



MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: ^{JLS} Jennifer Steingasser, Deputy Director, Development Review and Historic Preservation

DATE: November 2, 2013

SUBJECT: Case No. 08-06A Title 11, Zoning Regulations – Comprehensive Text Revisions; Hearing Report on Subtitle C – General Procedures

I. INTRODUCTION

The Comprehensive Plan is a general policy document that provides overall guidance for future planning and development of the city. The first Comprehensive Plan was adopted in 1984 and 1985. In 2006 a new Comprehensive Plan (Comp Plan) was approved, which was the first major revision of the 1985 plan. The Comp Plan was updated in 2011. The Comp Plan's Implementation chapter (IM-1.3) calls for the substantial revision and reorganization of the zoning regulations:

The Zoning Regulations need substantial revision and reorganization, ranging from new definitions to updated development and design standards, and even new zones.

This report provides OP's recommendation on Subtitle C – General Procedures, a summary of the proposed changes relative to the current code chapters, and a summary of Comprehensive Plan elements. Each subtitle is discussed in terms of Commission guidance provided to OP and changes to the current text. Additionally, the report notes any clarifying or additional language that may be required or is recommended.

Zoning Commission Action to Date

The Commission held public hearings on the proposed concepts and then provided guidance to OP between 2008 and 2011. The table below summarizes the actions taken to date by the Zoning Commission relative to each subtitle or topic.

Subtitle	Case Number and Topic	Public Hearing	Guidance Public Meeting	Action
C	08-06-9 Sustainability	May 21, 2009		
C	08-06 Green Area Ratio		June 13, 2011 December 20, 2010	October 18, 2010 (Hearing Action) February 28, 2011 (Proposed Action) June 13, 2011 (Final Action)



Subtitle	Case Number and Topic	Public Hearing	Guidance Public Meeting	Action
C	08-06-1 Height	September 25, 2008	September 20, 2010 January 5, 2009	September 2, 2010 (Hearing Action) November 8, 2010 (Proposed Action) February 7, 2011 (Final Action)
C	08-06-2 Parking	July 31, 2008	April 25, 2011	October 16, 2008 (Proposed Action) April 25, 2011 (Final Action)
C	08-06-C Parking, Bike Parking, and Loading	November 15, 2010	March 28, 2011	September 16, 2010 (Hearing Action) January 10, 2011 (Proposed Action) March 28, 2011 April 25, 2011 (Final Action)
C	08-06-3 Loading	September 4, 2008	November 10, 2008	
C	08-06-15 Administration, Enforcement & Procedures	February 17, 2011	March 14, 2011	
C	08-06-4 Arts and Culture	September 18, 2008	October 20, 2008	

At a properly noticed public meeting held on February 7, 2011, the Commission took final action to adopt the text amendments for Case 08-06A, Heights and Uses, but to delay publication of a notice of final rulemaking until the text was finalized and conformed to all other text that would represent the Zoning Regulations adopted under case 08-06. The proposed text amendments established a new use category system of classification to be used to control uses in individual zones. The final action was published as a Notice of Opinion in the D.C. Register on March 4, 2011.

The Commission took similar final action on general rules for vehicle parking, and final rules for bicycle parking and loading at a properly noticed public meeting held on April 25, 2011. The final action was published as a Notice of Opinion in the D.C. Register on July 8, 2011.

Advertised Version

All reports for Case 08-06A respond to the advertised text dated September 9, 2013 (“9/9/13 text”). The 9/9/13 text was posted and continues to be available for viewing on the Office of Planning website (www.dczoningupdate.org) and the Office of Zoning website (www.dcoz.dc.gov) through the IZIS link. An updated copy on a disc was provided to all ANCs, and an updated paper copy was provided to every DC Public library to supplement earlier draft text.

Repetitions, Omissions, Additions and Clarifications

OP is aware that certain provisions are repeated throughout the subtitles and that there are phrases that may be inconsistently used (e.g. “by special exception” and “as a special exception”). Provisions may also have been unintentionally omitted due to reformatting of the proposed text.

Some changes have been recommended after additional consultation with the Zoning Administrator’s office since the publication of the 9/9/13 text and review of the guidance discussions. Furthermore, OP has continued to hear from the public and, where possible, has proposed clarification or new language based on input received.

These items are addressed in the report as clarifications or errata with suggested additional text. The repetitions and inconsistencies will be reconciled after the public hearings in collaboration with the Office of Attorney General and any direction from the Commission.

SUBTITLE C

Subtitle C represents the general rules and procedures that apply universally or to more than one zone. It is generally a compilation of Chapter 4 - Residence Districts: Height, Area, and Density Regulations, Chapter 20 - Nonconforming Uses and Structures, Chapter 21 - Off-Street Parking Requirements, Chapter 22 - Off-Street Loading Facility Requirements, Chapter 23 - Garages, Carports, Parking Lots and Gasoline Service Stations, Chapter 25 - Miscellaneous Zoning Requirements, Chapter 26 - Inclusionary Zoning, Chapter 27 – Antennas, and Chapter 34 - Green Area Ratio.

ZONING COMMISSION GUIDANCE**ZC Guidance: Nonconformities**

Reorganize information to address nonconforming uses and nonconforming structures separately.

Proposed Text: C § 302 addresses nonconforming structures and C § 304 addresses nonconforming uses.

ZC Guidance: Additions to Nonconforming Structures

Delete current § 2001.3(a), which disallows matter of right enlargements to an existing building with nonconforming lot occupancy.

Proposed Text: C § 302.2 states, “Enlargements or additions may be made to the structure; provided that the addition or enlargement itself shall:

- (a) Conform to use and structure requirements; and
- (b) Neither increase or extend any existing, nonconforming aspect of the structure; nor create any new nonconformity of structure and addition combined.”

ZC Guidance: Changing Nonconforming Uses

Require any change from one nonconforming use to another to first obtain approval of the BZA. Utilize evaluative criteria similar to those currently in § 2003.

Proposed Text: C § 304.9 states that the BZA may approve as a Special Exception a change from one nonconforming use to another nonconforming use. Evaluative criteria are established in C § 304.9(a) – (h).

ZC Guidance: “Non-expandable Conforming” Uses

Allow for the continuation of “non-expandable conforming” uses such as hotels in R-5 zones.

Proposed Text: C § 304 addresses the operation of non-conforming uses and states they shall not be expanded. These rules are carried forward from the current code.

F § 1401.8 allows “Lodging use in existence as of May 16, 1980, with a valid Certificate of Occupancy or a valid application for a building permit; provided, that the gross floor area of the hotel may not be increased and the total area within the hotel devoted to function rooms, exhibit space, and commercial adjuncts may not be increased. An existing hotel may be repaired, renovated, remodeled, or structurally altered.”

ZC Guidance: Modifications to a Dwelling in a Theoretical Subdivision

When modifying an approved § 2516 application, an individual homeowner may apply for an expedited review.

Proposed Text: C § 407.9 states, “Any modification to a theoretical subdivision application resulting from an addition to a one dwelling unit building may be reviewed as an expedited review, pursuant to Y Chapter 4.”

ZC Guidance: FAR Calculations

Clarify that the land area of private rights-of-way may not be used in FAR calculations.

Proposed Text: C § 901.2 states, “Lot area shall not include property that is used as a private right-of-way that serves as principal circulation for the site, but shall include private rights-of-way that generally provide access to service, loading or automobile parking areas.”

ZC Guidance: Standards for Private Drives

Limit the creation of private driveways to those that grant access to one apartment building or a single cluster of apartment buildings, or grant access to a parking area.

Proposed Text: This issue is relevant to public space review rather than zoning so was not incorporated into the proposed text.

ZC Guidance: Arts Districts

Create template set of provisions that would apply to existing and future Arts Districts. Based on the remainder of the work in the Zoning Review, these provisions could be applied as a stand-alone district, as a part of individual commercial districts, or as an overlay.

Proposed Text: Preferred Arts Uses and Credits are found in C Chapter 24. These general provisions have been applied where there are existing Arts overlays; and could be applied to future arts areas of the city.

