

3/31/2010

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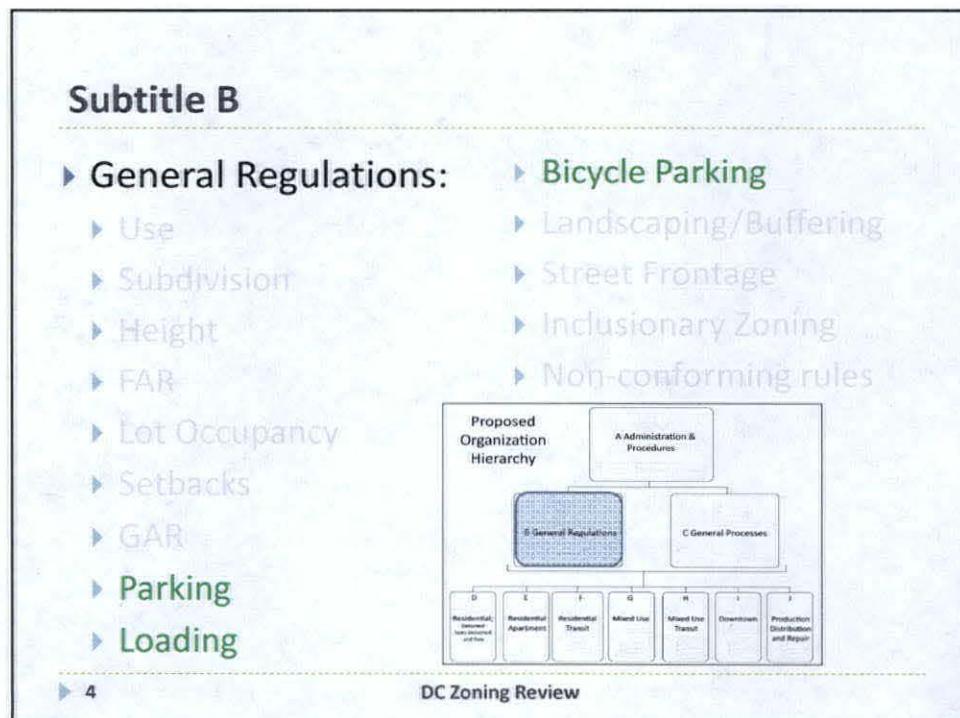
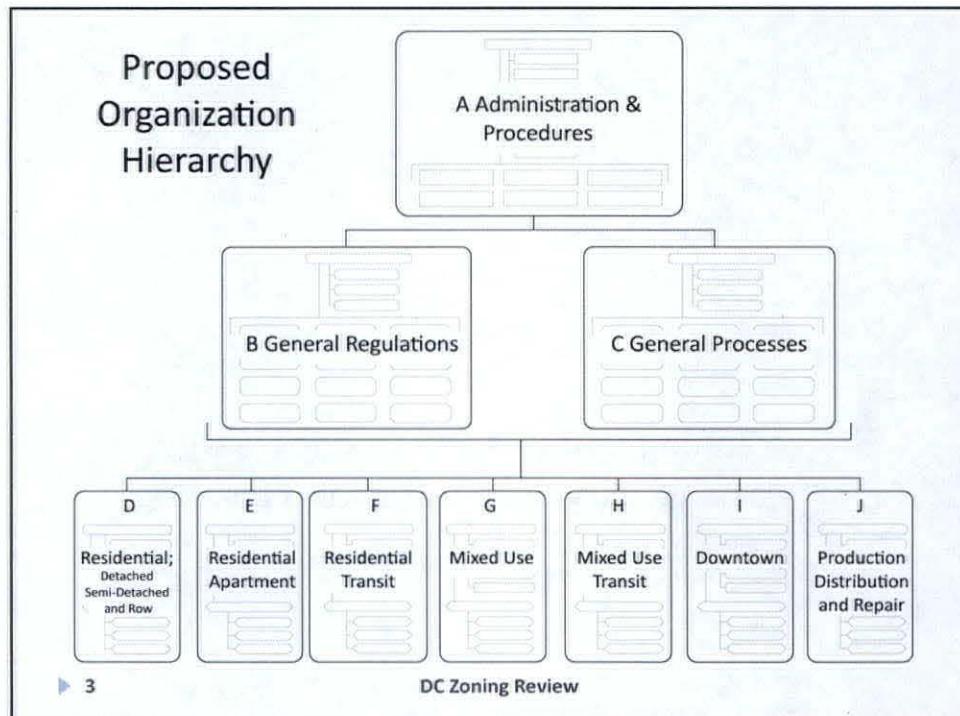
Zoning Commission Public Hearing: Parking, Bicycle Parking, and Loading

