

3/31/2010

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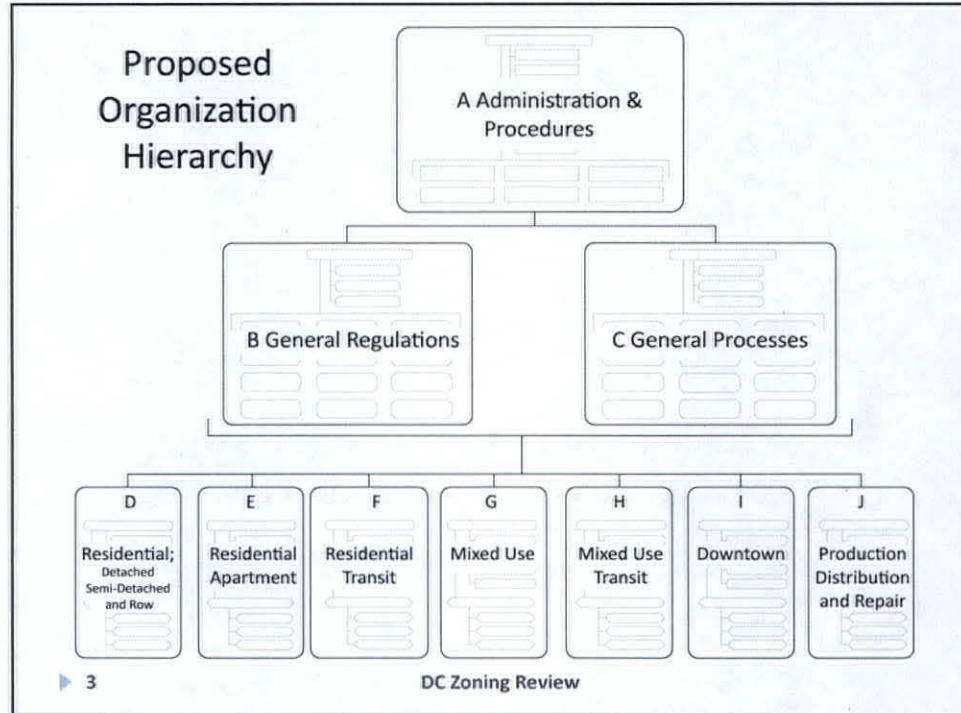
## Zoning Commission Public Hearing: Parking, Bicycle Parking, and Loading

DC Zoning Review: November 15, 2010

## Code Reorganization

ZONING COMMISSION  
District of Columbia

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



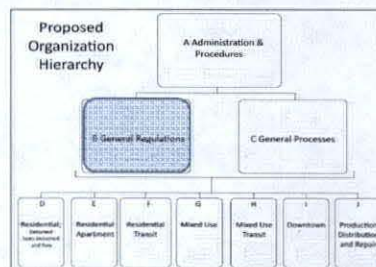
## Subtitle B

### ► General Regulations:

- Use
- Subdivision
- Height
- FAR
- Lot Occupancy
- Setbacks
- GAR
- **Parking**
- **Loading**

### ► Bicycle Parking

- Landscaping/Buffering
- Street Frontage
- Inclusionary Zoning
- Non-conforming rules



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## Subtitles D-J

### ► Land Use Subtitles:

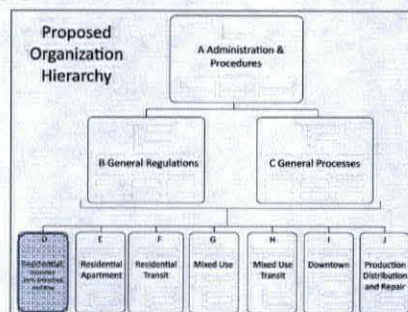
#### ► Development standards

- Height
- FAR
- Setbacks

#### ► Use permissions

#### ► **Parking**

- Bicycle Parking and Loading chapters not needed in land use subtitles



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## 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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## 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

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- ▶ **Mobility**
  - ▶ 2<sup>nd</sup> 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

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## Overall Approach

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- ▶ 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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## Why Do This?

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“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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## Why Do This?

