reductions in the number of required spaces, under certain conditions;
 - Reductions in the number of required spaces for historic resources; and
 - Modifications or waivers to the requirements for changing facilities.

- As with motor vehicle parking, OP notes that Task Force members had a vigorous debate about the first type of special exception, and the merits of limiting the reduction in required parking spaces to 50 percent. Some Task Force members expressed a preference for maintaining a limit on these reductions, in order to limit the potential for adverse impacts. Other members noted that the general special exception criteria establish a “no adverse impact” standard already, and that if a case can be made for a 90 percent or 100 percent reduction, the applicant should have the ability to make that case without having to meet the tests for a variance.

IV. General Loading Chapter

Overview and Existing Practice

The proposed general Parking chapter is attached to this report as Attachment E. This section of the report provides an overview of recommended changes to the parking regulations in Title 11.

The draft loading chapter advertized in this Public Hearing Notice would be located within Subtitle B. As with bicycle parking, OP has written the loading regulations as a single chapter within Subtitle B, and does not anticipate that land use subtitles will require their own loading chapters.

The District’s framework for loading requirements in the Zoning Regulations was established in 1958. Upon examination of the existing regulations and others from around the country, working group members concurred that the District’s requirements are, to some degree, consistent with current practice and the requirements of other jurisdictions. However, a number of challenges were identified. Today there is a general shift towards shared loading facilities in mixed use buildings. The existing loading standards fail to recognize the variety of uses within a building, and loading for each individual uses within a building is required with no provision for the sharing of spaces. When allowed, sharing of loading facilities can create efficiencies because each use may have critical delivery times which do not coincide.

The transportation of goods has changed significantly over the years, based on the origins of the goods and the use of transfer hubs where goods are transferred from larger trucks into smaller trucks for distribution. The growth of the parcel delivery industry has also contributed to an increase in vehicles being unloaded from the street. The size of housing units within the city has changed and therefore the type and size of trucks used in the transportation of furniture has changed. Additionally, the functions of some uses have changed over the years. For example, supermarkets traditionally focused on food sales, while today they provide additional services such as flower shops and pharmacies, which can significantly change the delivery needs.

As with parking, the entrances into loading areas when placed along the front of a building require curb cuts. The negative effects of loading from the front of a building are readily seen where curb cuts and loading area entries hinder pedestrian activity and degrade the quality of building façade along commercial corridors.

Text Changes

1. Sections 1700 and 1701 - Introduction to General Loading Chapter and Relationship of the General Chapter to Land Use Subtitles

a. Existing Practice

- There is no explanation of how loading is regulated in the current code. The current code contains no explanation of the purpose of regulating loading, or how loading regulations are organized.
- Chapter 21 begins with a section titled “Authority to Require Loading Facilities,” which does not actually cite the authority provided by the Zoning Enabling Act, but rather provides a list of rules for determining when loading requirements apply.

b. Issues

- Failure to explain the purpose of loading regulations makes it difficult to relate the regulations to specific policy objectives, or to evaluate requests for flexibility from the regulations.
- Because the zoning regulations are being organized into subtitles, it will be necessary to explain to users what information can be found in the General Loading Chapter (in Subtitle B) and what information can be found in the land use subtitles.
- Inaccurate section headings can be confusing and misleading to first-time users of the code.

c. Policy Change

Provide a clear introduction with a statement of the purpose of the chapter, and explain the relationship of the General Loading Chapter to the land use subtitles.

- Section 1700 provides the introduction, a purpose statement, and general direction to the Zoning Administrator.
- Section 1701 describes the relationship of the General Loading Chapter to the land use subtitles.
- The General Loading Chapter provides regulations that apply to all zones. Because the proposed regulations would not result in any requirements that vary from zone to zone, OP has written the loading regulations as a single chapter within Subtitle B, and does not anticipate that land use subtitles will require their own loading chapters.
- This section also provides key information about how loading requirements relate to other use permissions. In particular, users of the code are advised that some uses may have additional requirements related to loading.
- These changes are related to the general goals for reorganizing the zoning regulations.

2. Section 1702 – Loading Requirements

a. Existing Practice

- The requirements for the number of berths and service/delivery spaces are located in a table in § 2201.1.
- The existing schedule has separate requirements for 30' and 55' loading berths.
- The existing schedule sets requirements based on three factors: type of use, the zone the use is located in, and the size of the use.
- Buildings must provide loading facilities in numbers equivalent to the sum of all requirements within the building.

b. Issues

- While the current regulations attempt to distinguish different intensities of use, they do not have the flexibility to distinguish areas of the city where 55' trucks are discouraged, or the existence of new business models that can operate using smaller delivery trucks. This can lead to many variance requests from the requirement to provide full 55' berths.
- The existing requirements are generally based on gross floor area, although sometimes cellar area is included. There is no apparent basis for using cellar area in some requirements and not in others.
- The existing requirements set the size thresholds for increases in the loading requirements differently, based on the zone the use is in. There is little basis for changing the size thresholds from zone to zone; if the floor area of a use is the same, it can be assumed to require the same level of loading service regardless of the zone in which it is located. Changing the size thresholds makes the schedule of requirements very confusing and difficult to read, with little (if any) benefit.
- Sharing loading facilities is prohibited, except in limited circumstances allowing joint facilities (§ 2203.4).
- Additions to historic resources have not been addressed in the loading requirements.

c. Policy Change

Establish loading requirements that are the same for all zones. Promote the use of smaller trucks by eliminating the requirement to provide 55' berths. Allow shared facilities.

- Section 1702 establishes loading requirements that are the same for all zones.
- The proposed loading requirements generally follow existing requirements and are based on gross floor area.
- Where existing requirements are based on other factors (such as hotel rooms), an equivalent requirement based on GFA is proposed.
- An explicit statement that loading facilities may be shared has been added, and additional rules that make shared facilities easier to establish are included in the next section, "Rules of Measurement and Interpretation."
- A rule for additions to historic resources has been added, reflecting the same standards used in the parking regulations.

3. Section 1703 – Rules of Measurement and Interpretation

a. Existing Practice

- Most existing rules of measurement and interpretation are in § 2205. One regulation that is properly considered a rule of interpretation is in § 2201.2. This rule requires the treatment of a building that is 90 percent or more occupied by a use as though that use occupies the entire building.
- The existing list of rules of interpretation in § 2205 is very short, and covers:
 - What areas are excluded from gross floor area and cellar area;
 - The requirement to add all requirements together to obtain the total number of required loading berths;
 - A requirement to provide at least one loading berth 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; and
 - The prohibition on sharing loading berths.

b. Issues

- Consolidating all rules of interpretation into a single section would make them easier to understand and reference.
- As noted above, there is no consistent way to establish whether cellar area should be counted in determining loading requirements.
- As noted above, the rules on summing the requirements and prohibiting shared facilities prevent more efficient design and use of facilities.

c. Policy Change

Establish a single section for rules of measurement and interpretation, base loading requirements on gross floor area, and allow for shared loading facilities.

- Section 1703 carries over the rules related to:
 - Excluded areas from gross floor area;
 - Treating uses that occupy 90 percent or more of a structure as occupying the entire structure for purposes of determining loading requirements; and
 - Providing at least one berth when the GFA of multiple uses together adds up to the first threshold requiring loading facilities.
- The section also establishes a rule that allows a mixed-use building to simply meet the highest loading requirement, rather than summing all requirements together, as long as all uses requiring loading have access to the loading area.

4. Section 1704 – Location Restrictions

a. Existing Practice

- Loading facilities may be located anywhere on a lot in Commercial and Industrial zones, and must be in a rear or side yard in other zones.

- In Residence and SP zones, loading berths and service/delivery spaces in a side yard must be at least three feet from any side lot line.

b. Issues

- Allowing loading facilities in commercial and mixed-use areas to be located with the same degree of permissiveness that exists in industrial areas is contrary to multiple urban design objectives in the Comprehensive Plan. Allowing loading facilities in front of buildings on main streets and other mixed-use areas degrades the streetscape and the quality of the pedestrian environment.
- The three-foot distance from side lot lines is an inadequate buffer in residential areas.
- While placing loading facilities in side yards can be done sensitively, they can still have impacts on adjoining property and on the public realm if they are not screened.

c. Policy Change

Place more stringent restrictions on the location of loading facilities. Ensure adequate screening and buffering for loading facilities in side yards.

- Section 1704 includes location restrictions. These include:
 - Loading facilities must be in side or rear yards in all zones, except PDR (industrial) zones;
 - Loading facilities within or adjacent to any Residential zone (whether an apartment zone or lower-density zones) must be at least six feet from side lot lines; and
 - All loading facilities in side yards (except in PDR zones) must be screened from streets and adjoining property. Additional screening requirements are located in the Screening Requirements section.