DC Zoning Review: November 15, 2010

Code Reorganization

ZONING COMMISSION
District of Columbia

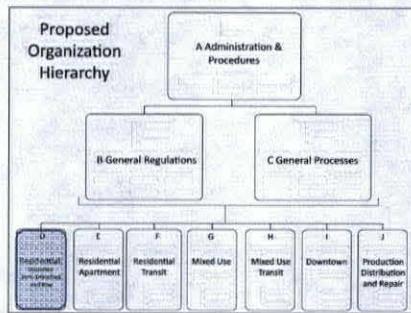
CASE NO. *08-71* ZONING COMMISSION
District of Columbia
CASE NO. 08-06
EXHIBIT NO. *71* EXHIBIT NO. 77



Subtitles D-J

► Land Use Subtitles:

- Development standards
 - Height
 - FAR
 - Setbacks
- Use permissions
- **Parking**
- Bicycle Parking and Loading chapters not needed in land use subtitles



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DC Zoning Review

Background

- Spring 2008: Parking and Loading working groups
- July 2008: Parking guidance hearing
- September 2008: Loading guidance hearing
- Oct./Nov. 2008: Zoning Commission guidance received
- To date:
 - Additional research
 - Coordination with DDOT

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DC Zoning Review

Parking: Background

Policy Framework

- ▶ 2050 Region Forward (Targets)
 - ▶ “Reduce Vehicle Miles Traveled per capita” (p.18).
 - ▶ “Increase the share of walk, bike, and transit trips” (p.25).
- ▶ DC Comprehensive Plan
 - ▶ “Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven to increase the efficiency of the transportation system” (p. 4-34, Policy T-3.1.1).
- ▶ DDOT Action Agenda
 - ▶ “Support zoning code updates that expand bicycle parking and amenity requirements and implement vehicle parking maximums where feasible” (p. 28).

State of Affairs

- ▶ Mobility
 - ▶ 2nd most congested urban area in the nation
 - ▶ 62 hours of delay per person annually
 - ▶ Peak period spread over multiple hours in morning and evening
 - ▶ Surface transit constrained and slow
- ▶ Air Quality
 - ▶ Washington DC region is a “non-attainment” area for ground level ozone
 - ▶ American Lung Association recently graded Washington DC “F” for ozone and particulate levels

▶ 9

DC Zoning Review

Overall Approach

- ▶ Retain minimums for larger apartment buildings and for non-residential development, when outside downtown or a transit-oriented area
- ▶ Eliminate minimum parking requirements in downtown, PDR zones, and high-density and mixed-use zones with high levels of transit service
- ▶ Eliminate minimums for small residential properties (under 10 units)
- ▶ Establish maximum limits
- ▶ Update standards for the location and design of parking

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DC Zoning Review

Why Do This?

“Rather than assisting in solving the street traffic problem, [free off-street parking] may very probably have the opposite effect by inducing a large amount of unnecessary vehicle usage.”

- Hawley Simpson
former president,
Institute of Traffic Engineers

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DC Zoning Review

Why Do This?

- ▶ Manage congestion on the District's constrained road network
- ▶ Promote more sustainable modes of transportation
- ▶ Reduce environmental harms (air and water pollution, urban heat island)
- ▶ Reduce housing and development costs
- ▶ Shield neighbors from noise and visual impacts of parking
- ▶ Promote a walkable urban environment

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DC Zoning Review

Tools for Mitigating Spill-over

- ▶ **Parking Management**
 - ▶ Residential Permit Parking (RPP)
 - ▶ Residents Only (No Grace Period)
 - ▶ Ballpark District
 - ▶ Convention Center
 - ▶ Extension of permit parking hours
 - ▶ Performance Pricing w/ Multi space Meters
 - ▶ Visitor Passes by ANC
 - ▶ First piloted in Ward 4
 - ▶ Now operating in Wards 3, 4, 5 and partially in 1 & 6
 - ▶ Meter Parking w/ RPP Exempt
 - ▶ Traffic Control Officers issuance of standing violations