ZC Guidance: Bonus Density for Preferred Arts Uses

Provide a 1 to 1 density bonus for preferred Arts uses based on FAR equivalent.

Proposed Text: C § 2405.1 states, “If a property provides a preferred use, it shall earn bonus density at one square foot of bonus density for each square foot of preferred arts use.”

ZC Guidance: **Height**

Create a chapter for general height rules. Permitted height for different uses would be in individual subtitles.

Proposed Text: C, Chapter 5 sets out the general rules for height and its measurements which reflect the Commission’s recent action to incorporate the height rules into the existing code by case ZC 12-11.

LOADING and BICYCLE PARKING

The Zoning Commission took final action on the final rules for bicycle parking and loading at a properly noticed public meeting held on April 25, 2011. The final action was published as a Notice of Opinion in the D.C. Register on July 8, 2011. The 9/9/13 draft text for loading and bicycle parking standards reflects the final action taken by the Commission on April 25, 2011.

Clarification: The 9/9/13 text has some minor and non-substantive language differences which will be reconciled to reflect the final action taken by the Commission and advertised as Notice of Opinion on July 8, 2011, which include updated use group names.

The text is attached as Appendix A for reference with highlighted sections that represents text approved by the Commission that will be included in the final regulations.

PARKING

The proposed changes to parking standards in the draft text have generated the most debate, and therefore require more discussion than other Subtitle C proposals.

The Zoning Commission considered general parking at a public hearing on July 31, 2008. General rules were adopted for parking along with the bicycle parking and loading and are reflected in Subtitle C. Initially the proposed parking standards for individual zone were different than those presented in the 9/9/13 draft text.

Below is summary of the current proposals as presented in the 9/9/13 draft text.

- **Parking requirements are based on use** and are not changed between applicable zones.
- **Transit zone text eliminated:** There is no longer a proposal to establish transit zones or to permit a full reduction by right in those areas, outside of specified areas within and proximate to the downtown.
- **Transit proximity:** A parking requirement is proposed for properties within 1/2 mile of a metro station or ¼ mile from a streetcar line or a WMATA Priority Corridor Network bus

route, for all zones except Residential House (R-1-A/B, R-2 and R-3) zones and Residential Flats (R-4) zones;

- The proposed requirement is 50% of the required parking for the use.
- **No reduction is proposed for any use within the Residential House (R-1-A/B, R-2 and R-3) zones and Residential Flats (R-4) zones (C §1902.1 (a)).**

The map attached as Appendix C shows the relationship between the parking recommendation and the amount of low density land within the District. Only those areas covered by hatched lines would have the reduced parking minimum.

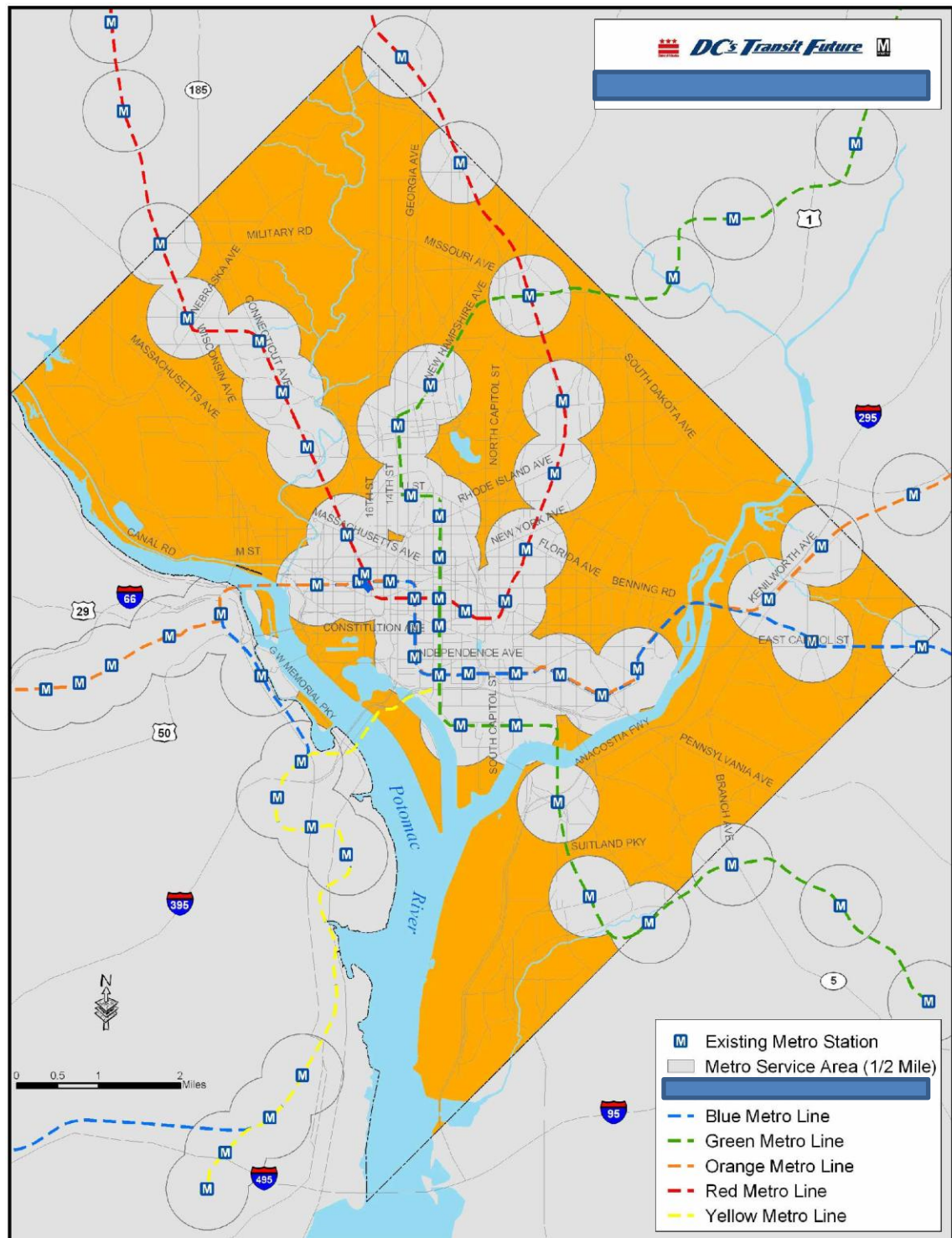
- **Single Household Residential Dwellings and Flats:** Retain the existing one space per lot requirement, except when there is no alley access.
- **Multi-family Residential:** Standardize the minimum parking requirement at 1 space for every 3 dwelling units more than 4 units, instead of the varying standards of 1 space per either 2, 3, or 4 units.
- **Mixed Use (M, N) zones (currently C, SP, W and CR zones):** Make the minimum parking requirement more consistent across zones and uses.
- **Downtown:** Remove minimum parking requirement in the expanded downtown for any use. The current regulations already have minimal parking standards for uses within the existing C-4 and C-5 zones. The 9/9/13 draft text proposes an expanded downtown area consistent with the high-density mixed use and high-density commercial designation of the Comprehensive Plan.

These high-density areas are served by an abundance of transit, both Metro and bus lines. Additionally, street car lines are planned for much of these areas. The following map highlights the Metro access and stations within these highest-density areas of the city, much of the area is walkable to more than one metro station.

These areas also have a high rate of car-free households as shown on the map attached as Appendix D and exceptionally high Walk Scores as shown on the map attached as Appendix E.

Washington is joining many major cities that have already implemented a “no parking minimum” policy in some or all of their downtown zones. A brief list include: San Francisco, Seattle, St, Louis, Milwaukee, San Antonio, Denver, Las Vegas, Detroit, Manhattan, Indianapolis, Nashville, Baltimore (new code), Cleveland, Portland, New Orleans, Louisville, Minneapolis, Austin and Fort Worth.