5. Section 1705 – Access Requirements

a. Existing Practice

- At present, access requirements are in § 2204. Access requirements generally relate to requirements and permissions to access loading areas by driveways or alleys.

b. Issues

- The existing requirements do not prioritize access in such a way to encourage access from alleys or secondary streets. This creates the potential for conflict between the zoning regulations and curb cut requirements administered by DDOT.
- Because § 2204 includes all provisions related to “Access, Maintenance, and Operation,” the section has become very long, with a variety of provisions that are not logically related to one another.

c. Policy and Organizational Change

Establish new access requirements, consistent with DDOT requirements and with the Zoning Commission's preliminary guidance. These access requirements should be generally consistent with the access requirements in the General Parking Chapter.

- Section 1705 includes a set of access requirements that prioritize access from alleys and secondary streets. The requirements are designed to work in concert with DDOT's highway classification system, the public space requirements of Title 24, and DDOT's Design and Engineering Manual.
- The restrictions on driveway spacing are also designed to work in concert with DDOT requirements. Placing minimum limits on the distance driveways can be from one another, and from alleys, allows sufficient room for street trees to be planted between curb cuts, minimizes vehicular and pedestrian conflicts, and allows adequate lines of sight for people exiting driveways.
- Provisions in § 2204 that relate to the layout of loading areas (including berth and platform dimensions) will be transferred to a section on "Size and Layout Requirements." Provisions that relate to maintenance and surface requirements will be transferred to a section on "Maintenance Requirements."

6. Section 1706 – Size and Layout Requirements

a. Existing Practice

- At present, size requirements are in § 2201 and § 2204.

b. Issues

- As noted above, the requirements for 55' berths make it difficult to promote the use of smaller trucks and the more efficient use of space.
- Size and layout requirements are not clearly organized; logically, they should be organized together for easier reference.

c. Organizational and Policy Change

Establish new size and layout requirements, and reorganize into a single section.

- Section 1706 provides size and layout requirements.
- 55' berths are now optional.

7. Section 1707 – Maintenance Requirements

a. Existing Practice

- At present, maintenance requirements are in § 2204, combined with access and operation requirements.

b. Issues

- The existing maintenance requirements are generally adequate. However, they are combined in a section with unrelated information. The maintenance requirements are very basic, and could be easily separated into their own section.

c. Organizational Change

Place maintenance requirements in a separate section.

- Section 1707 provides maintenance requirements.

8. Section 1708 – Trash Receptacles

a. Existing Practice

- Trash storage is not currently addressed in Chapter 22, even though it is closely linked to loading in most buildings.

b. Issues

- Often new buildings fail to plan for enclosed trash storage. There is a need for review of trash areas at the building permit stage.

c. Policy Change

Establish requirements for enclosed trash storage.

- Section 1708 provides trash enclosure requirements, including:
 - New buildings greater than 2,000 square feet in GFA must show areas for trash receptacles on building plans;
 - Buildings requiring loading must have a trash room within or adjacent to the loading area; and
 - External trash receptacles must be screened and covered.

9. Section 1709 –Screening, and Lighting Requirements

a. Existing Practice

- Standards for screening and lighting are in § 2204, combined with other maintenance and operation requirements.
- Open loading areas are required to be screened from “contiguous residential property” in R-1 through R-5-A zones.

b. Issues

- The use of the phrase “residential property” is unclear. It can be interpreted as applying to all property in a Residential zone, or only to property actually used for residential purposes.
- The loading areas only must be screened from “contiguous ... property.” Nothing in the requirements addresses screening from adjacent streets.

c. Organizational and Policy Change

Place screening and lighting requirements in a separate section. Establish updated requirements that better achieve environmental and urban design objectives.

- Screening and lighting requirements are now in a single section (§ 1709).
- The screening standards are proposed to now apply to loading areas in all zones except PDR (industrial) zones; however the screening requirements will apply in PDR zones when the loading area is within 25 feet of a Residential zone in Subtitle D (the lowest-density Residential zones). This ensures that properties in these zones will be screened, whether or not it is currently used for Residential purposes.
- The requirements are clarified by specifying that the screening must be around the entire perimeter of the loading area, with the exception of gaps for pedestrian and vehicular entrances.

10. Section 1710 –Special Exceptions from Loading Requirements

a. Existing Practice

- Special exceptions from loading requirements may be granted from the following requirements:
 - The requirement to provide loading facilities, but only in downtown; and
 - Any of the access, maintenance, and operation requirements in § 2204.

b. Issues

- Areas outside of downtown could benefit from the same flexibility to waive or reduce the required number of loading facilities.
- The establishment of rules governing additions to historic resources means that flexibility from these rules should be added, to ensure that historic preservation goals can be met.
- Consolidating special exception regulations in a single section would make them easier to reference.

c. Organizational and Policy Change

Place special exception requirements in a single section. Allow greater flexibility from the loading requirements citywide, and for historic resources.

- Special exception requirements are now in a single section (§ 1710).

- Buildings anywhere in the city may have loading requirements waived or reduced based on criteria similar to those that now exist for waivers in the downtown area.
- Historic resources have been addressed.
- Existing special exceptions from access, driveway location, and screening requirements have been maintained.

ATTACHMENT A

Parking Guidance

10/16/08

1. Minimum parking requirements

A. Off-street parking by the public or building tenants.

- Require a building to provide off-street parking if it houses one or more non-residential uses or multi-family residential over X units and is located in:
 - (a) A residence district where multi-family dwellings are not permitted; or
 - (b) A commercial corridor near such a district(except in TOD areas).

B. Off-street parking for Car Sharing Companies.

In addition to any minimum parking requirement imposed, any new parking lot, whether accessory or public, with at least 50 parking spaces, shall provide parking spaces for the exclusive use of one or more car share company as follows:

| Number of parking spaces to be built | Number of reserved spaces required. |
|--------------------------------------|---|
| 50 to 149 | 1 |
| 150 to 249 | 2 |
| 250 | 3, plus 1 space for each additional 100 spaces. |

- After a C of O is issued, the owner shall make a required space available to a car share company no later than 90 days after receipt of a written notice.
- If more than one request is received, the owner may provide the space to the car share company that offers the most advantageous terms.
- A car share service may occupy the space for a five year period, which is automatically renewable unless one or more different car share companies desire the same space, in which case (b) applies.

2. Maximum parking requirements

Establish parking maximums in certain circumstances. (to be recommended in future working group submissions)

3. Relief from parking minimums

- ~~Relief as of right~~Special Exception. *Lack of access.* When the only means by which a vehicle can access a lot is from a primary street (90 feet in width or

greater) and a request to install a curb cut at that location can not or has not been granted.

AND

- *Relief by special exception. Up to a 50% reduction of the parking requirement based on any of the following criteria:*
 - i. Proximity to transit
 - ii. Demonstrated lack of parking demand
 - iii. Demonstrated lack of available space for parking both on the lot and in the vicinity

NOTE: Any relief beyond 50% would require an area variance.

4. Flexibility for minimum space requirements through shared parking.

- Permit the parking requirement of one lot to be satisfied in whole or in part by parking spaces on a different lot located within 400 feet thereof.

5. Location of non-required parking spaces:

- No longer require non-required parking spaces be located on the same lot as the building they serve

6. Location of all parking spaces within a lot

- Limit surface parking spaces to the rear yard and allow in side yard if screened (screening standards to be provided later) (possible exception for gas stations and similar uses)

7. Parking size requirements (requirements would apply to all spaces, whether required or not, current regulatory scheme occasionally differentiates)

- Adopt OP Recommendations:
 - i. Update parking space size requirements to current ITE & DDOT standards
 - ii. Increase the amount of parking spaces that certain parking facilities may designate for compact spaces from 25% to 50% of total.
 - iii. All size requirements apply whether parking spaces are required or not.

8. Access to parking spaces requirements would apply to all spaces, whether required or not, current regulatory scheme occasionally differentiates)

- Adopt OP recommendation regarding the location of access from a public street or alley to parking spaces on a lot
 - i. Permitted access points.

| Circumstance | Permitted Access Point |
|--|---|
| Lot served by existing improved public alley. | Only from alley. |
| No alley, but side or rear lot line adjoins secondary street (less than 90 feet) | Only from secondary street through side or rear of lot. |
| No alley or secondary street at side or rear of lot. | From street fronting lot. |

- ii. Increase the minimum allowed distance between a driveway and a street intersection from 25' to 60' to conform to DDOT's minimum distance standard for curb cuts.

9. Parking lot trash receptacles

- Require parking areas serving retail uses and restaurants to contain at least one outdoor litter receptacle within the parking area.

10. Parking lot landscaping requirements

- Require landscaping equivalent to 10% of parking lot surface area and tree canopy cover equivalent to 30%. Adopt other OP recommendations to buffer trees and encourage the protection of existing trees.

11. Bicycle parking

- Require minimum indoor and outdoor bicycle parking spaces for certain residential and non-residential buildings.