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DC Zoning Review

Tools for Mitigating Spill-over

- ▶ **Traffic Safety / Calming**
 - ▶ Livability Studies
 - ▶ Proactive
 - ▶ Citywide
 - ▶ Traffic Calming Assessments
 - ▶ Customer Response
 - ▶ Spot locations
- ▶ **Transit Services**
 - ▶ Circulator
 - ▶ Express Bus
 - ▶ Streetcar
 - ▶ Bike Share

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DC Zoning Review

Parking Chapter Text

Section 1500

- ▶ **Introduction to Parking Chapter**
 - ▶ Intent of parking regulation
 - ▶ Building permits and certificates of occupancy require compliance

Section 1501

- ▶ Relationship to Land Use Subtitles
 - ▶ How Parking Chapter interacts with zones
 - ▶ How parking requirements are codified within zones
 - ▶ Minimum requirements will be in each land use subtitle
 - ▶ Car-share space permissions will be in each land use subtitle
 - ▶ Use-related conditions

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DC Zoning Review

Relationship to Land Use Subtitles

- ▶ Subtitles with Minimum Parking Requirements:
 - ▶ Subtitle D (Neighborhood Residential)
 - ▶ Subtitle E (Apartment)
 - ▶ Subtitle G (Mixed-Use)
- ▶ Subtitles without Minimum Requirements:
 - ▶ Subtitle F (Apartment – Transit)
 - ▶ Subtitle H (Mixed-Use – Transit)
 - ▶ Subtitle I (Downtown)
 - ▶ Subtitle J (PDR/Industrial)

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DC Zoning Review

Section 1502

- ▶ **Minimum Parking Requirements**
 - ▶ Application of minimum requirements, and rules governing them
 - ▶ Building additions
 - ▶ Change or addition of a use category
 - ▶ Historic resources
 - ▶ Ability to share spaces among uses
 - ▶ Location of required spaces, and rules governing off-site spaces
 - ▶ Car-share spaces count toward minimums

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DC Zoning Review

Section 1503: Maximum Parking Requirements

- ▶ **Case for Maximums**
 - ▶ Impacts of unconstrained parking on transportation network (e.g., NoMa)
 - ▶ Air quality impacts
 - ▶ Stormwater and urban heat island impacts of large surface lots
 - ▶ Success in other cities

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DC Zoning Review

DDOT Mobility Case Study - NoMa

- ▶ Development program
 - ▶ 20 million SF of development expected
 - ▶ 7,400 parking spaces now; 16,500 expected
- ▶ Potential Impacts
 - ▶ Potential for 12,000 new peak hour trips
 - ▶ Arterial connections will not function
 - ▶ NoMA bound drivers will experience significant delay prior to arrival in the NoMA area
 - ▶ Total travel times outside NoMA will increase
 - ▶ Delay will shift traffic into adjacent neighborhoods
 - ▶ NoMA streets will not function properly
 - ▶ Delay at many intersection may rise to 5-10 minutes
 - ▶ Congestion would necessitate one-way streets

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DC Zoning Review

Best Practices in Other Cities

	Max in High Transit	Land Use	Notes
Portland	.7 / .8 per 1000 SF	Office	CBD / Transit Mall
	1.0 per 1000 SF	Retail	CBD
Milwaukee*	1 per 1000 SF	Office	Citywide
	2 per 1000 SF	Retail	Citywide
San Francisco	.233 per 1000 SF	All	Downtown Core
Federal Sites	.25 per employee	Office	Example: Saint E's (1 per ~1000 SF)
London & European Cities	.2 - .37 per 1000 SF	Various	In commercial areas

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DC Zoning Review

Section 1503: Maximum Parking Requirements

► OP and DDOT Proposal:

- Adopt structure of Alternative 2; one set of maxes for downtown and TOD, one set for all other areas
- Leave actual numbers blank/reserved
- OP and DDOT conduct further analysis and outreach
- Hearing on proposed numbers in spring 2011

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DC Zoning Review

Section 1503: Maximum Parking Requirements

1503.1 Non-TOD

- a) No above-grade parking area shall be built or expanded to exceed one hundred thousand (100,000) square feet in land area;
- b) No parking area shall be built or expanded to have more than [Reserved for parking numbers] parking spaces; and
- c) No parking area associated with a use or uses shall be built or expanded to have [Reserved for parking numbers]

► 1503.2 TOD (including Downtown)