Metro stations and half-mile radius



- **Industrial:** Minimum parking requirement for industrial uses similar to existing.
- **Institutional:** Base parking requirement on building size instead of people to ensure an established level that is predictable and measurable, and would not change over time.
- **Education:** Reduce the requirement for public schools, recognizing that DCPS and the City Council can establish the requirement to reflect policy and public investment.
- **Education, Private Schools:** Parking standard are proposed to be based on square footage of building. The current standards is based on employees plus “Ample parking space, but not less than that required in chapter 21 of this title, shall be provided to accommodate the students, teachers, and visitors likely to come to the site by automobile.” (11 DCMR §206) The existing standard is difficult to assess and does not recognize changing educational programs. A survey of private schools operating with an approved special exception was performed and used to determine a ratio of 1.25 spaces per 1000 square feet of building.
- **Relief** from parking would be by special exception, not by variance.
- **Transportation Demand Management (TDM) Guidelines:** proposed for review of parking relief, and for proposals providing significantly more than the zoning required amount of parking.
- **Sharing of Parking Spaces:** Allow sharing of spaces between uses and sites.
- **Compact Spaces Allowances:** Allow an increase in compact car spaces up to 50% of all spaces.
- **Car share spaces:** Require in larger parking lots, and allow them to count towards required parking.
- **Mechanical Parking Systems:** Proposed as a by-right option to increase efficiency.
- **Surface Parking Lots:** Limit size and establish greater landscaping and canopy tree requirements.

General Parking Background

The majority of current parking standards were established through the 1956 Lewis Plan for the 1958 Zoning Regulations, and still exists today. They were proposed based on trends in increasing residential car ownership per household and a belief that car parking for employees was directly related to the desired “quality of working conditions,” based on post-World War II changes to the federal work force. The mid-twentieth century also saw a general decline in public transit, particularly the loss of streetcar lines, and an increase in suburban living. Street car service in the District ended in January 1962 and the population continued to shift to the suburbs with commuting being predominantly by automobile until the Metro system opened in the 1976.

The existing parking standards predate the Metro system by twenty years, and the initiation of a new streetcar system by more than fifty years. The parking regulations need to be revised to capitalize on the District’s urban qualities and to recognize that the District’s new development follows a less auto-dependent pattern. Forty-five percent (45%) of District residents are within ½ mile of a Metrorail station, and 96 percent are within ¼ mile of a bus stop. More than fifty percent (50%) of District

residents take a mode other than a car to get to work, and 37 percent take transit. The percent of District households that have no vehicles is at 38.5%¹, while the percent of “car-lite” households with one car or less is now in excess of 82% of all households.¹

By inducing unnecessary vehicle usage, providing too much parking also causes environmental harm in the District. According to the Metropolitan Washington Council of Governments (COG), greenhouse gas emissions are expected to increase 38 percent in the region by 2030. The transportation sector accounts for 30 percent of emissions.² Based on these findings, COG and its member jurisdictions have endorsed the need to reduce vehicle miles traveled (VMT) per person in the region.³ Parking management is a key strategy in this effort. According to the Victoria Transport Policy Institute, managing the supply of parking can reduce vehicle travel by 10 to 30 percent, depending on the mix of strategies used.⁴

Parking areas—in particular, surface parking lots—also contribute to stormwater pollution. A typical parking lot with 25 spaces can discharge more than 111,000 cubic feet of stormwater runoff per year. The total land area devoted to surface parking in the District is nearly 93,000,000 square feet, or more than 2,100 acres. This represents approximately 5 percent of the District’s land area, and in total is estimated to produce more than 178,000,000 cubic feet of runoff annually.⁵

Zoning regulations are a key tool to reduce the rate of growth in parking spaces, thus reducing the demand on the roadway, unnecessary housing costs, and environmental impacts. Currently, the District’s zoning regulations require a minimum amount of parking based on the use of the facility without regard to location or need, and thus encourage an over-supply of parking.

Reducing minimum parking requirements would not preclude the construction of parking. OP anticipates that for the foreseeable future most development will continue to contain as much or more parking than our current regulations require. The proposed changes would serve to lessen the large number of parking-related variances where parking is difficult or impossible to provide and in the longer term to address other issues such as affordability and sustainability.

Board of Zoning Adjustment (BZA) Cases:

Since 2004, over 180 cases requested parking relief and all but one of those were approved. Eighty-eight of the cases were in a commercial zone and 100 % were approved; 58% of the cases were filed since 2010. Overall, the medium lot size of the cases within commercial zones was just over 10,000 square feet.

Some residents have expressed a particular concern that there is a preponderance of construction with zero parking. This is not the case. Less than a third of the BZA cases for commercially zoned properties were approved with 0 parking; and these cases had a median lot size of just 4,375 square feet, which reinforces the difficulty of providing parking on these smaller lots, where underground parking is not possible and at grade parking would be contrary to environmental goals and objectives

¹ U.S. Census Bureau - 2010 Census, 2011 American Community Survey

² Metropolitan Washington Council of Governments, *Region Forward*. (2008)

³ Metropolitan Washington Council of Governments, *Region Forward*. (2008)

⁴ Todd Litman, *Parking Management: Strategies, Evaluation and Planning*, Victoria Transport Policy Institute (2006).

⁵ Estimates derived using parking lot information from the District’s GIS and the online stormwater calculator at <http://logon.cnt.org/calculator/calculator.php>.

for activated streetscapes and the creation of viably sized retail spaces to serve adjacent neighborhoods.

Construction Costs

A survey of developers and on-line construction cost calculators⁶ has revealed that the cost of constructing parking spaces can be very expensive, starting at \$15,000 per space above grade, and \$20,000 below grade. Costs tend to escalate when higher parking requirements result in the need for multiple levels of underground parking, and escalate further due to site constraints such as water tables and size of the lot; and can approach \$45,000 to \$50,000. These costs add substantially to the cost of a building, rents charged to residents or businesses, or purchase price of a unit.

The proposed parking standards attempt to balance this cost of parking with the public investment already made in transit and the trend toward lower car ownership, by allowing a builder to determine the market level of needed parking.

Average Cost of Owning and Operating an Automobile

Based on the information below, prepared by American Automobile Association (AAA), the annual cost of owning vehicle in 2013 is **\$9,122**. In 2004, AAA adopted a new method for calculating vehicle operating costs that represent the real-world personal use of a vehicle over a five-year and 75,000-mile ownership period. The total cost of owning and operating an automobile include fuel, maintenance, tires, insurance, license, registration and taxes, depreciation, and finance charges.

	2004	2007	2010	2013
Average total cost per mile (current ¢)	56.2	54.1	56.6	60.8
Gas	6.5	11.7	11.4	14.5
Maintenance (incl Oil)	5.4	4.6	4.5	4.8
Tires	0.7	0.7	0.8	1.0
Average total cost per 15,000 miles (current \$)	8,431	8,121	8,487	9,122
Variable cost	1,890	2,545	2,511	3,064
Fixed cost	6,541	5,576	5,976	6,058

Source: American Automobile Association, *Your Driving Costs* 2004, 2007, 2010, 2013.

Using the most recent AAA estimation, the cost of car ownership over five years is over \$45,000. AAA data did not break out urban from rural dwellers, and the expense for many urban dwellers may not be as high due to often smaller vehicles or fewer miles driven, although this may be offset somewhat by generally higher costs for gas, parking, maintenance, insurance, etc. However, the cost of automobile ownership, together with an increasing number and variety of mobility choices, has allowed a growing number of households to choose to live car free.

