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Ward 8
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Comments on ZRR #08-06A

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RELIGIOUS INSTITUTIONS - Recommendation to Eliminate from ZRR

Subtitle C. Section 2002. **Eliminate** - Bike parking for a new church would be required – 1 long term space for each 7,500 sq. ft. of building, and one short term space for every 2,500 sq. ft. (8 spaces minimum).

Car-share spaces should **not** be required to be provided at religious institutions.

Scale back green space requirements for religious institutions.

A 42 inches height wall or solid fence or Evergreen trees that are thickly planted & maintained around the parking area, 1 canopy tree for every 5 parking spaces are too restrictive for religious institutions as to be costly for congregations to implement and maintain in perpetuity. I agree there should be “green space” around and on surface parking lots for religious institutions for storm water runoff and beautification, but the proposed ZRR makes it extremely costly. And, for a non-profit religious institutions prohibitive costs can infringe on the churches freedom to worship by implementing such costly requirements. This requirement should be less stringent for nonprofit religious institutions by scaling back on some of the green space requirements in the ZRR that commercial businesses must have.

Eliminate – the bicycle parking requirements in the ZRR for religious institutions, i.e., 1 long term space for each 7,500 sq. ft. of building and 1 short term space for every 2500 sq. ft. (8 spaces minimum).

Churches that DC government has designated to be in a historic district, due to the age of church’s structure, should not be limited or impact the church’s ability to expand parking surface or lots on a religious institution’s property that was owned prior to effective date of ZRR.

Furthermore, religious institutions should be exempted from mitigation from parking (1907.3 (a) - (d) from property that it currently owns or wants to expand, develop or remove a building & make a surface lot for their institution. However, for religious institutions that purchases property after the ZRR takes effect for the sole purpose of making a parking lot, the mitigation might apply.

HOME BASED BUSSINESSES – Recommendation to Limit & Restrict Vehicle Traffic

D 1610.3(L&M) states vehicle trips to the premises by visitors, customers & delivery persons shall not exceed 8 trips daily on a regular basis. And, 8 clients or customers on premises in any one hour period. This creates strife among neighbors as to counting cars, visitors & really cannot be enforced. Particularly where R-2’s (residential single family detached homes) do not have garages, to have delivery people & vehicle traffic contributes to a commercial-like zone prevents a neighbor friendly atmosphere. **I recommend where ZRR does not require on-site parking space in R-2’s due to lack of alley access that home base occupations not be permitted to have vehicle traffic. Also, I recommend that customers’ hours of operations be limited.** Furthermore, recommend that ANCs be included in this process.

Eliminate commercializing residential (R-2's) by permitting many home occupations that belongs in commercial zones. **Home occupations should not be allowed in gated communities** where customers, businesses with two or more employees and client parking is required unless with approval of 90% of owner occupied units. (Now that this new ZRR is being developed it is time to correct issues in previous (existing) Zoning Regulations. (D-1610.6)

PARKINGS

Since all R-2's are not within a ¼ or ½ mile of public transportation, the ZRR should require developers to have on-site parking. Residents wants to be mobile outside of DC city limits – to places that are not metro accessible. Also, some residents cannot afford "Car to Go" & car share rentals (that will permit free parking almost anywhere in the city) and without 24-hour parking and without cars, residents are restricted in their travels. The not required garages for R-2s is equivalent to living in apartments and owners are seeking a more convenience and less restrictive movement that purchase single family detached houses (R-2s').

D 1601.2 (a) (3) permits up to 2 car share spaces in an R-2, which, if provided, would be in addition to the required parking space for the house. In order to have ample parking for visitors in such a residential community, and to avoid the appearance of a parking lot, I suggest and recommend a minimum lot size for the R-2.

Eliminate – Recommend eliminating the ZRR requirements that car share spaces be provided at residential multi-unit buildings.

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