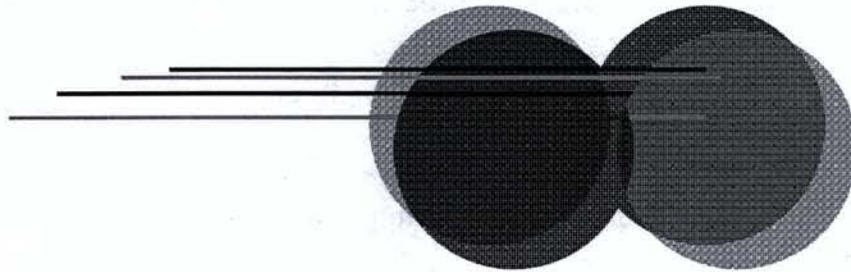


Zoning Review: Parking Recommendations

Presentation by the Office of
Planning



July 31, 20008

Zoning Commission Public Hearing

Parking Recommendations

- Comprehensive Plan
- Nelson Nygaard Study (May 2008)
- Process

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ZONING COMMISSION

CASE No. 08-06-2

EXHIBIT No. 35

ZONING COMMISSION
District of Columbia
CASE NO.08-06-2
EXHIBIT NO.35

Recommendation 1: Parking Minimums

- As a general rule, minimum parking standards should be removed from the parking schedule.
- Parking minimums will be maintained in those areas where there will remain the potential for spillover effects, specifically:
 - Non-residential uses in single-family and rowhouse areas
 - Retail, Office, Restaurant or Service uses in commercial corridors near single-family and rowhouse zones

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Recommendation 2: Parking Maximums

- The regulations should apply parking maximums as a general rule to further city and Comprehensive Plan goals.
- Maximums could be applied across the city, but would be most applicable and stringent around transportation hubs and in the downtown.
- Maximum limits would be discussed and proposed during each of the working group processes for individual land use categories.

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Recommendation 3: Shared Parking

Two or more non-residential uses within 400 feet of existing or proposed parking may share required parking provided:

- The request is accompanied by a signed agreement;
- The uses have different time of day requirements for parking and the distribution of spaces ;
- A parking study showing no negative impacts is submitted;
- Agreement is kept up to date with the Zoning Administrator; and
- Notify the ZA of agreement termination.

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Recommendation 4: Relief from Parking Minimums & Maximums

- A development may provide up to 50% fewer parking spaces than the minimum required provided that a contribution is made to a DDOT transportation fund for every space under the limit.
- A development may provide up to 50% more spaces than the maximum allowed provided that a contribution is made to a DDOT transportation fund for every space over the limit.
- The fund for these contributions would be set up, maintained, and controlled by DDOT.
- Development may only deviate from the required number of spaces by more than 50% when approved as a variance. The required contribution still applies to the first 50%.

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Recommendation 5: Car Share Space Requirement

- Car share spaces required at the rate of one space per every 100 spaces over 50.
- Spaces shall be available in perpetuity to any car-share entity with 90 days notice.
- Car-share spaces would not count against any maximum parking requirement.

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Recommendation 6: Parking Size Requirements

- Update parking space standards to match current DDOT and ITE standards.
- Allow 50% of parking spaces in any lot to meet compact standards and remove the requirement that these be grouped together.

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Recommendation 7: Access to Parking Spaces

- First priority for access is from an alley, if available.
- Second priority for access is from secondary street, if available.
- Front curb cut only if other options not available.
- Parking requirement waived if DDOT prohibits curb cut and no options available.
- Entrance distance requirements to match current DDOT standards.

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Recommendation 8: Location of Parking Spaces

- All surface parking spaces shall be located as follows:
 - a) to the rear of the principal building [within a rear yard]; or
 - b) within a sideyard, screened from view.
- No parking spaces in the front.
- In the case of a corner lot, parking may be in one side yard, but must be screened.

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Recommendation 9: Parking Lot Trash Receptacles

- The parking lot shall be kept free of refuse and debris.
- Parking areas serving retail uses and restaurants shall provide at least one outdoor litter receptacle within the parking area.