Parking and The Comprehensive Plan

The current Comprehensive Plan attempts to redirect the vehicle-accommodating policies of the past and states that:

⁶ RSMeans.com

“Fully capitalizing on the investment made in Metrorail requires better use of the land around transit stations and along transit corridors. ... Some stations continue to be surrounded by large surface parking lots and auto-oriented commercial land uses. ... The District’s Metrorail stations include 15 stations within the Central Employment Area and 25 “neighborhood” stations. Looking forward, certain principles should be applied in the management of land around all of the District’s neighborhood stations. These include:

- *A priority on attractive, pedestrian-friendly design and **a de-emphasis on auto-oriented uses and surface parking**; LU-1.3 Transit-Oriented and Corridor Development 306*

The Comprehensive Plan directs planning and zoning efforts to

*“**encourage the creative management of parking** around transit stations, ensuring that automobile needs are balanced with transit, pedestrian, and bicycle travel needs. New parking should generally be set behind or underneath buildings and **geared toward short-term users rather than all-day commuters**. Policy LU-1.1.3: Central Employment Area 306.15*

Revisions to the District’s Zoning Regulations should

“ensure that parking requirements for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes, and unit locations (including proximity to transit). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking may be considered where transportation demand management measures are implemented and a reduction in demand can be clearly demonstrated. Policy LU-2.1.11: Residential Parking Requirements 309.16

In summary, the Comprehensive Plan addressed the need for revision of the parking regulations throughout the document, with primary emphasis placed on:

1. Developing and implementing programs to improve parking management strategies/programs in the commercial and residential districts. (LU 2.4.8, T3.2.2, EDU 3.35, RCE 2.1.A, CW 2.4 C, MC 1.1.8, MC 2.2.4, MC 2.7.2, RCW)
2. Management of parking demand shared parking strategies and ensuring that parking is addressed when co-location of uses occurs. (CW 1.1.16, NW 1.1.10, NNW 2.3B) (EDU 2.1, EDU 1.5.5)
3. Reducing parking with TDM Strategies. (LU1.3A, NNW 2.5.2)
4. Reducing surface parking lots, visual improvement and location. (LU 1.3.4, UD 2.210, PROS 3.2.7, Action UD 3.1D, FNS 1.2.3, AW 2.3.2, AW 2.1.3)
5. Creating green parking, with landscaping standards. (UD 2.2.10, PROS 3.2.7, HP 2.5.4)
6. Increased demand for parking structures. (UD 2.211, CH 2.1., FSS 2.1B, MC 1.1D MC 2.1B)
7. Curb cuts and multiple vehicle access points. (T1.2.3)
8. Unbundling of parking costs. (Action T3.2D)

Zoning Commission Guidance

ZC Guidance: Off-street Parking

Require a building to provide off-street parking if it houses one or more non-residential uses or multi-family residential over X units and is located in:

- (a) A residence district where multi-family dwellings are not permitted; or
- (b) A commercial corridor near such a district (except in TOD areas).
- (c) Multifamily buildings near Low/Moderate Residential districts

Proposed Text: C Chapter 19 establishes parking requirements for uses in all zones except the Downtown which is the equivalent of the TOD referenced in the guidance.

ZC Guidance: Off-street Parking for Car Sharing Companies

In addition to any minimum parking requirement imposed, any new parking lot, whether accessory or public, with at least 50 parking spaces, shall provide parking spaces for the exclusive use of one or more car share company as follows:

Number of parking spaces to be built	Number of reserved spaces required
50 to 149	1
150 to 249	2
250 or more	3, plus 1 space for each additional 100 spaces

- After a certificate of occupancy is issued, the owner shall make a required space available to a car share company no later than 90 days after receipt of a written notice.
- If more than one request is received, the owner may provide the space to the car share company that offers the most advantageous terms.
- A car share service may occupy the space for a five year period, which is automatically renewable unless one or more different car share companies desire the same space, in which case (b) applies.

Proposed Text: Car-share requirements and standards are set out in C § 1908.

ZC Guidance: Maximum Parking Requirements

Establish parking maximums in certain circumstances based on future working group submissions.

Proposed Text: Parking Maximums were considered but after public input they were limited only to large surface parking as proposed in C §1906.

ZC Guidance: Relief from Parking Minimums

Provide parking relief by special exception if:

- Lack of access – up to 100% of parking minimum can be waived for lots where the only means by which a vehicle can access a lot is (a) from a primary street (90 feet in width or greater) and (b) a request to install a curb cut at that location cannot or has not been granted.
- A maximum of 50% of the required parking minimum may be reduced based on any of these criteria:
 - Proximity to transit;
 - Demonstrated lack of parking demand; or
 - Demonstrated lack of available space for parking both on the lot and in the vicinity

Proposed Text: Parking relief by special exception is proposed in C §1903.

ZC Guidance: Flexibility for Minimum Space Requirements Through Shared Parking

Permit the parking requirement of one lot to be satisfied in whole or in part by parking spaces on a different lot located within 400 feet thereof.

ZC Guidance: Location of Non-Required Parking Spaces

No longer require non-required parking spaces be located on the same lot as the building they serve.

Proposed Text: C §1901.8 addresses both of the Guidance statements.

ZC Guidance: Location Of All Parking Spaces Within A Lot

Limit surface parking spaces to the rear yard and allow in side yard if screened

Proposed Text: Location restrictions were adopted into the existing Code in Case No. 11-01 (Text Amendment – Location of Parking Spaces on a Lot) and are brought forward into the proposed text as C §1910.

ZC Guidance: Parking Size Requirements

Requirements should not distinguish between required and not required spaces. Update parking space size requirements to current ITE & DDOT standards, and increase the amount of parking spaces that certain parking facilities may designate for compact spaces from 25% to 50% of total.

Proposed Text: Size requirements are proposed in C § 1912.5 and compact space requirements are proposed in C § 1912.3

ZC Guidance: Access to Parking Spaces

Requirements would apply to all spaces, whether required or not.

Proposed Text: Access requirements are proposed in C § 1911.

ZC Guidance: Parking lot landscaping requirements

Require landscaping equivalent to 10% of parking lot surface area and tree canopy cover equivalent to 30%. Adopt other OP recommendations to buffer trees and encourage the protection of existing trees.

Proposed Text: Landscape requirements for surface lots were adopted into the existing Code in Case No. 12-11, and are brought forward into the proposed text as C §1915.

Although not directly related to direction provided by the Zoning Commission in 2100, the current proposal includes additional language regarding the satisfaction of a Transportation Demand management program in two instances:

1. As part of BZA review of any request for relief from minimum required parking standards (C § 1903.
2. As part of mitigation for developments proposing significantly in excess of the minimum parking required (C§ 1907). As outlined in the 9/9/13 version, this would:
 - Be required for any development providing more than 1.5 times the required amount;

- Would result in the provision of additional bicycle parking spaces; planting of trees in public space; installation of electric car charge stations; additional car-share stations; and an increase in the required Green Area Ratio (GAR) for the property. The BZA would be able to grant special exception relief from this requirement for the provision of other TDM measures.

However, additional examination of this provision and comments received from a variety of sources indicates that this provision should be amended.

Errata: Amend the provisions of C §§ 1907.2 and 1907.3 such that the requirement for mitigation would be initiated by a new project providing twice, rather than 1.5 times, the required amount based on the provisions of C § 1901.5 alone, as follows:

- 1907.1 For the purposes of this section, the term “excess parking space” is defined as all vehicle parking spaces provided in excess of the minimum parking requirement for that location and use pursuant to C §§ 1901 ~~and 1902~~, but shall not include either parking spaces to be dedicated to an off-site use in accordance with the provisions of C §§ 1901.7 and 1901.8, or dedicated car-share spaces provided in accordance with the provisions of C § 1908.
- 1907.2 For the purposes of this section, the term “minimum parking required” shall mean:
- (a) The minimum required number of parking spaces pursuant to C §§ 1901.5 ~~and 1902~~ for the relevant use(s); or
 - (b) Within the Downtown zones of Subtitle I and the zones of K Chapter 5, where there is no minimum parking requirement, the minimum number of parking spaces otherwise required for that use pursuant to C §§ 1901.5 ~~and 1902~~.
- 1907.3 The provision of excess parking spaces shall require the following Transportation Demand Management (TDM) features:
- (a) For any excess parking space greater than ~~one point five times (1.5 X)~~ **two times** the minimum parking required for that zone, the following TDM measures shall be required:

(note – revised C § 1907.2 (b) also notes a corrected reference to K Chapter 5, not Chapter 4.)