12. Shower facilities (if bicycle parking spaces required).

- Require all buildings subject to minimum bicycle space requirement to have shower facilities.

ATTACHMENT B

Loading Worksheet

1. Size of Loading Berths

- Replace all 55' berth requirements with 30' berth requirements

2. Sharing Loading Facilities

- Provide for a single loading berth requirement for buildings and structures shared by two or more uses. Each building's requirement would be the highest requirement for berths and spaces for any of the individual uses

3. Relief from Loading Requirement

- Remove loading requirement through Special Exception where DC law prohibits or DDOT has denied a curb cut on the street that the lot faces and there is no other alternative access to the lot through a street or alley.

4. Location of Loading Areas

- Loading berths and service spaces must be located as follows:
 1. Within the building or structure the berths are designed to serve;
 2. To the rear of the building or
 3. At the building's side if screened so as not to be visible from a public street.

5. Loading Access

- Adopt OP recommendation regarding the location of loading access from a public street or alley to parking spaces on a lot:

| Circumstance | Permitted Access Point |
|--|---|
| Lot served by existing improved public alley. | Only from alley. |
| No alley, but side or rear lot line adjoins secondary street (less than 90 feet) | Only from secondary street through side or rear of lot. |
| No alley or secondary street at side or rear of lot. | From street fronting lot. |

6. Trash Enclosures

- Require on-site trash enclosure for development over 2000 sf other than one- or two- family dwellings.
- External trash receptacles must be screened and covered.

7. Loading Standards

- Provide loading requirements by use category rather than by individual uses. Base loading requirements on square footage rather than other standards.

ATTACHMENT C

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*.

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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-XXX, 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 GENERAL PARKING REQUIREMENTS

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

1502.2 The expansion of a use within a building triggers additional parking requirements only when its gross floor area 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

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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 square feet (3,000 sq. ft.) 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 feet (400 ft.) 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 §1502.11 (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.
 - (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.

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- 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

- 1503.1 A lot shall have no more than the combined number of the maximum *parking spaces* allowed for all the uses on the lot.
- 1503.2 When a single *use* falls into more than one *use category* for which different parking maximums apply, the standard allowing the greater number of *parking spaces* shall apply.
- 1503.3 In addition to any parking maximums specified in the land use subtitles:
- (a) No above-grade parking area shall exceed one hundred thousand (100,000) square feet in land area;
 - (b) No parking area shall have more than one thousand (1,000) parking spaces; and
 - (c) No parking area associated with a use or uses shall have more than four (4) spaces per thousand (1,000) square feet of the gross floor area of the use or uses.
- 1503.4 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.

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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 Upon ninety (90) days of advance written notice to the property owner from a licensed *car-sharing organization*, the property owner shall terminate any non

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car-sharing leases for such spaces and shall make those spaces available to the *car-share organization*.

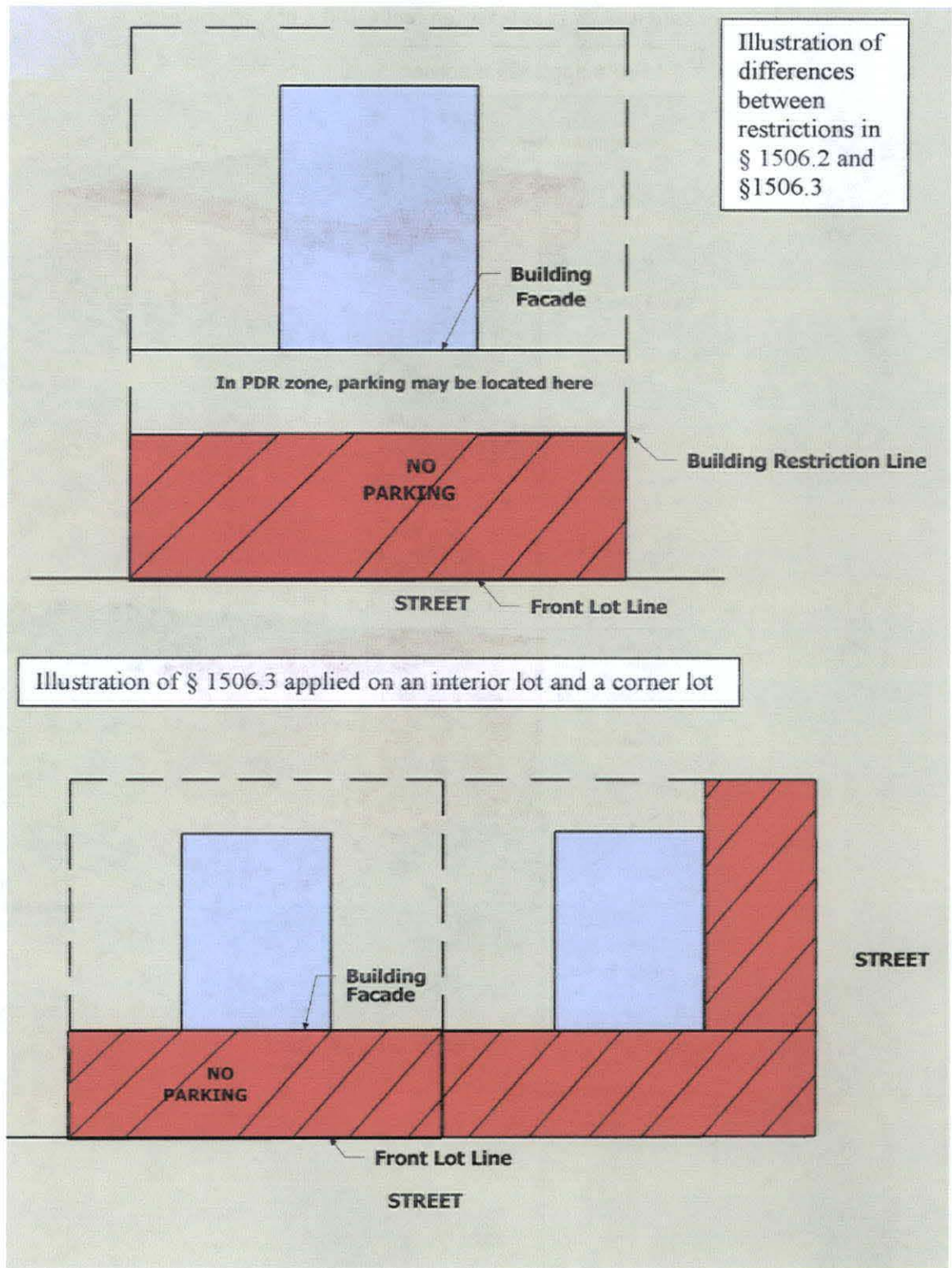
- 1504.9 The Zoning Administrator shall maintain an online and publicly-accessible file of all projects approved with required *car-share parking spaces* containing the information required by §1504.6.

1505 RULES OF CALCULATION

- 1505.1 All parking standards shall be calculated on the basis of *gross floor area*, except for Residential uses, which base parking standards on the number of *dwelling units*.
- 1505.2 Calculations of *parking spaces* that result in a fractional number of 0.5 or more shall be rounded up to the next consecutive whole number. Any fractional result of less than 0.5 shall be rounded down to the previous consecutive whole number.
- 1505.3 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.

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

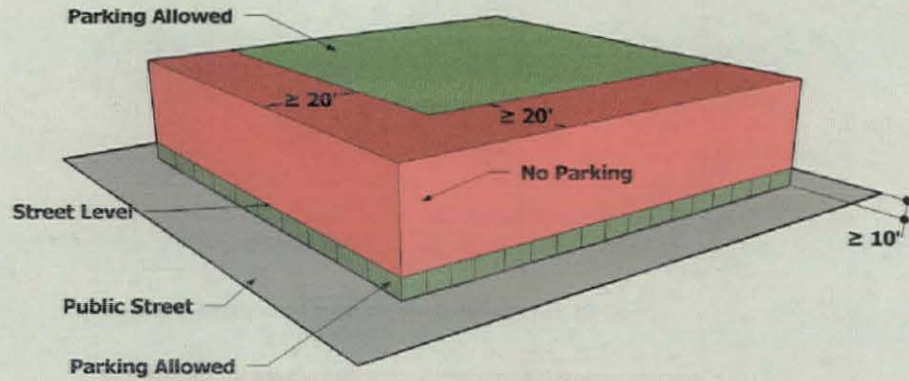


- 1506.4 *Parking spaces* provided within a structure shall be located at least twenty feet (20 ft.) from all lot lines that abut public streets, unless the surface of the