- a) No above-grade parking area shall be built or expanded to exceed one hundred thousand (100,000) square feet in land area;
- b) No parking area shall be built or expanded to have more than [Reserved for parking numbers] parking spaces; and
- c) No parking area associated with a use or uses shall be built or expanded to have [Reserved for parking numbers]

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DC Zoning Review

Section 1504

- ▶ Car-Share Parking Space Requirements
 - ▷ Required set-aside for all parking facilities with more than 50 spaces
 - ▷ Small requirement, increases as size of facility increases
 - ▷ Notice and access rules (right of first refusal)

▷ 25

DC Zoning Review

Section 1505

- ▶ Rules of Calculation
 - ▷ All standards based on GFA or number of dwelling units
 - ▷ Rounding up and down
 - ▷ Exclusion of parking and loading areas from calculation of GFA

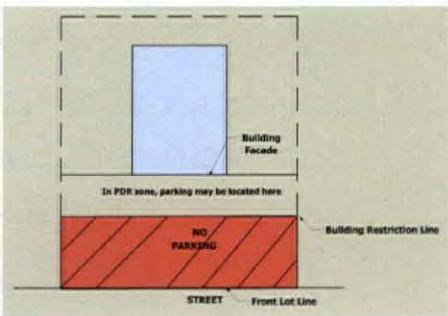
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DC Zoning Review

Section 1506

► Location Restrictions

- ▶ Not in front of a building (except industrial)
- ▶ Not in front of a front setback line or building restriction line
- ▶ Special rules for structured parking: cannot be within 20 feet of street lot lines, unless below-ground (promotes “liner uses” in buildings)



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DC Zoning Review

Section 1507

► Access Requirements

- ▶ Calibrated to be in sync with DDOT requirements
- ▶ Requirements to access from improved alleys
- ▶ Preference for access on lower-classified streets
- ▶ Restrictions on number and width of driveways
- ▶ Restrictions on how close a driveway can be to an intersection, an alley, or another driveway
- ▶ Encouragement of shared driveways

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DC Zoning Review

Section 1507

► Access Requirements

- Calibrated to be in sync with DDOT requirements
- ~~Requirements to access from improved alleys~~
- ~~Preference for access on lower classified streets~~
- Restrictions on number and width of driveways
- Restrictions on how close a driveway can be to an intersection, an alley, or another driveway
- Encouragement of shared driveways

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DC Zoning Review

Section 1508

► Size and Layout Requirements

- Updated standards to conform to current practice
- Greater flexibility for location and number of compact spaces
- Buffering and protection of pedestrian areas
- Exemption for mechanized parking systems

► 30

DC Zoning Review

Section 1509

► Maintenance Requirements

- Surfacing requirements
- Striping
- Litter receptacles

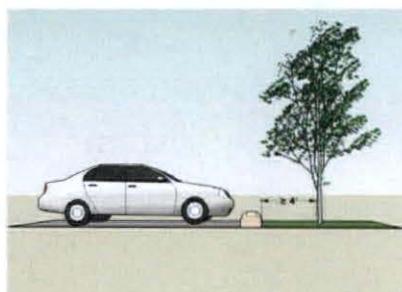
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DC Zoning Review

Section 1510

► Landscaping, Screening, and Lighting

- Significantly enhanced landscaping: promotes stormwater control and tree cover
- Screening requirements clarified



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DC Zoning Review

Section 1510

► Additions to Tree Planting Requirements

- ▶ Species list added
 - ▶ Divides species into Small, Medium, Large
 - ▶ Species on list are preferred, but ZA can approve substitutes with Urban Forester's advice
 - ▶ For each tree from the "small" list, one from the "large" list must be planted – ensures that canopy goal will be met
 - ▶ Clarification that trees can be planted in all landscaped areas of parking lot

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DC Zoning Review

Section 1511

► Drive-Through Queuing Lanes

- ▶ Carry-over of existing requirements
- ▶ Comp Plan discourages drive-throughs, but does not suggest new rules
- ▶ Existing rules ensure that where drive-throughs are permitted, they do not create queuing problems on public space
- ▶ Additional use-related conditions may apply by zone

► 34

DC Zoning Review

Section 1512

► Exceptions

- Exceptions are administrative, not subject to BZA review
- At present, only one exception: waiver of size/layout requirements for attendant parking
- Section is set up to add more exceptions over time, as needed

► 35

DC Zoning Review

Section 1513

► Special Exceptions (6 types)