Additional Errata:

Chapter 5 - Height: OP has been made aware of confusion about how to measuring height in those zones where it is limited to 40 feet. OP will work with OAG to ensure the language clearly reflects the action taken by the Commission in defining height in ZC case 12-11.

Chapter 25- Antennas: C §2511.4(a)(1) should accurately state “no more than ~~four (4)~~ five (5) antennas” to reflect the action taken by the Commission in Case 12-06.

Chapter 24 – Preferred Arts uses and Credits: The Zoning Administrator (ZA) has asked for language to clarify his level of flexibility as is used other chapters of the code. OP will work with the ZA and OAG on that language.

Comprehensive Plan Text

ZONING ISSUES	COMPREHENSIVE PLAN CITATION	COMPREHENSIVE PLAN TEXT
Sustainability (Subtitle C)		
Conserving and Expanding Our Urban Forest	Policy E-1.1	The benefits of a healthy urban forest, including street trees, trees in parks and other public places, and trees on private lands, are well documented. Trees add beauty, improve mental health, reduce water pollution, absorb noise, produce oxygen and absorb greenhouse gases, and provide habitat for birds and small animals.
Tree Requirements in New Development	Policy E-1.1.2	Use planning, zoning, and building regulations to ensure that trees are retained and planted when new development occurs, and that dying trees are removed and replaced. If tree planting and landscaping are required as a condition of permit approval, also require provisions for ongoing maintenance.
Grading and Vegetation Removal	Policy E-1.3.2	Encourage the retention of natural vegetation and topography on new development sites. Grading of hillside sites should be minimized and graded slopes should be quickly revegetated for stabilization.
Conservation of Steep Slopes	Policy E-1.4.1	Strongly discourage development on steep slopes (i.e., greater than 25 percent), such as those found along stream valleys in Upper Northwest and Southeast DC.
Energy Efficient Building and Site Planning	Policy E-2.2.5	Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. The planning and design of new development should contribute to energy efficiency goals.
Conserving Energy	Action E-2.2.F	Review local building codes and regulations to identify potential barriers to achieving energy efficiency goals, and to identify possible changes which would support energy goals.
Low Impact Development	Policy E-3.1	Low Impact Development (LID) refers to a variety of construction and design techniques that conserve the natural hydrology of development or redevelopment sites. It includes small-scale practices that allow water to infiltrate, evaporate, or transpire on-site rather than flowing off and entering local storm drains and waterways. In urban areas like the District of Columbia, typical LID measures include green roofs (which absorb rainwater and also reduce energy costs), porous pavement, limits on impervious surface cover, rain barrels, and rain gardens. On larger development sites in the city, LID measures could include such features as artificial wetlands, stormwater detention ponds, and earthen drainage swales.
Maximizing Permeable Surfaces	Policy E-3.1.1	Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff.

ZONING ISSUES	COMPREHENSIVE PLAN CITATION	COMPREHENSIVE PLAN TEXT
Using Landscaping and Green Roofs to Reduce Runoff	Policy E-3.1.2	Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces.
Low Impact Development Criteria	Action E-3.1.A	Establish LID criteria for new development, including provisions for expanded use of porous pavement, bioretention facilities, and green roofs. Also, explore the expanded use of impervious surface limits in the District's Zoning Regulations to encourage the use of green roofs, porous pavement, and other means of reducing stormwater runoff.
Mitigating Development Impacts	Policy E-3.4.1	Take measures to ensure that future development mitigates impacts on the natural environment and results in environmental improvements wherever feasible. Construction practices which result in unstable soil and hillside conditions or which degrade natural resources without mitigation shall be prohibited.
Improving Water Quality	Policy E-4.2.1	Improve the quality of water in the District's rivers and streams to meet public health and water quality standards, and maintain the physical, chemical, and biological integrity of these watercourses for multiple uses, including recreation and aquatic life.
Control of Urban Runoff	Policy E-4.2.3	Continue to implement water pollution control and "best management practice" measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands.
Parking and Transit (Subtitle C)		
Transit-Oriented and Corridor Development	Policy LU-1.3	A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking... While transit-oriented development is most commonly thought of as a strategy for Metrorail station areas, it is also applicable along premium transit corridors and the city's "Great Streets."
TOD Overlay Zone	Action LU-1.3.B	During the forthcoming revision to the zoning regulations, create a TOD overlay district. The overlay should include provisions for mixed land uses, minimum and maximum densities (inclusive of density bonuses), parking maximums, and buffering and design standards that reflect the presence of transit facilities. Work with land owners, the DC Council, local ANCs, community organizations, WMATA, and the Zoning Commission to determine the stations where such a zone should be applied. The emphasis should be on stations that have the capacity to accommodate substantial increases in ridership and the potential to become pedestrian-oriented urban villages. Neighborhoods that meet these criteria and that would welcome a TOD overlay are the highest priority.

ZONING ISSUES	COMPREHENSIVE PLAN CITATION	COMPREHENSIVE PLAN TEXT
Central Employment Area	Policy LU-1.1.3	The Plan directs planning and zoning efforts to encourage the creative management of parking around transit stations, ensuring that automobile needs are balanced with transit, pedestrian, and bicycle travel needs. New parking should generally be set behind or underneath buildings and geared toward short-term users rather than all-day commuters.
Residential Parking Requirements	Policy LU-2.1.11	Revisions to the District’s Zoning Regulations should ensure that parking requirements for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes, and unit locations (including proximity to transit). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking may be considered where transportation demand management measures are implemented and a reduction in demand can be clearly demonstrated.
Housing Around Metrorail Stations	Policy LU-1.3.3	Recognize the opportunity to build senior housing and more affordable “starter” housing for first-time homebuyers adjacent to Metrorail stations, given the reduced necessity of auto ownership (and related reduction in household expenses) in such locations.
Design To Encourage Transit Use	Policy LU-1.3.4	Require architectural and site planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include lighting, signage, landscaping, and security measures. Discourage the development of station areas with conventional suburban building forms, such as shopping centers surrounded by surface parking lots.
Transportation Demand Management (TDM) Programs	Policy T-3.1.1	Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system.
Employing Innovations in Parking	Policy T-3.2.2	Consider and implement new technologies to increase the efficiency, management, and ease of use of parking. These include consolidated meters, changeable parking meter fees by time of day or day of the week, shared-use parking, vertical/stacked parking, electronic ticketing of parking offenders and other innovations.
Surface Parking	Policy UD-2.2.10	Encourage the use of shade trees and landscaping or screening of surface parking areas. Parking should be designed so that it is not the dominant element of the street, and should be located behind development rather than in front of it.

ZONING ISSUES	COMPREHENSIVE PLAN CITATION	COMPREHENSIVE PLAN TEXT
Strip Shopping Centers	Policy UD-2.2.12	Ensure that zoning and parking standards discourage strip commercial shopping centers and auto-oriented building designs within designated neighborhood centers.
Bicycle and Car-Pool Parking	Action T-2.2.C	Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metrorail stations, key bus stops, and future streetcar stations.
Bicycle Facilities	Action T-2.3.A	Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users.
Bicycle Master Plan	Action T-2.3.B	Provide bicycle parking in public space and encourage bicycle parking in private space.
Unbundle Parking Cost	Action T-3.2.D:	Find ways to “unbundle” the cost of parking from residential units, allowing those purchasing or renting property to opt out of buying or renting parking spaces. “Unbundling” should be required for District-owned or subsidized development, and the amount of parking in such development should not exceed that required by Zoning. Further measures to reduce housing costs associated with off-street parking requirements, including waived or reduced parking requirements in the vicinity of Metrorail stations and along major transit corridors, should be pursued during the revision of the Zoning regulations. These efforts should be coupled with programs to better manage residential street parking in neighborhoods of high parking demand, including adjustments to the costs of residential parking permits.
Central Washington Multi-modal Transportation System	Policy CW-1.1.14	Develop and maintain a balanced multi-modal transportation system for Central Washington which makes optimal use of the existing street network, the Metrorail and commuter rail networks, the bus system, and public spaces including sidewalks and alleys. Mass transit should be supported as the dominant form of transportation to, from, and around the area.
Loading (Subtitle C)		