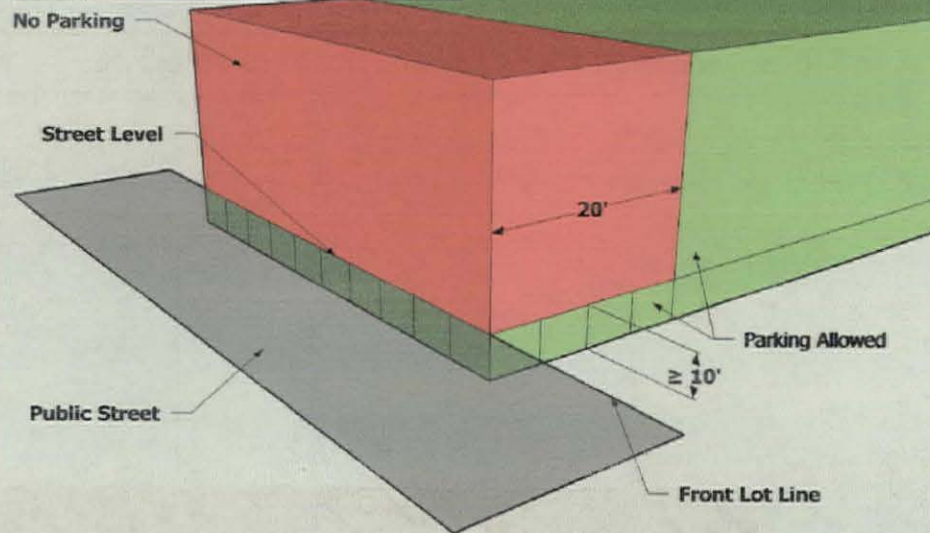
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parking spaces is at least ten feet (10 ft.) below grade.

§ 1506.4 applied on corner lot



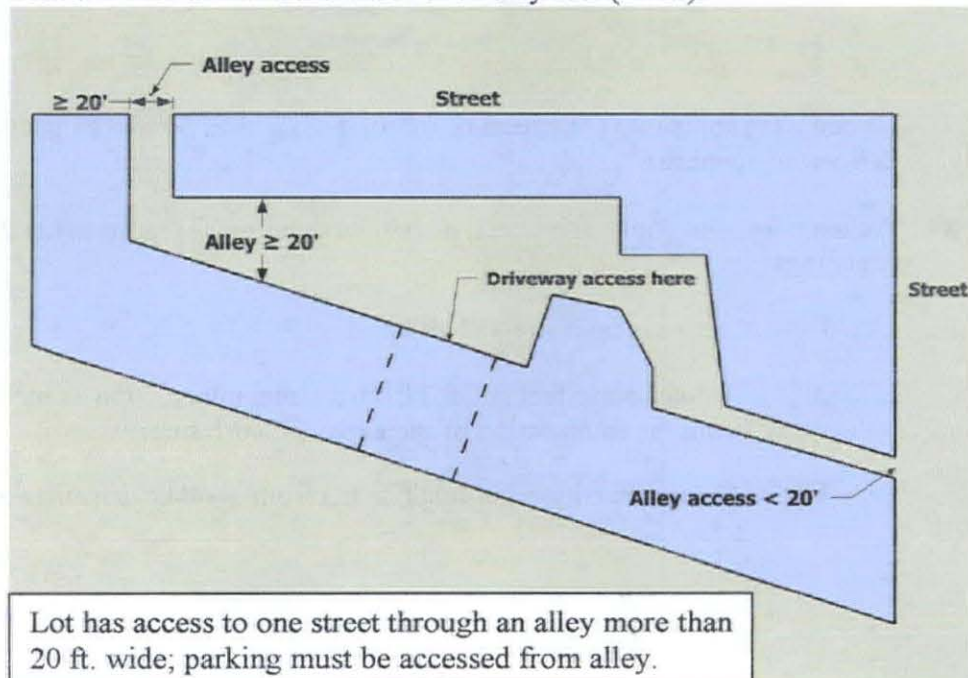
§ 1506.4 applied on interior lot



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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.
- 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 feet (10 ft.)
- 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 alley with a minimum width of twenty feet (20 ft.) and can access a street through an alley network with a minimum width of twenty feet (20 ft.).

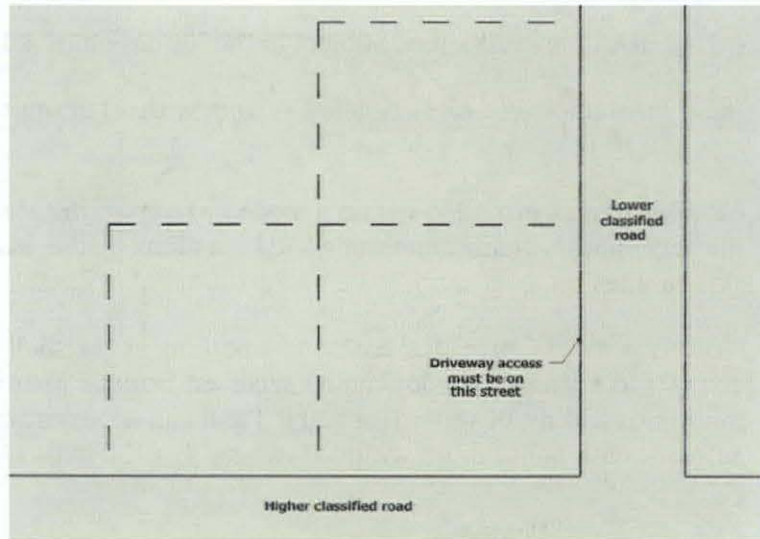


- 1507.6 When a *driveway* with a direct street connection is permitted, and its lot fronts on two (2) or more streets, a *driveway* shall only connect to the street with the lowest classification as designated in [DDOT's Functional Classification Map,

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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.

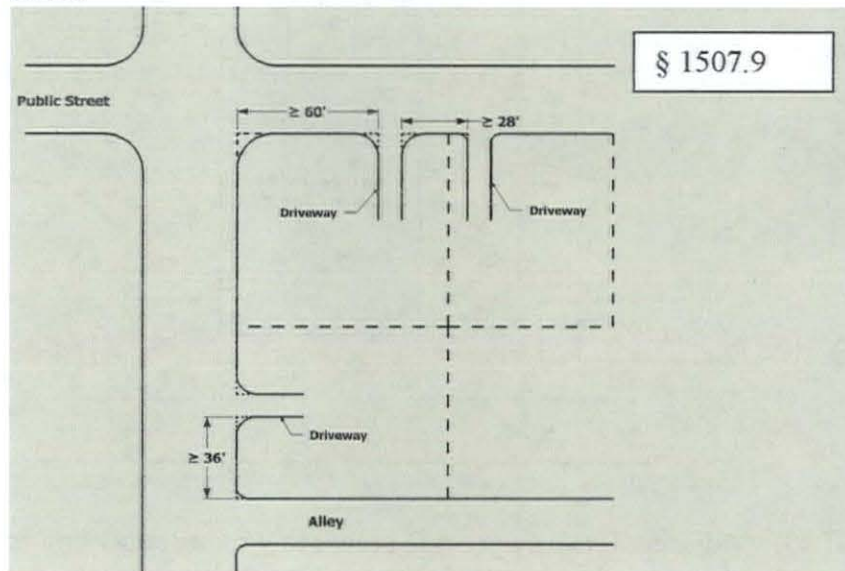
1507.8 When a lot abuts only one street, it shall have no more than two (2) *driveway* openings.

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

- (a) At least sixty 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

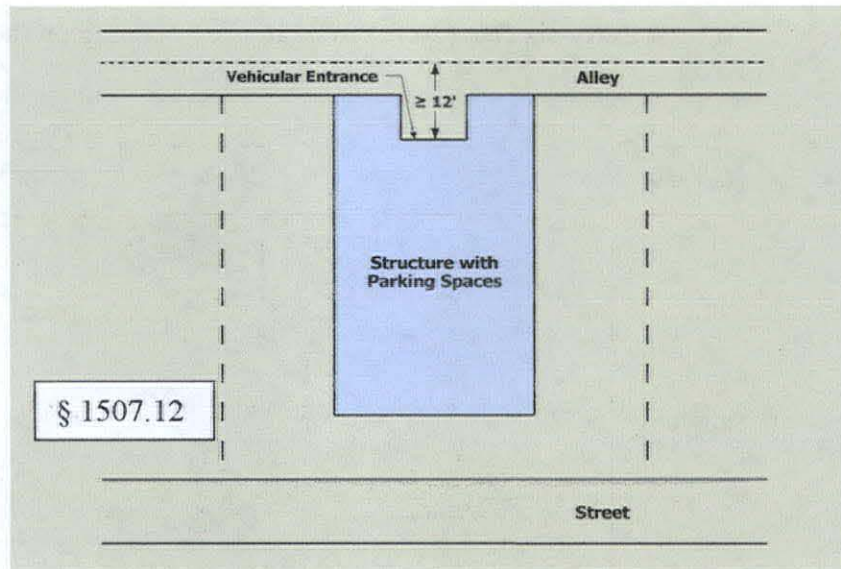
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- (c) At least thirty-six feet (36 ft.) from an alley opening on the same street.



