

Mary Buckley
Ward 8
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Comments on ZRR #08-06A, 9/9/2013 NOT Alternate Text

RELIGIOUS INSTITUTIONS - Recommendation for religious institutions to revert to existing Zoning Regulations.

Subtitle C Section 2002 **Eliminate** below surface long-term bike parking for religious institutions

Car-share spaces should **not** be required to be provided at religious institutions. However, sharing of parking spaces between uses are an excellent idea. **I hope this includes DC School parking lots, which DC has shuttered to preclude any use, except staff during business hours.**

Scale back green space requirements for surface parking lots for religious institutions

This requirement should be less stringent for nonprofit religious institutions by scaling back on some of the green space requirements in the ZRR that are required for profit commercial businesses. Worshipers are already supporting their residences & such stringent requirements for shrubs & trees to maintain in landscaping requires a large budget for nonprofit religious institutions. Recommend revert to existing standards for religious institutions. Tree canopy of 30% & landscaping of 10% - 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 BUSINESSES – 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 ANC's 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)

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PARKINGS

Eliminate from the ZRR the requirement that parking be eliminated from R-2's when there is no alley access. Many newly built R-2's in SE do not have alley access & with this requirement, homes would be without garages.

Since all R-2's are not within a $\frac{1}{4}$ or $\frac{1}{2}$ mile of public transportation, the ZRR should require developers to have on-site covered parking. Residents want 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 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 purchasers of R-2's are seeking a more convenience and less restrictive movement for out of town travels.

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 (R-1-B).

Eliminate – Recommend eliminating the ZRR requirements that car share spaces, compact spaces up to 50% of all spaces be eliminated at residential multi-unit buildings, i.e. condos.