ZONING ISSUES	COMPREHENSIVE PLAN CITATION	COMPREHENSIVE PLAN TEXT
Goods Movement and Service Delivery within Central Washington	Policy CW-1.1.19	Strongly discourage the obstruction of public rights-of-way by goods and service delivery activities. Provide for the efficient and convenient movement of goods and delivery of services within Central Washington by: a. Maintaining and improving interior alleys where needed to provide for off street loading facilities and minimize curb cuts on streets; b. Encouraging the consolidation of loading areas within new development and limiting on-street service deliveries; c. Requiring adequate off-street or below grade loading and service parking areas; d. Converting on-street loading facilities to off-street facilities whenever possible; and e. Managing goods and service delivery times.
	Policy CW-1.2.2	Preserve alleys that provide for off-street loading, deliveries, and garage access
	Policy T-3.3, T-3.4	Parking spaces for loading and unloading of small trucks such as courier vans and pickup trucks
Inclusionary Zoning (Subtitle C)		
Inclusionary Zoning	Action H.1.2.A	Require affordable units for low income households in all new residential developments of 10 units or greater, with accompanying provisions for density bonuses and long-term affordability.

APPENDIX A

ZONING COMMISSION FOR THE DISTRICT OF COLUMBIA ZONING COMMISSION ORDER NO. 08-06-C

Z.C. Case No 08-06

(Comprehensive Zoning Regulations Rewrite: Bicycle Parking Regulations; and Loading Regulations) April 25, 2011

July 31, 2008	A public hearing on general concepts and direction was held
October 16, 2008	The Commission provided general guidance at its public meeting
September 6, 2010	OP filed a set down report on draft text reflecting the ZC guidance
September 16, 2010	The Commission set down the draft text for public hearing
November 15, 2010	A public hearing on the advertised text was held
December 21, 2010	OP filed a supplemental report reflecting all public comment and questions concerning the draft text
January 10, 2011	The Commission, at its regularly scheduled meeting took proposed action and referred the text to the National Capital Planning Commission (NCPC)
February 3, 2011	NCPC, through action taken at its meeting of found that the proposed text amendments would not adversely affect the identified federal interests, nor be inconsistent with the Comprehensive Plan for the National Capital
February 11, 2011	A Notice of Proposed Rulemaking was published in the <i>D.C. Register</i> on at 58 DCR 1291
April 25, 2011	The Commission, at its regularly scheduled meeting expressed its agreement with OP's recommendation and text revisions, and voted to adopt the text amendments as revised but to delay publication of a notice of final rulemaking until the text has been finalized and conformed to all other text that will comprise the revised
July	The final action was published as a Notice of Opinion in the D.C. Register on July 8, 2011

The following new chapter 16, **BICYCLE PARKING REGULATIONS**, is proposed to be included within a proposed subtitle B, **GENERAL REGULATIONS**, of a revised title 11 DCMR.

CHAPTER 16 GENERAL BICYCLE PARKING REGULATIONS

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

1600 INTRODUCTION TO GENERAL BICYCLE PARKING CHAPTER

1600.1 This chapter provides general parking regulations for bicycles that apply regardless of zone.

1600.2 The purpose of this chapter is to:

- (a) Ensure an adequate supply of bicycle parking;
- (b) Ensure that bicycle parking facilities are located and designed to maximize convenience and to minimize negative impacts on adjacent property, urban design, the pedestrian environment, and public spaces; and
- (c) Ensure that bicycle parking areas are safe and accessible.

1600.3 Any building permit application for new construction or addition to an existing building shall be accompanied by a bicycle parking plan, which shall be depicted on detailed site plans and building plans and demonstrate full compliance with this chapter.

1600.4 The Zoning Administrator may at his discretion, request that the District Department of Transportation (DDOT) review and make a recommendation regarding any item on the bicycle parking plan prior to approving the building permit application.

1600.5 No certificate of occupancy shall be issued unless the bicycle parking spaces have been constructed in accordance with the approved bicycle parking plan.

1601 RELATIONSHIP TO LAND USE SUBTITLES

1601.1 The general bicycle parking regulations of this chapter apply to all land use subtitles.

1601.2 Additional use-related conditions that impose additional bicycle parking requirements may be located in the use permissions chapters of the land use subtitles.

1602 GENERAL REQUIREMENTS

1602.1 The intent of this section is to ensure that bicycle parking spaces are usable and accessible.

1602.2 When bicycle parking spaces are required, signs shall be posted in a prominent place at each entrance to the building or structure stating where bicycle parking spaces are located.

1602.3 A property owner shall provide and maintain all required bicycle parking spaces so long as the structure that the bicycle parking spaces are designed to serve exists. Maintenance of required bicycle parking spaces shall include keeping all racks and spaces clear of snow, ice, and any other obstructions.

- 1602.4 Where required bicycle parking is provided as racks, the racks must meet the following standards:
- (a) The bicycle frame and one wheel can be locked to the rack with a high security U-shaped shackle lock if neither wheel is removed from the bicycle;
 - (b) A bicycle six feet (6 ft.) long can be securely held with its frame supported in at least two (2) places so that it cannot be pushed over or fall in a manner that would damage the wheels or components;
 - (c) Racks shall be placed apart from one another, and any other obstructions, a minimum of thirty inches (30 in.), and provide a minimum clearance width of twelve inches (12 in.) for each bicycle; and
 - (d) The rack shall be securely anchored.
- 1602.5 Each required bicycle parking space shall be accessible without moving another bicycle.

1603 MINIMUM BICYCLE PARKING SPACES

- 1603.1 All residential uses with ten (10) or more dwelling units and non-residential uses with four thousand square feet (4,000 sq. ft.) or more of gross floor area shall provide bicycle parking spaces according the rules of this chapter and the following table:

Use	Long-Term Spaces	Short-Term Spaces
Agriculture, Large	None	None
Agriculture, Residential	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.
Eating and Drinking Establishment	1 space for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Education, College/University	1 space for each 7,500 sq. ft.	1 space for each 2,000 sq. ft.
Education, Private	1 space for each 7,500 sq. ft.	1 space for each 2,000 sq. ft.
Education, Public	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.

Use	Long-Term Spaces	Short-Term Spaces
Medical Care	1 space for each 10,000 sq. ft.	1 space for each 40,000 sq. ft.
Institutional, General	1 space for each 7,500 sq. ft.	1 space for each 2,500 sq. ft. but no less than 8 spaces
Institutional, Religious	1 space for each 7,500 sq. ft.	1 space for each 2,500 sq. ft. but no less than 8 spaces
Government, Large and Local	1 for each 7,500 sq. ft.	1 space for each 40,000 sq. ft. but no less than 6 spaces
Lodging	1 space for each 10,000 sq. ft.	1 space for each 40,000 sq. ft.
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	1 space for each dwelling unit	1 space for each 20 dwelling units
Retail	1 for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Service, Financial and General	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

- 1603.2 Notwithstanding § 1603.1, no property shall be required to provide more than one hundred (100) short-term bicycle parking spaces. All properties with a long-term bicycle parking requirement shall provide at least two (2) long-term spaces, and all properties with a short-term requirement shall provide at least two (2) short-term spaces.
- 1603.3 The bicycle parking standards of this chapter apply to all newly constructed buildings.
- 1603.4 When a property changes use categories or adds a use category, the property shall add any bicycle parking spaces necessary to meet the requirements for the new use. However, historic resources shall not be required to provide additional bicycle parking spaces for a change in use when the gross floor area of the building is not expanded.
- 1603.5 An addition to an existing building, or the expansion of a use within a building, triggers additional bicycle parking requirements only when the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more beyond the gross floor area on [enactment date of amendment], or in the case of a new building, the gross floor area used to calculate the initial parking requirement. The additional minimum parking required shall be calculated based upon the entire gross floor area added. A different rule applies to historic resources and is stated in § 1603.6.
- 1603.6 Additions to historic resources shall be required to provide additional bicycle parking spaces only for the addition's gross floor area and only when the addition results in at

least a fifty percent (50%) increase in gross floor area beyond the gross floor area existing on [enactment date of amendment].