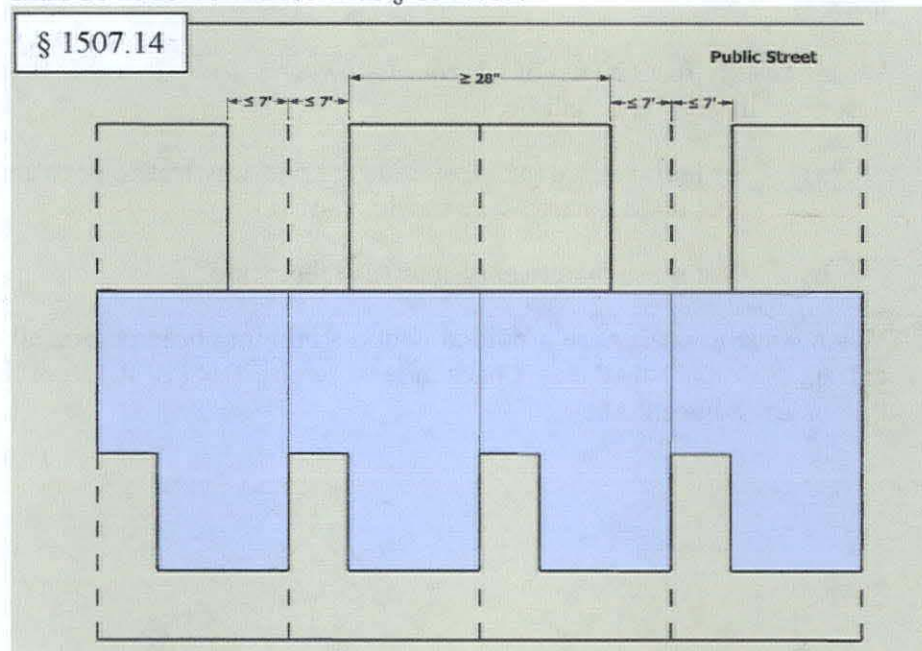
- 1507.10 A driveway providing access to *parking spaces* serving a *dwelling* with three (3) or fewer residential units, or that serves only one (1) parking space for any use, shall be at least eight (8) feet wide; and not more than ten (10) feet wide. These width requirements apply within twenty feet (20 ft.) of all *front lot lines*.
- 1507.11 Within twenty feet (20 ft.) of all *front lot lines*, a driveway other than as described in § 107.10 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 feet (12 ft.) from the center line of any adjacent alley.

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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 feet (7 ft.) 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

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- (b) be constructed with an all-weather surface that may be permeable.

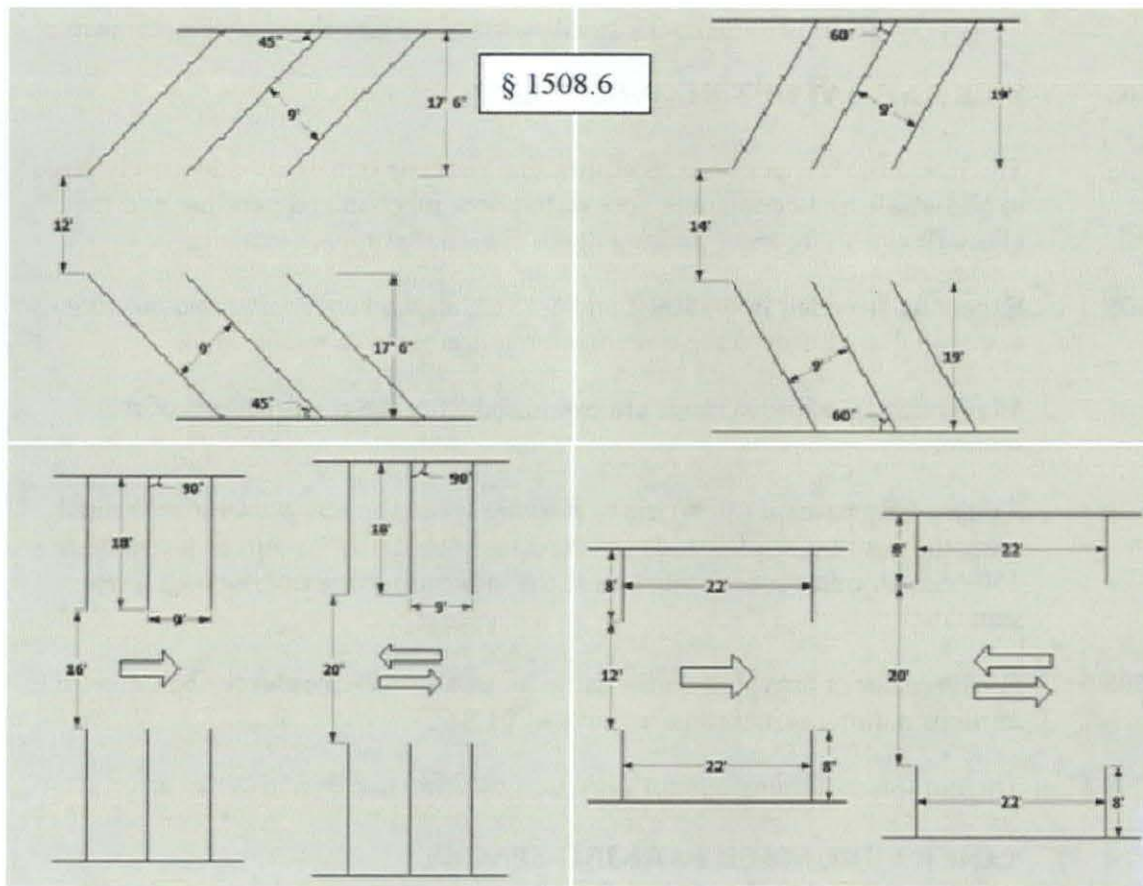
1508 SIZE AND LAYOUT REQUIREMENTS

- 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 § 1509.3 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 § 1509.5. All other spaces must meet the minimum *compact parking space* standards.
- 1508.5 *Parking spaces* provided on the same lot as a *historic resource* shall meet the minimum dimensional requirements of §1509.7.
- 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 |

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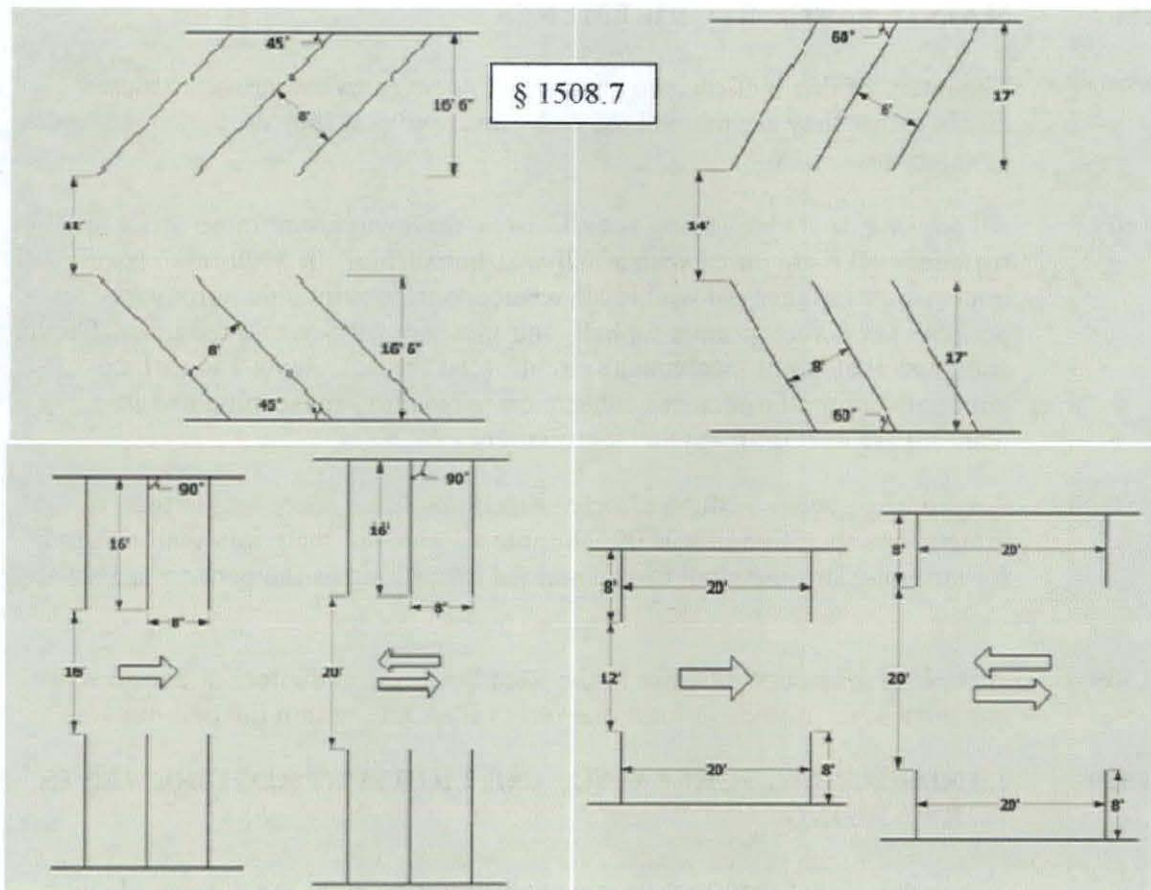


1508.7 The minimum dimensions for *compact parking spaces* and *aisles* are:

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 |

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- 1508.8 All *parking spaces* and access ways to and from spaces shall have a minimum vertical clearance of six feet, six inches (6 ft., 6 in).
- 1508.9 Parking areas shall be designed so that no vehicle shall project over any lot line or *building 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.