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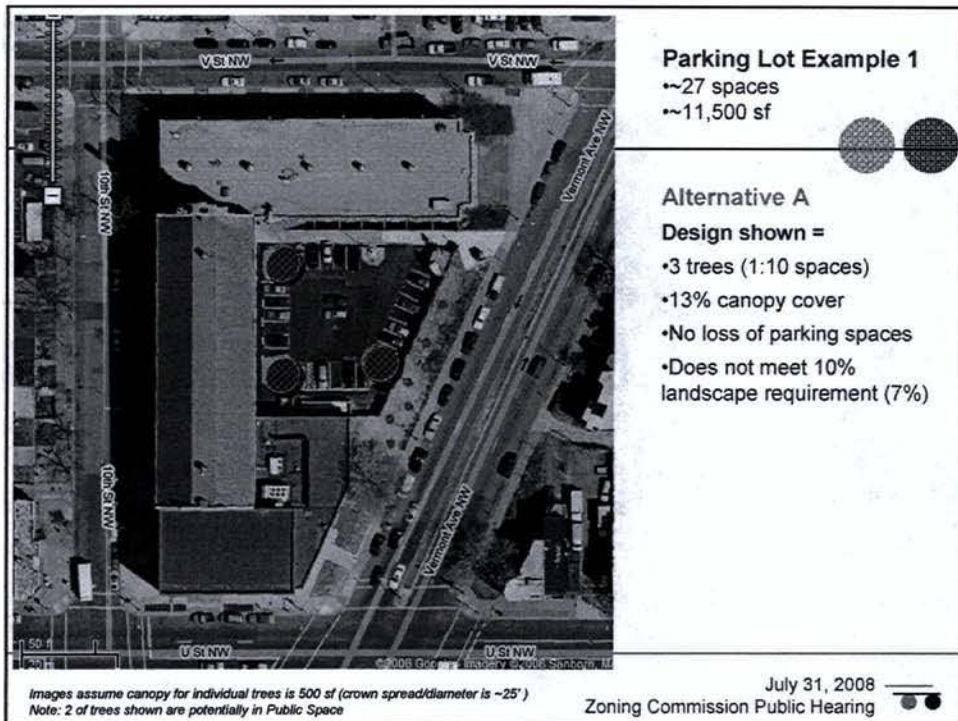
Recommendation 10: Parking Lots Landscaping Requirements

Landscaping is required for any surface parking with 6 or more spaces

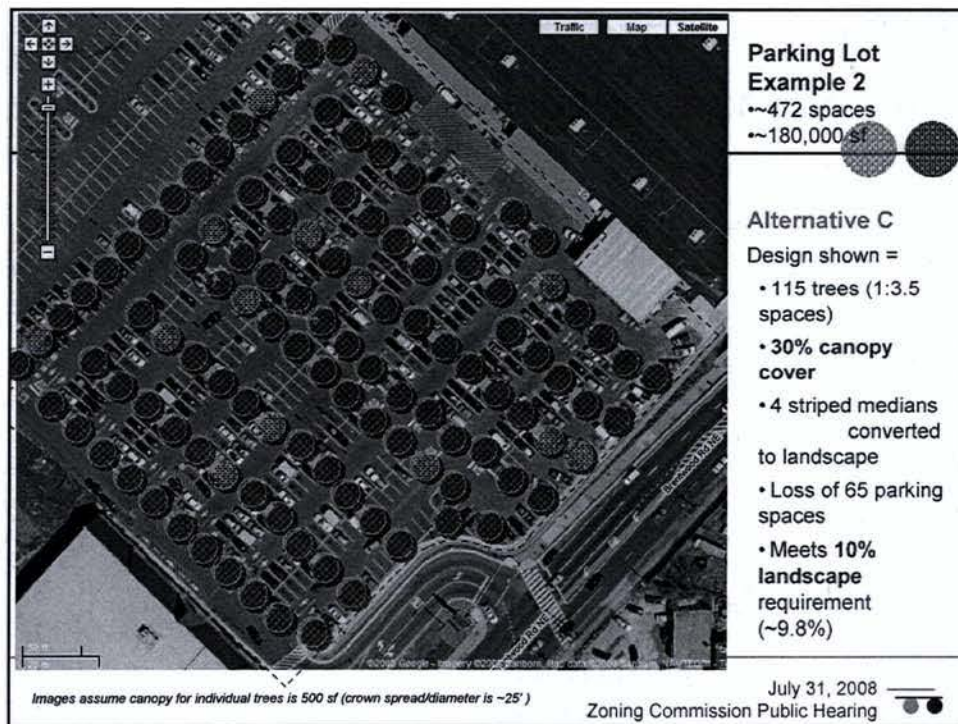
- (a) Landscaping should cover a minimum of 10% of the total area devoted to parking, including aisles and driveways.
- (b) General canopy coverage will be required for the lot. Goal is 30% canopy coverage. This is approximately 1 tree per 5 spaces.
- (c) Recommendations provide general standards for position and size of trees and screening.