- 1603.7 Special exception relief from additional parking requirements for historic resources is provided for in § 1608.4 and 1608.6.
- 1603.8 Any expansion, regardless of size, of a use that operates outside of a building shall conform to applicable bicycle parking standards.
- 1603.9 Uses governed by a campus plan are subject to the bicycle parking requirements approved by the Zoning Commission and are not subject to the bicycle parking requirements otherwise applicable.
- 1603.10 When there is more than one (1) use on a lot, the number of bicycle parking spaces provided must equal the total required for all uses. If a single use falls into more than one (1) use category for which different bicycle parking minimums apply, the standard that requires the greater number of bicycle parking spaces shall apply.

1604 RULES OF CALCULATION

- 1604.1 All bicycle parking standards shall be calculated on the basis of gross floor area, except for Residential uses, which base bicycle parking standards on the number of dwelling units.
- 1604.2 For purposes of calculating bicycle parking standards, gross floor area does not include floor area devoted to off-street parking or loading facilities, including aisles, ramps, and maneuvering space.
- 1604.3 Calculations of bicycle parking spaces that result in a fractional number of one half (0.5) or more shall be rounded up to the next consecutive whole number. Any fractional result of less than one half (0.5) shall be rounded down to the previous consecutive whole number.

1605 SHORT-TERM BICYCLE PARKING SPACE REQUIREMENTS

- 1605.1 The intent of this section is to ensure that required short-term bicycle parking spaces will be conveniently located and safely accessed.
- 1605.2 Required short-term bicycle parking spaces shall be located either on the same lot as the use they are intended to serve or on public space within twenty feet (20 ft.) of the lot. A use providing short-term bicycle parking on adjacent public space must receive approval of a public space application under title 24 DCMR.
- 1605.3 Required short-term bicycle parking spaces shall be located within fifty feet (50 ft.) of a primary entrance to the building they serve.

- 1605.4 Areas devoted to short-term bicycle parking on private property shall be surfaced and maintained with an all-weather surface conforming to the requirements of § 1509.2 in the General Parking Chapter.
- 1605.5 Required short-term bicycle parking spaces shall be provided as bicycle racks that meet the standards of § 1602.4.
- 1605.6 An aisle at least five feet (5 ft.) wide between rows of bicycle parking spaces and the perimeter of the area devoted to bicycle parking shall be provided. Aisles shall be kept clear of obstructions at all times. Where the bicycle parking is on or adjacent to a sidewalk, the aisle may extend into the right-of-way.
- 1605.7 Required short-term bicycle parking spaces shall be provided in a convenient, well-lit location that can be viewed from the building the spaces are intended to serve. Required short-term bicycle parking spaces shall be available for shoppers, customers, commuters, messengers, and all other visitors to the site.

1606 LONG-TERM BICYCLE PARKING SPACE REQUIREMENTS

- 1606.1 The intent of this section is to ensure that required long-term bicycle parking spaces are provided for the use of building residents, tenants, and employees.
- 1606.2 All required long-term bicycle parking spaces shall be located within the building of the use requiring them.
- 1606.3 Required long-term bicycle parking spaces shall be located no lower than the first cellar level or the first complete parking level below grade, and no higher than the first above-grade level. Spaces shall be available to employees, residents, and other building occupants.
- 1606.4 Required long-term bicycle parking shall be provided as racks or lockers. Bicycle racks for required long-term parking shall be provided in a parking garage or a bicycle storage room.
- 1606.5 Where required long-term bicycle parking is provided in a garage, it shall be clearly marked and be separated from adjacent motor vehicle parking spaces by wheel stops or other physical automobile barrier.
- 1606.6 Where required long-term bicycle parking is provided in a bicycle room, the room shall have either solid walls or floor-to-ceiling fencing. The room shall have locked doors.
- 1606.7 For any bicycle room with solid walls, the entirety of the interior of the bicycle room shall be visible from the entry door. A motion-activated security light enclosed in a tamper-proof housing shall be provided in each bicycle room.
- 1606.8 Where required long-term bicycle parking is provided in lockers, the lockers shall be securely anchored and meet the following minimum dimensions:

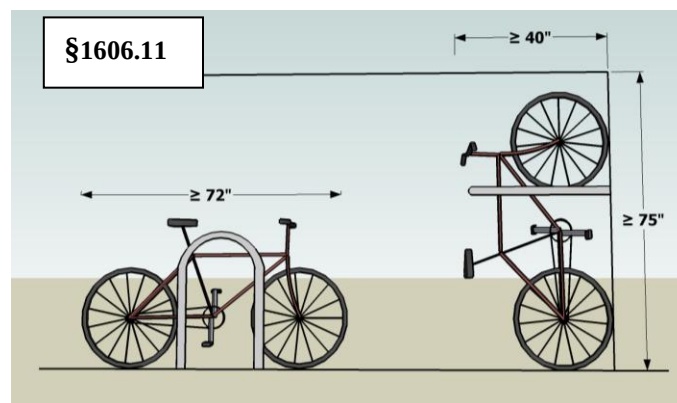
- (a) Twenty-four inches (24 in.) in width at the door end;
- (b) Eight inches (8 in.) in width at the opposite end;
- (c) Seventy-two inches (72 in.) in length; and
- (d) Forty-eight inches (48 in.) in height.

1606.9 Each required long-term bicycle parking space shall be directly accessible by means of an aisle of a minimum width of forty-eight inches (48 in.) and have a minimum vertical clearance of seventy-five inches (75 in.). Aisles shall be kept clear of obstructions at all times.

1606.10 A minimum of fifty percent (50%) of the required long-term bicycle parking spaces shall allow the bicycles to be placed horizontally on the floor or ground. Vertical bicycle space racks shall support the bicycle without the bicycle being suspended.

1606.11 Each required long-term bicycle parking space shall be a minimum width of twenty-four inches (24 in.), and shall be:

- (a) A minimum of seventy-two inches (72 in.) in length if the bicycles are to be placed horizontally; or
- (b) A minimum of forty inches (40 in.) in length if the bicycles are to be placed vertically.



1607 REQUIREMENTS FOR CHANGING FACILITIES

1607.1 The intent of this section is to ensure that long-term bicycle parking spaces are usable by the long-term occupants, especially employees, of non-residential uses.

1607.2 The requirements of this section shall apply to:

- (a) Newly constructed buildings; and

- (b) Buildings that expand in gross floor area by more than twenty-five percent (25%).

1607.3 A non-residential use that requires long-term bicycle parking spaces and that occupies more than twenty-five thousand square feet (25,000 sq. ft.) in gross floor area shall provide a minimum of two (2) showers. An additional two (2) showers shall be installed for every fifty thousand square feet (50,000 sq. ft.) of gross floor area above the first twenty-five thousand square feet (25,000 sq. ft.), up to a maximum requirement of six (6) showers.

1607.4 A non-residential use that requires long-term bicycle parking spaces and that occupies more than twenty-five thousand square feet (25,000 sq. ft.) in gross floor area shall provide a minimum number of clothing lockers equal to six tenths (0.6) times the minimum number of required long-term bicycle parking spaces. Each locker required by this subsection shall be a minimum of twelve inches (12 in.) wide, eighteen inches (18 in.) deep, and thirty-six inches (36 in.) high.

1607.5 Showers and lockers required by this section shall be accessible to employees and other long-term occupants of the use requiring them. Showers and lockers shall be located within the same building as the use requiring them.

1608 SPECIAL EXCEPTIONS FROM BICYCLE PARKING REQUIREMENTS

1608.1 This section provides flexibility from the requirements of this chapter when providing the number of bicycle parking spaces or showers and changing facilities required is impractical or contrary to other District regulations, or when it is unnecessary due to a lack of demand for bicycle parking.

1608.2 The Office of Zoning shall refer any application under this section to the Office of Planning (OP) and DDOT for review and report.