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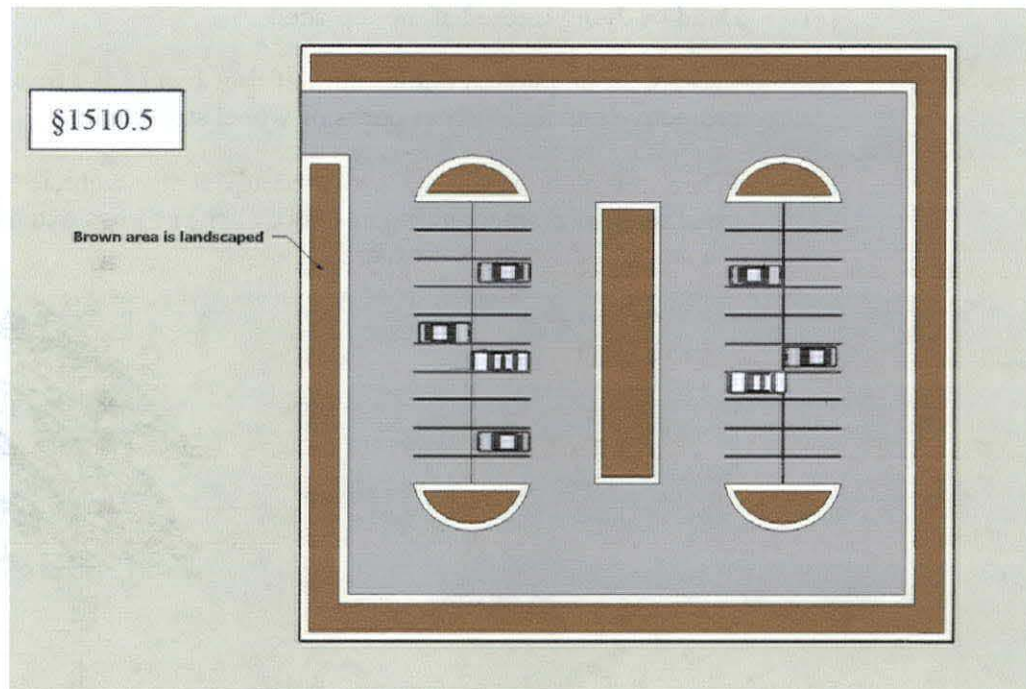
1509 MAINTENANCE REQUIREMENTS

- 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 and lined according to the dimensions specified in § 1509. 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* must be landscaped.

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1510.6 Landscaping around the perimeter of the parking area may count toward the area requirement of § 1511.3 up to a distance of six feet (6 ft.) 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:

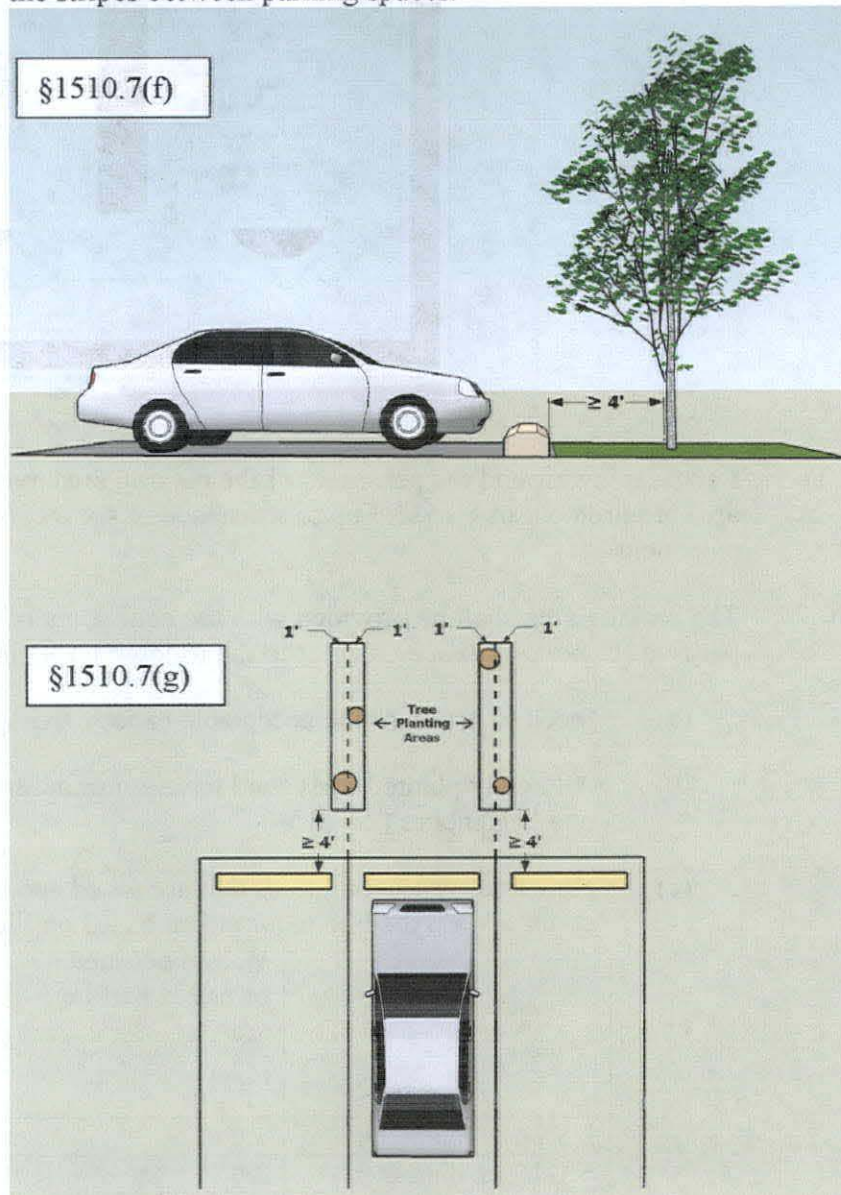
- (a) [need to list or define acceptable canopy trees];
- (b) All newly planted trees shall have a minimum diameter of two and one-half inches (2.5 in.);
- (c) New trees or existing trees that are saved and maintained shall count toward the tree requirement based on the following table:

| | 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 |

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

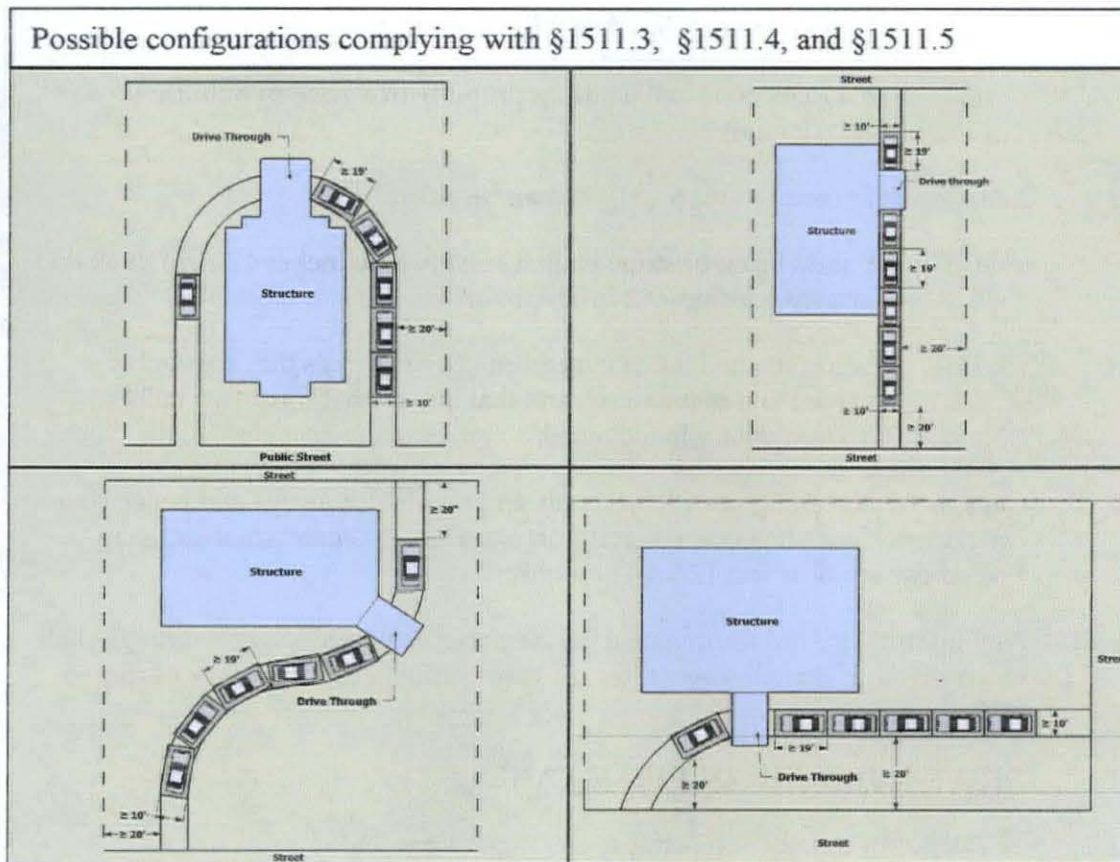
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- (e) Dead or dying trees shall be replaced;
- (f) Trees shall be planted a minimum of four feet (4 ft.) from any protective barrier, such as curbs or wheel stops; and
- (g) When tree planting areas are located adjacent to vehicle overhangs, trees shall be planted within one foot (1 ft.) 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:

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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 square feet (20,000 sq. ft.);
- (b) A minimum of two hundred eighty-five square feet (285 sq. ft.) of parking area will be provided for each parking space;
- (c) Residential uses will occupy no more than twenty percent (20%) of

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- (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 inches (12 in.) thick and forty-two inches (42 in.) high; or
- (b) Evergreen hedges or evergreen growing trees that are thickly planted and maintained, and that are at least forty-two inches (42 in.) 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 feet (24 ft.) 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 feet (20 ft.) of any street lot line.

1511.5 Each queuing space shall be a minimum of ten feet (10 ft.) in width by nineteen feet (19 ft.) in length and shall constitute an exclusive queuing lane.

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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.
- 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 mile (1/4 mi.) 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 feet (400 ft.) 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:

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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 feet (7 ft.) or where the greater dimension is less than fourteen feet (14 ft.), 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 inches (2 in.) 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.
- (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.

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- (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 mile (1/4 mi.) 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.
- 1513.7 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.
- 1513.8 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.
- 1513.9 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

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(c) Topographic and traffic conditions.

1513.10 In approving a modification or waiver under § 1513.9, 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.

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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 bicycle parking plan 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 Required bicycle parking spaces shall be provided and maintained so long as the structure that the bicycle parking spaces are designed to serve exists.
- 1602.4 Where required bicycle parking is provided as racks, the racks must meet the following standards:

- (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 a minimum of thirty inches (30 in.) on center, 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. but no less than 2 spaces. | 1 space for each 40,000 sq. ft., but no less than 2 spaces |
| Agriculture | None | 2 spaces |
| Animal Sales, Care and Boarding | 1 space for each 10,000 sq. ft. but no less than 2 spaces. | 1 space for each 10,000 sq. ft. but no less than 2 spaces |
| Antennas | None | None |
| Arts Design and Creation | 1 space for each 10,000 sq. ft. but no less than 2 spaces. | 1 space for each 20,000 sq. ft. but no less than 2 spaces |
| Basic Utilities | 1 space for each 20,000 sq. ft. but no less than 2 spaces. | None |
| Chancery | 1 space for each 5,000 sq. ft. but no less than 2 spaces. | 1 space for each 40,000 sq. ft. |
| Commercial Parking | None | None |
| Community-Based Institutional Facility | 1 space for each 10,000 sq.ft. but no less than 2 spaces. | 1 space for each 10,000 sq. ft. but no less than 2 spaces |
| Daytime Care | 1 space for each 10,000 sq.ft. but no less than 2 spaces. | 1 space for each 10,000 sq. ft. but no less than 2 spaces |
| Education | 1 space for each 10,000 sq.ft. but no less than 2 spaces. | 1 space for each 2,000 sq. ft. but no less than 10 spaces |
| Emergency Shelter | 1 space for each 10,000 sq.ft. but no less than 2 spaces. | 1 space for each 10,000 sq. ft. but no less than 2 spaces |
| Entertainment, Assembly, and Performing Arts | 1 space for each 10,000 sq.ft. but no less than 2 spaces. | 1 space for each 10,000 sq. ft. but no less than 2 spaces |
| Firearm Sales | 1 space for each 10,000 sq.ft. but no less than 2 spaces. | 1 space for each 2,500 sq. ft. |

| | | |
|---------------------------------------|---|---|
| Food and Alcohol Services | 1 space for each 10,000 sq.ft. but no less than 2 spaces. | 1 space for each 2,500 sq. ft. |
| Health Care | 1 space for each 10,000 sq.ft. but no less than 2 spaces. | 1 space for each 40,000 sq. ft. but no less than 2 spaces |
| Institutional | 1 space for each 10,000 sq.ft. but no less than 2 spaces. | 1 space for each 2,000 sq. ft. but no less than 10 spaces |
| Local Government | 1 for each 5,000 sq. ft. but no less than 2 spaces. | 1 space for each 40,000 sq. ft. but no less than 6 spaces |
| Marine | none | 1 space for each 2,500 sq. ft. |
| Motor Vehicle-related | 1 space for each 20,000 sq. ft. but no less than 2 spaces. | 1 space for each 10,000 sq. ft. but no less than 2 spaces |
| Office | 1 for each 5,000 sq. ft. but no less than 2 spaces. | 1 space for each 40,000 sq. ft. but no less than 2 spaces |
| 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. but no less than 2 spaces. | None |
| Residential | 1 space for each 3 dwelling units, but no less than 2 spaces. | 1 space for each 20 dwelling units, but no less than 2 spaces |
| Retail | 1 for each 10,000 sq. ft. but no less than 2 spaces. | 1 space for each 2,500 sq. ft. |
| Service | 1 for each 10,000 sq. ft. but no less than 2 spaces. | 1 space for each 2,500 sq. ft. |
| Sexually-based Business Establishment | 1 for each 10,000 sq. ft. but no less than 2 spaces. | 1 space for each 10,000 sq. ft. but no less than 2 spaces |
| Transportation Infrastructure | None | None |
| Waste-related Services | 1 space for each 20,000 sq. ft. but no less than 2 spaces. | None |

1603.2 The bicycle parking standards of this chapter apply to all newly constructed *buildings*.

1603.3 When a property changes use categories or adds a use category, the following shall apply:

- (a) Additional bicycle parking spaces shall be required only when the minimum number of bicycle *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, unless otherwise expressly stated;
- (b) When determining the amount of additional required bicycle parking spaces, it shall be assumed that the previous use provided the minimum number of bicycle parking spaces required; and
- (c) *Historic resources* shall not be required to provide additional bicycle parking spaces for a change in use without expansion.

1603.4 The expansion of a use within a building triggers additional bicycle parking requirements only when its gross floor area 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.

- 1603.5 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.
- 1603.6 Special exception relief from additional parking requirements for historic resources is provided for in § 1608.4.
- 1603.7 Any expansion, regardless of size, of a use that operates outside of a building shall conform to applicable bicycle parking standards.
- 1603.8 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.
- 1603.9 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 *short-term bicycle parking spaces* are provided for the use of visitors to a building.
- 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.

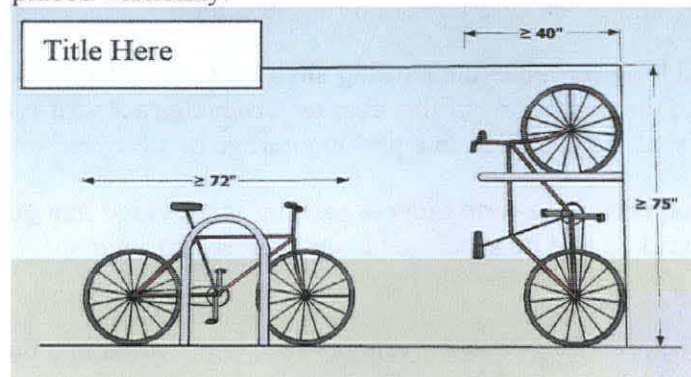
- 1605.3 Required short-term bicycle parking spaces shall be located within fifty feet (50 ft.) of a *primary entrance* to the building they serve.
- 1605.4 Areas devoted to short-term bicycle parking shall be surfaced and maintained with an all-weather surface conforming to the requirements of [§ 1509.2 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 To allow room for bicycle maneuvering, 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 maneuvering area 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 *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 long-term building tenants.
- 1606.4 Required long-term bicycle parking shall be provided as racks or lockers subject to the conditions of this chapter. 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 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 with 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 Required long-term bicycle parking spaces shall be independently accessible by means of an aisle of a minimum width of forty-eight inches (48 in.) and 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 Required long-term bicycle parking spaces shall have a minimum vertical clearance of seventy-five inches (75 in.), 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.