- 1: complete (Alternative 1) or partial (Alternative 2) relief from minimums if any of following apply:
 - Within $\frac{1}{4}$ mile of transit
 - Demonstration of reduced demand
 - Implementation of TDM
 - Physical difficulty
- OP and DDOT recommend Alternative 1: full relief should be available

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DC Zoning Review

Section 1513

- ▶ **Special Exceptions (continued)**
 - ▶ 2: complete or partial relief from minimums if:
 - ▶ Only street access is available and DDOT has denied curb cut; OR
 - ▶ Driveway would violate zoning regulations or public space regulations
 - ▶ 3: complete or partial relief from minimums for historic resources

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DC Zoning Review

Section 1513

- ▶ **Special Exceptions (continued)**
 - ▶ 4: relief from maximums if applicant implements TDM plan
 - ▶ 5: waiver of driveway location standards if they are impractical
 - ▶ 6: modification or waiver of screening requirements

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DC Zoning Review

Parking Chapter

- ▶ **Section 1500: Introduction to Parking Chapter**
- ▶ **Section 1501: Relationship to Land Use Subtitles**
- ▶ **Section 1502: General Parking Requirements**
- ▶ **Section 1503: Maximum Parking Requirements**
- ▶ **Section 1504: Car-Share Parking Space Requirements**
- ▶ **Section 1505: Rules of Calculation**
- ▶ **Section 1506: Location Restrictions**
- ▶ **Section 1507: Access Requirements**
- ▶ **Section 1508: Size and Layout Requirements**
- ▶ **Section 1509: Maintenance Requirements**
- ▶ **Section 1510: Landscaping, Screening, & Lighting Requirements**
- ▶ **Section 1511: Drive-Through Queuing Lanes**
- ▶ **Section 1512: Exceptions from Parking Requirements**
- ▶ **Section 1513: Special Exceptions from Parking Requirements**

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DC Zoning Review

Bicycle Parking Chapter

Section 1600

- ▶ **Introduction to Bicycle Parking Chapter**
 - ▶ Intent of bicycle parking regulations
 - ▶ Building permits and certificates of occupancy require compliance

▶ 41

DC Zoning Review

Section 1601

- ▶ **Relationship to Land Use Subtitles**
 - ▶ How Bicycle Parking Chapter interacts with zones
 - ▶ Bicycle parking (unlike motor vehicle parking) applies same standards to all zones – no chapters needed in land use subtitles
 - ▶ Use-related conditions may still apply

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DC Zoning Review

Section 1602

► General Requirements

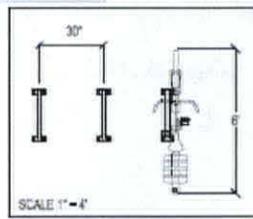
- Standards that apply to all bike parking, whether short-term or long-term spaces
 - Signage
 - Ability to lock with standard U-lock
 - Supports bike frame in at least two places
 - Minimum clearance
 - Securely anchored

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DC Zoning Review

General Requirements

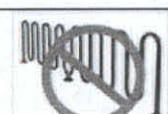
This:



Not This:



This type of rack can bend the wheel.



This type of rack does not support the bicycle frame in at least 2 places.

► 44

DC Zoning Review

Section 1603: Minimum Bicycle Parking Spaces

<ul style="list-style-type: none">▶ Current Standards<ul style="list-style-type: none">▶ Only retail, office, and service in certain zones▶ 5% of required motor vehicle parking	<ul style="list-style-type: none">▶ Proposed Standards<ul style="list-style-type: none">▶ All uses (with 2 exceptions)▶ All zones▶ Standards based on consultant and DDOT experience with actual usage rates
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▶ 45

DC Zoning Review

Section 1603: Minimum Bicycle Parking Spaces

- ▶ Major changes compared to setdown version:
 - ▶ Office: long-term requirement doubled to 1 space per 2,500 sq. ft. (supports 10% commute goal)
 - ▶ Residential: long-term requirement increased from 1 space per 3 units to 3 spaces per 4 units
 - ▶ Education and Institutional: long-term requirement increased to 1 space per 7,500 sq. ft.
 - ▶ Retail, service, and similar uses: short-term requirement slightly lowered (from 1 per 2,500 sq. ft. to 1 per 3,500)