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- 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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## 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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## 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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## Parking Chapter Text

### Section 1500

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



## Section 1501

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- ▶ 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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## Relationship to Land Use Subtitles

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- ▶ 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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## Section 1502

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- ▶ **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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## Section 1503: Maximum Parking Requirements

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- ▶ **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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## 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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## 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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## 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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## 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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## **Section 1504**

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- ▶ **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)

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## **Section 1505**

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- ▶ **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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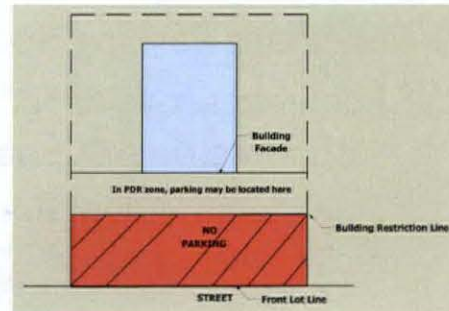
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## Section 1506

### ► 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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## 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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## Section 1507

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### ▶ 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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## Section 1508

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### ▶ 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

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## Section 1509

### ► Maintenance Requirements

- Surfacing requirements
- Striping
- Litter receptacles

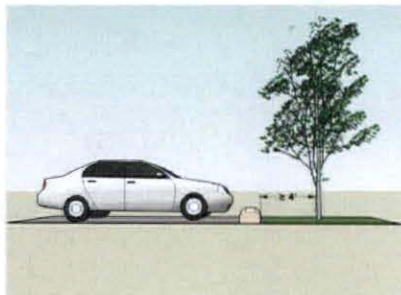
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## Section 1510

### ► Landscaping, Screening, and Lighting

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



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## Section 1510

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### ► 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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## Section 1511

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### ► 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

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## Section 1512

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### ► 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

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## Section 1513

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### ► Special Exceptions (6 types)

- 1: complete (Alternative 1) or partial (Alternative 2) relief from minimums if any of following apply:
  - Within ¼ 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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## Section 1513

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### ► 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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## Section 1513

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### ► 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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## 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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## Bicycle Parking Chapter



## **Section 1600**

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

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## **Section 1601**

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- ▶ **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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## Section 1602

### ► General Requirements

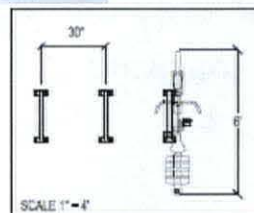
- Standards that apply to all bike parking, whether short-term or long-term spaces
  - Signage
  - Ability to lock with standard U-lock
  - Supports bike frame in at least two places
  - Minimum clearance
  - Securely anchored

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## 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.

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### **Section 1603: Minimum Bicycle Parking Spaces**

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

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### **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)

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## 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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## 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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## **Section 1604**

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### **► 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)

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DC Zoning Review

## **Section 1605**

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### **► 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

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## 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



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## 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

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## 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

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## 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**

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## Loading Chapter

### Section 1700

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

## **Section 1701**

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- ▶ **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

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## **Section 1702**

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- ▶ **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

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### **Section 1703**

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- ▶ **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

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### **Section 1704**

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- ▶ **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

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## **Section 1705**

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- ▶ **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

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## **Section 1706**

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

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## **Section 1707**

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

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## **Section 1708**

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- ▶ **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

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## **Section 1709**

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

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## **Section 1710**

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- ▶ **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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## Loading Chapter

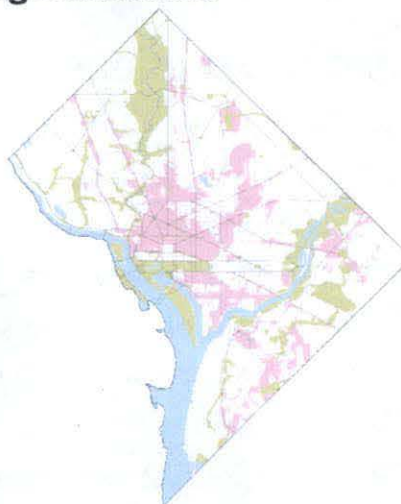
- ▶ **Section 1700: Introduction to Loading Chapter**
- ▶ **Section 1701: Relationship to Land Use Subtitles**
- ▶ **Section 1702: Loading Requirements**
- ▶ **Section 1703: Rules of Measurement and Interpretation**
- ▶ **Section 1704: Location Restrictions**
- ▶ **Section 1705: Access Requirements**
- ▶ **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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## Downtown/TOD Parking Standards

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



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