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.

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 |

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| | | |
|--|------|------|
| 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 |
| More than 100,000 sq. ft. gross floor area | 2 | 1 |
| Education | | |

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| | | |
|---|---|------|
| 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 |
| 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 |

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| | | |
|--|------|------|
| floor area | | |
| 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 | | |
| 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 | 2 | 1 |

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| | | |
|--|------|------|
| sq. ft. gross floor area | | |
| 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 The expansion of a use within a building triggers additional loading requirements only when its gross floor area 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 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.

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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, 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.

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.

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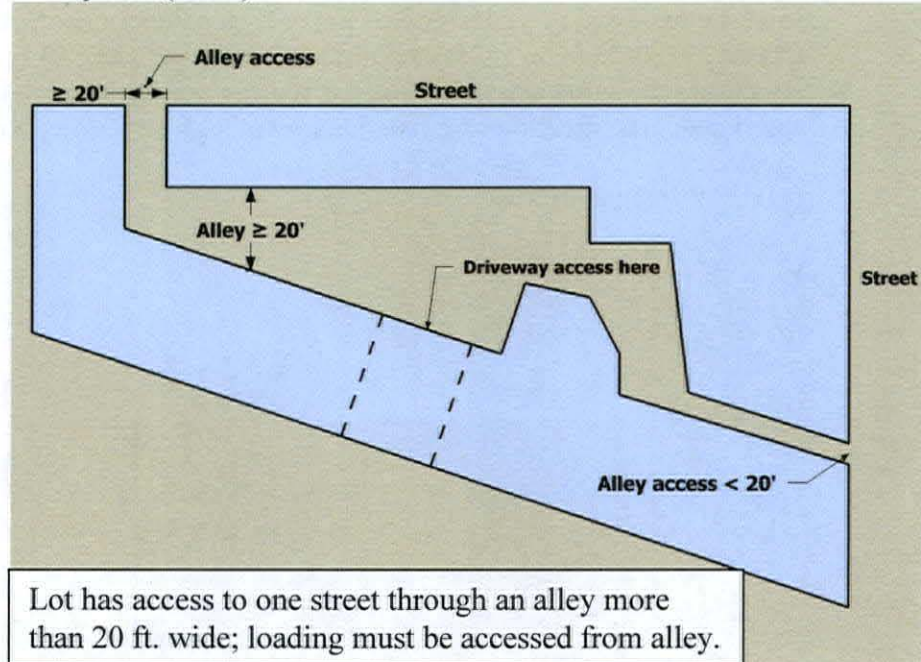
- 1704.3 Loading facilities in PDR zones are not subject to the requirements of 1704.2.
- 1704.4 All loading platforms shall be located contiguous and with unobstructed access to the loading berth and shall have unobstructed access to an entrance to the building or structure.
- 1704.5 All loading berths shall be designed so that no vehicle or any part thereof shall project over any lot line, front setback line, or building restriction line.
- 1704.6 Required loading berths may be provided in facilities designed to serve jointly two (2) or more adjoining buildings or structures on lots 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. A certified true copy of the 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, then 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 driveway accessing either:
- (a) An improved street, subject to the limitation of § 1705.3; or
 - (b) An improved alley or alley system with a minimum width of ten feet (10 ft.).
- 1705.3 No driveway that provides access to loading berths and service/delivery loading spaces shall be permitted to connect to a street if the lot:
- (a) Can be accessed from an abutting alley with a minimum width of twenty feet (20 ft.); and

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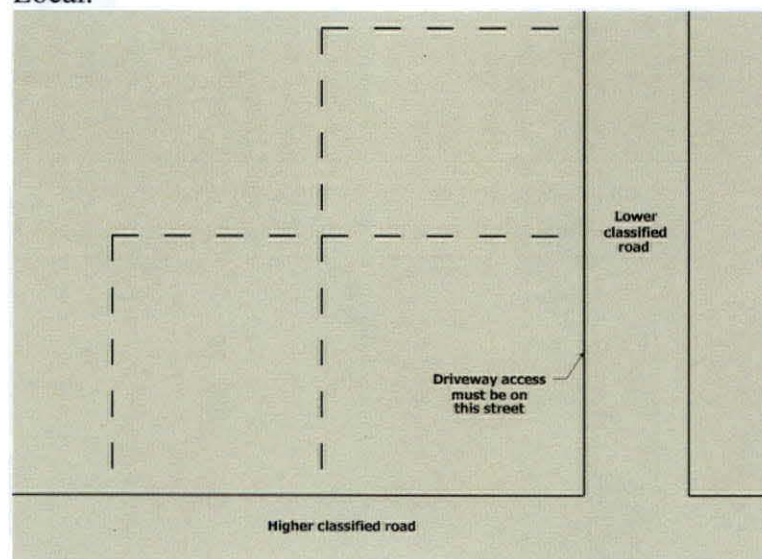
- (b) Can access a street through an alley network with a minimum width of twenty feet (20 ft.).



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1705.4 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 Street 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.



1705.5 When a lot abuts two (2) streets or more, it shall have no more than three (3) driveway openings.

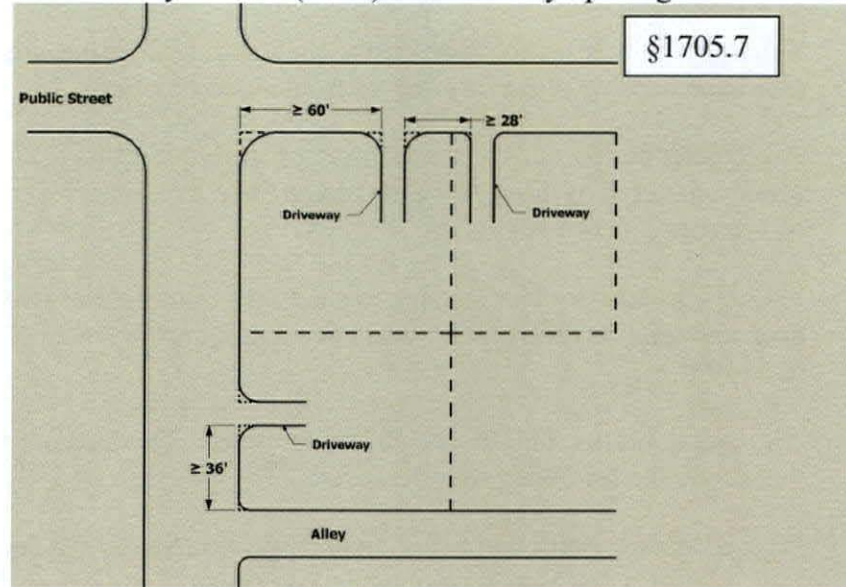
1705.6 When a lot abuts fewer than two (2) streets, it shall have no more than two (2) driveway openings.

1705.7 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

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- (c) at least thirty-six feet (36 ft.) from an alley opening on the same street.



- 1705.8 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%).
- 1705.9 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.
- 1705.10 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 all plans.
- 1708.2 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 plans.
- 1708.3 Buildings requiring loading must have at least one (1) trash room within the building and within or immediately adjacent to the loading area.
- 1708.4 Trash receptacles external to a building shall be screened and or covered to protect adjacent or nearby properties and to promote the public health, safety and welfare.

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

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- (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, the following types of relief, subject to the general requirements of [§ 3104] and any additional requirements of this section:
 - (a) A reduction or elimination of the amount of loading berths or service/delivery loading spaces required by § 1702.1;
 - (b) The use of off-site loading facilities, including joint loading berths and service/delivery loading spaces;
 - (c) A waiver from the driveway location requirements of § 1705.4;
 - (d) Modifications to the access requirements of § 1705.8; and
 - (e) Modifications or waivers of the screening requirements of §§ 1709.2 and 1709.3.

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- 1710.4 Approval of a reduction or elimination of the number of loading berths or service/delivery spaces required by § 1702.1 shall be subject to the following additional criteria:
- (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.
- 1710.5 Approval of a waiver of the driveway location requirements of § 1705.4 shall be subject to the following additional criteria:
- (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.
- 1710.6 Approval of modifications to the access requirements of § 1705.8 shall be subject to the following additional criteria:
- (a) The resulting loading berths and approaches to the berths are usable by the type of vehicles they are designed to serve.
- 1710.7 Approval of modifications or waivers of the screening requirements of § 1709 shall be subject to the following additional criteria:
- (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.
- 1710.8 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.