▶ 46

DC Zoning Review

Section 1603: Minimum Bicycle Parking Spaces

Use	Long-Term Spaces	Short-Term Spaces
Accommodation	1 space for each 10,000 sq. ft.	1 space for each 40,000 sq. ft.
Agriculture	None	2 spaces
Animal Sales, Care and Boarding	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Antennas	None	None
Arts Design and Creation	1 space for each 10,000 sq. ft.	1 space for each 20,000 sq. ft.
Basic Utilities	1 space for each 20,000 sq. ft.	None
Chancery	1 space for each 5,000 sq. ft.	1 space for each 40,000 sq. ft.
Commercial Parking	None	None
Community-Based Institutional Facility	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Daytime Care	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Education	1 space for each 7,500 sq. ft.	1 space for each 2,000 sq. ft.
Emergency Shelter	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Entertainment, Assembly, and Performing Arts	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Firearm Sales	1 space for each 10,000 sq. ft. but no less than 2 spaces.	1 space for each 3,500 sq. ft.

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DC Zoning Review

Section 1603: Minimum Bicycle Parking Spaces

Food and Alcohol Services	1 space for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Health Care	1 space for each 10,000 sq. ft.	1 space for each 40,000 sq. ft.
Institutional	1 space for each 7,500 sq. ft.	1 space for each 2,500 sq. ft. but no less than 8 spaces
Local Government	1 for each 7,500 sq. ft.	1 space for each 40,000 sq. ft. but no less than 6 spaces
Marine	none	1 space for each 3,500 sq. ft.
Motor Vehicle-related	1 space for each 20,000 sq. ft.	1 space for each 10,000 sq. ft.
Office	1 for each 2,500 sq. ft.	1 space for each 40,000 sq. ft.
Parks and Recreation	None	1 space for each 10,000 sq. ft. but no less than 6 spaces
Production, Distribution, & Repair	1 space for each 20,000 sq. ft.	None
Residential	3 spaces for each 4 dwelling units	1 space for each 20 dwelling units
Retail	1 for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Service	1 for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Sexually-based Business Establishment	1 for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Transportation Infrastructure	None	None
Waste-related Services	1 space for each 20,000 sq. ft.	None

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DC Zoning Review

Section 1604

- ▶ Rules of Calculation
 - ▶ All standards based on GFA or number of dwelling units
 - ▶ Rounding up and down
 - ▶ Exclusion of parking and loading areas from calculation of GFA
 - ▶ (Same as rules for motor vehicle parking)

▶ 49

DC Zoning Review

Section 1605

- ▶ Short-Term Bicycle Parking Requirements
 - ▶ Intended for visitors
 - ▶ Typically outdoors, near entrances
 - ▶ Requirements include:
 - ▶ Proximity to building entrances
 - ▶ Surfacing
 - ▶ Maneuvering Space
 - ▶ Lighting, security, accessibility
 - ▶ Flexibility to place on public space, when DDOT permits

▶ 50

DC Zoning Review

Section 1606

- ▶ **Long-Term Bicycle Parking Requirements**
 - ▶ Intended for employees/residents/occupants
 - ▶ Typically indoors, in secure locations
 - ▶ Requirements include:
 - ▶ Location within the building
 - ▶ Separation from automobiles
 - ▶ Maneuvering space
 - ▶ Dimensional standards
 - ▶ Lighting, security, accessibility



▶ 51

DC Zoning Review

Section 1607

- ▶ **Requirements for Changing Facilities**
 - ▶ To be provided in conjunction with long-term bike parking
 - ▶ Only for non-residential uses occupying > 25,000 SF
 - ▶ Between 2 – 6 showers required
 - ▶ 0.6 clothing lockers for every required long-term space

▶ 52

DC Zoning Review

Section 1608

► Special Exceptions

- High degree of flexibility
- Can request relief for reductions in number of spaces when:
 - Less demand exists
 - TDM plan is implemented
 - Physically unable to locate all required spaces
- Relief also available from changing facilities requirements

► 53

DC Zoning Review

Bicycle Parking Chapter

- Section 1600: Introduction to Bicycle Parking Chapter
- Section 1601: Relationship to Land Use Subtitles
- Section 1602: General Requirements
- Section 1603: Minimum Bicycle Parking Spaces
- Section 1604: Rules of Calculation
- Section 1605: Short-Term Bicycle Parking Space Requirements
- Section 1606: Long-Term Bicycle Parking Space Requirements
- Section 1607: Requirements for Changing Facilities
- Section 1608: Special Exceptions

► 54

DC Zoning Review

Loading Chapter

Section 1700

- ▶ **Introduction to Loading Chapter**
 - ▶ Intent of loading regulations
 - ▶ Building permits and certificates of occupancy require compliance