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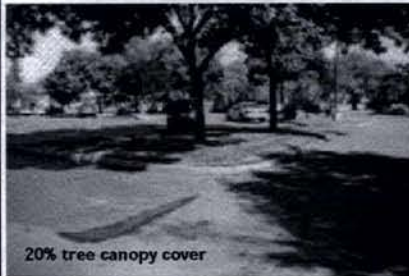
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Images from University of Washington, Human Dimensions of the Urban Forest



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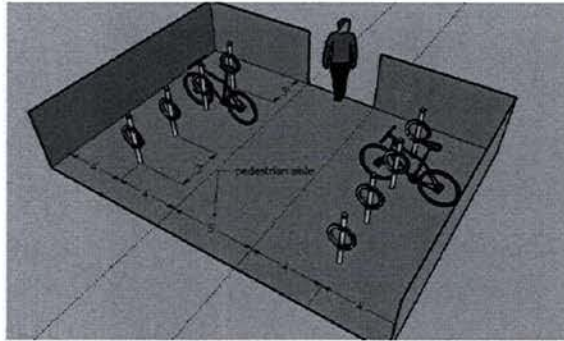
Recommendation 11: Bicycle Parking

- Bicycle parking should be provided for all new structures above 9 residential units or 5,000 square feet of commercial use.
- Both interior and exterior spaces should be regulated.
 - Class A spaces are interior spaces for residents, employees, and other long-term users of the site.
 - Class B spaces are outdoor spaces for visitors, customers, and other short-term users of the site.
- OP would adopt the size and space requirements similar to those proposed by Nelson/Nygaard for the location and provision of required spaces.
- In addition, non-residential uses >50,000 square feet that require Class A spaces should also provide shower facilities for bikers.
 - This would include one shower per gender for each 50,000 square feet as well as locker space equal to 30% of the required Class A spaces.

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Examples of Class A Bicycle Parking



Enclosed rack area with pedestrian aisle

Source: Cambridge, Mass. Bicycle Program Guide

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Examples of Class A Bicycle Parking



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Examples of Class A Bicycle Parking

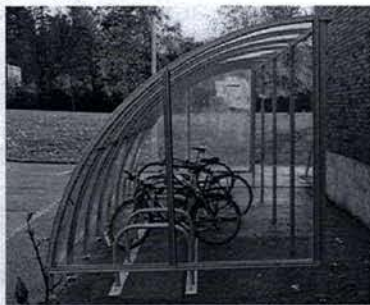


Class A

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Examples of Class B Bicycle Parking

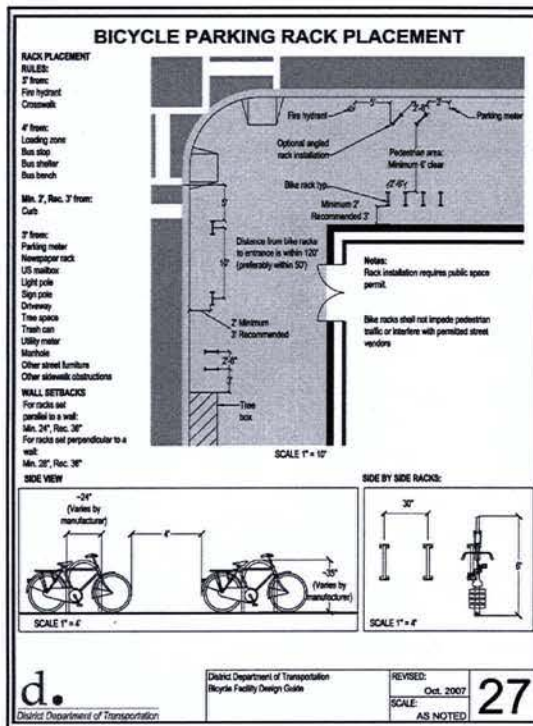


All three examples would meet Class B specifications, because they are outside. Weather shielding is recommended as a best practice, but not required for Class B.



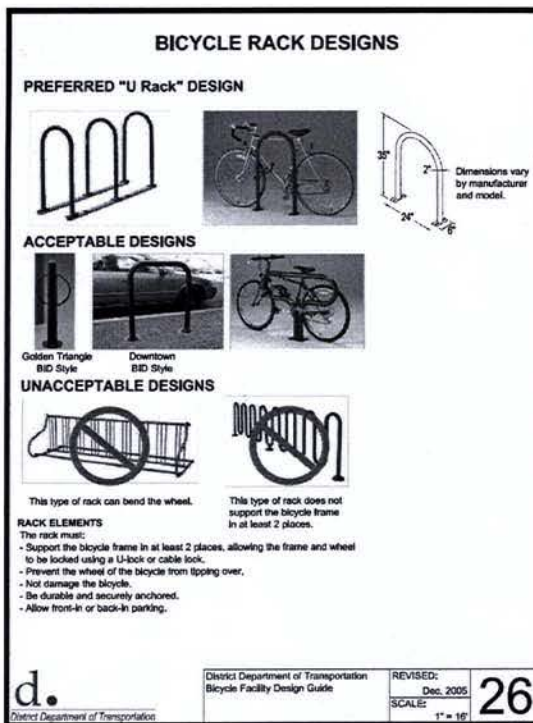
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Examples:

- Bicycle parking placement in outdoor spaces
- Typical dimensions for pedestrian access from DDOT



Examples:

- Bicycle parking designs and styles from DDOT