Section 1701

- ▶ Relationship to Land Use Subtitles
 - ▶ How Loading Chapter interacts with zones
 - ▶ Loading requirements apply same standards to all zones – no chapters needed in land use subtitles
 - ▶ Use-related conditions may still apply

▶ 57

DC Zoning Review

Section 1702

- ▶ Loading Requirements
 - ▶ Application of minimum requirements, and rules governing them
 - ▶ Building additions
 - ▶ Change or addition of a use category
 - ▶ Historic resources
 - ▶ Ability to share loading facilities among uses

▶ 58

DC Zoning Review

Section 1703

- ▶ Rules of Measurement and Interpretation
 - ▶ Rounding up and down
 - ▶ Exclusion of parking and loading areas from calculation of GFA
 - ▶ Interpretive rules for mixed-use buildings

▶ 59

DC Zoning Review

Section 1704

- ▶ Location Restrictions
 - ▶ Within the building, or...
 - ▶ Within a rear yard (or side yard, with screening and 6-ft buffer)
 - ▶ Loading in PDR/Industrial zones is exempt from these restrictions
 - ▶ Rules for facilities serving more than one building

▶ 60

DC Zoning Review

Section 1705

- ▶ **Access Requirements (same as Parking)**
 - ▶ Calibrated to be in sync with DDOT requirements
 - ▶ Restrictions on number and width of driveways
 - ▶ Restrictions on how close a driveway can be to an intersection, an alley, or another driveway
 - ▶ Encouragement of shared driveways

▶ 61

DC Zoning Review

Section 1706

- ▶ **Size and Layout Requirements**
 - ▶ Updated standards to conform to current practice (smaller trucks)

▶ 62

DC Zoning Review

Section 1707

- ▶ **Maintenance Requirements**
 - ▶ Surfacing requirements
 - ▶ Limitations on use for other purposes
 - ▶ Requirements to keep loading areas free of debris and obstructions

▶ 63

DC Zoning Review

Section 1708

- ▶ **Trash Receptacles**
 - ▶ Not addressed in current regulations
 - ▶ Simple requirements to show area for trash storage on building plans, and to screen and cover receptacles outside buildings

▶ 64

DC Zoning Review

Section 1709

- ▶ **Screening, and Lighting**
 - ▶ Screening requirements clarified

▶ 65

DC Zoning Review

Section 1710

- ▶ **Special Exceptions**
 - ▶ Reduction or elimination of required spaces
 - ▶ When curb cut is an issue
 - ▶ For historic resources
 - ▶ Waiver of driveway location criteria
 - ▶ Topography or other unusual lot conditions
 - ▶ Alternate location improves site design or traffic
 - ▶ Modifications of access requirements
 - ▶ Modifications or waiver of screening

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DC Zoning Review

Loading Chapter

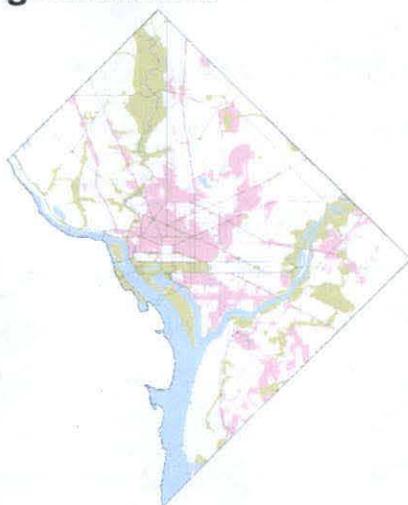
- ▶ **Section 1700: Introduction to Loading Chapter**
- ▶ **Section 1701: Relationship to Land Use Subtitles**
- ▶ **Section 1702: Loading Requirements**
- ▶ **Section 1703: Rules of Measurement and Interpretation**
- ▶ **Section 1704: Location Restrictions**
- ▶ **Section 1705: Access Requirements**
- ▶ **Section 1706: Size and Layout Requirements**
- ▶ **Section 1707: Maintenance Requirements**
- ▶ **Section 1708: Trash Receptacles**
- ▶ **Section 1709: Screening and Lighting Requirements**
- ▶ **Section 1710: Special Exceptions**

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DC Zoning Review

Downtown/TOD Parking Standards

- ▶ Minimum parking requirements removed
- ▶ Alternative 2: lower maximums would apply



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DC Zoning Review