1608.3 The Board may grant, by special exception, a full or partial reduction in the minimum number of long-term bicycle parking spaces required for a use or structure, subject to the general requirements of [§ 3104], the limitations of § 1608.5, and the applicant's demonstration of either of the following:

- (a) All of the required bicycle parking spaces cannot physically be provided on the lot; or
- (b) The use or structure will generate demand for less long-term bicycle parking than the minimum bicycle parking standards require, as a result of either:
 - (1) The nature of the use or structure; or
 - (2) A transportation demand management plan approved by DDOT, the implementation of which shall be a condition of the Board's approval.

- 1608.4 The Board may grant, by special exception, a full or partial reduction in the minimum number of short-term bicycle parking spaces required for a use or structure if, in addition to meeting the general requirements of [§ 3104], and the limitations of § 1608.5, the applicant demonstrates that:
- (a) All of the required bicycle parking spaces cannot physically be provided on the lot, and that it will be impossible to provide any required bicycle parking spaces on abutting public space;
 - (b) The neighborhood or area in which the use or structure is located will generate demand for less short-term bicycle parking than the minimum bicycle parking standards require; or
 - (c) A transportation demand management plan approved by DDOT, the implementation of which shall be a condition of the Board's approval, will result in demand for less short-term bicycle parking than the minimum bicycle parking standards require.
- 1608.5 A reduction in parking granted under § 1608.3(a) or 1608.4(a) shall only be for the amount that the applicant is physically unable to provide, and a reduction in bicycle parking granted under § 1608.3(b), 1608.4(b), or 1608.4(c) shall be proportionate to the reduction in bicycle parking demand demonstrated by the applicant.
- 1608.6 The Board may grant, by special exception, a full or partial reduction in the number of minimum bicycle parking spaces required for an addition to a historic resource if in addition to meeting the general requirements of [§ 3104], the applicant demonstrates that as a result of the nature or location of the historic resource, providing the required bicycle parking will result in significant architectural or structural difficulty in maintaining the historic integrity and appearance of the historic resource.
- 1608.7 The Board may grant, by special exception, modifications or waivers to the requirements for showers and changing facilities in § 1607.3, 1607.4, and 1607.5 if in addition to meeting the general requirements of [§ 3104], the applicant demonstrates that:
- (a) The intent of § 1607 is met; and
 - (b) Either:
 - (1) The use will not generate the demand for the full number of showers and changing facilities required; or
 - (2) The property owner has an arrangement to make use of showers and changing facilities off-site, and that the showers and changing facilities will be reasonably available to long-term occupants of the use requiring the facilities.

The following new chapter 17, **LOADING REGULATIONS**, is proposed to be included within a proposed subtitle B, **GENERAL REGULATIONS**, of a revised title 11 DCMR.

CHAPTER 17 GENERAL LOADING REGULATIONS

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

1700 INTRODUCTION TO GENERAL LOADING CHAPTER

- 1700.1 This chapter provides general regulations for loading berths, loading platforms, and service and delivery loading spaces that apply regardless of zone.
- 1700.2 The purpose of this chapter is to:
- (a) Ensure an adequate supply of off-street loading facilities;
 - (b) Prevent on-street loading that would contribute to traffic congestion;
 - (c) Ensure that loading facilities are located, accessed, and designed to minimize negative impacts on adjacent properties, urban design, the pedestrian environment, and public spaces;
 - (d) Ensure the loading facilities are safe and accessible; and
 - (e) Ensure that loading facilities are screened and kept free of any obstructions.
- 1700.3 Any building permit application for new construction or addition to an existing building shall be accompanied by a detailed loading plan demonstrating full compliance with this title.
- 1700.4 The Zoning Administrator may at his or her discretion, request that the District Department of Transportation (DDOT) review and make a recommendation regarding any item on the loading plan prior to approving the building permit application.
- 1700.5 No certificate of occupancy shall be issued unless the loading facilities have been constructed in accordance with the approved loading plans.

1701 RELATIONSHIP TO LAND USE SUBTITLES

1701.1 The loading regulations of this chapter apply to all land use subtitles.

1701.2 Additional use-related conditions may be located in the use permissions chapters of the land use subtitles.

1702 LOADING REQUIREMENTS

1702.1 All buildings or structures shall be provided with loading berths and service/delivery spaces according to the regulations of this chapter and the following table:

Use	Minimum Number of Loading Berths Required	Minimum Number of Service/Delivery Spaces Required
Agriculture		
	None	None
Animal Sales, Care and Boarding		
5,000 to 20,000 sq. ft. gross floor area	1	None
More than 20,000 to 100,000 sq. ft. gross floor area	2	1
More than 100,000 sq. ft. gross floor area	3	1
Antennas		
	None	None
Arts Design and Creation		
5,000 to 20,000 sq. ft. gross floor area	1	None
More than 20,000 to 100,000 sq. ft. gross floor area	2	1
More than 100,000 sq. ft. gross floor area	3	1
Basic Utilities		
20,000 to 50,000 sq. ft. gross floor area	1	1
More than 50,000 to 200,000 sq. ft. gross floor area	2	1
More than 200,000 sq. ft. gross floor area	3	1
Chancery		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Commercial Parking		
	None	None
Community-Based Institutional Facility		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Daytime Care		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Education		
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Emergency Shelter		

Use	Minimum Number of Loading Berths Required	Minimum Number of Service/Delivery Spaces Required
30,000 to 100,000 sq. ft. gross floor area	1	1
More than 100,000 sq. ft. gross floor area	2	1
Entertainment, Assembly, and Performing Arts		
50,000 to 100,000 sq. ft. gross floor area	1	None
More than 100,000 to 500,000 sq. ft. gross floor area	2	None
More than 500,000 sq. ft gross floor area	3	None
Firearm Sales		
5,000 to 20,000 sq. ft gross floor area	1	None
More than 20,000 to 100,000 sq. ft gross floor area	2	1
More than 100,000 sq. ft gross floor area	3	1
Food and Alcohol Services		
5,000 to 20,000 sq. ft gross floor area	1	None
More than 20,000 to 100,000 sq. ft gross floor area	2	1
More than 100,000 sq. ft gross floor area	3	1
Government, Large-Scale		
30,000 to 100,000 sq. ft gross floor area	1	1
More than 100,000 sq. ft gross floor area	2	1
Government, Local		
30,000 to 100,000 sq. ft gross floor area	1	1
More than 100,000 sq. ft gross floor area	2	1
Health Care		
30,000 to 100,000 sq. ft gross floor area	1	1
More than 100,000 sq. ft gross floor area	2	1
Institutional		
30,000 to 100,000 sq. ft gross floor area	1	1
More than 100,000 sq. ft gross floor area	2	1
Lodging		
10,000 to 50,000 sq. ft gross floor area	1	None
More than 50,000 to 100,000 sq. ft gross floor area	2	None
More than 100,000 to 500,000 sq. ft gross floor area	3	None
More than 500,000 sq. ft gross floor area	4	None
Marine		
30,000 to 100,000 sq. ft gross floor area	1	1
More than 100,000 sq. ft gross floor area	2	1
Motor Vehicle-related		
5,000 to 20,000 sq. ft gross floor area	1	None
More than 20,000 to 100,000 sq. ft gross floor area	2	1
More than 100,000 sq. ft gross floor area	3	1
Office		
20,000 to 50,000 sq. ft gross floor area	1	1

Use	Minimum Number of Loading Berths Required	Minimum Number of Service/Delivery Spaces Required
More than 50,000 to 200,000 sq. ft gross floor area	2	1
More than 200,000 sq. ft gross floor area	3	1
Parks and Recreation		
More than 30,000 sq. ft gross floor area	None	1
Production, Distribution, and Repair		
5,000 to 25,000 sq. ft gross floor area	1	None
More than 25,000 sq. ft gross floor area	2	None
For each 100,000 sq. ft gross floor area more than 50,000 sq. ft	1	None
Residential		
More than 50 dwelling units	1	1
Retail		
5,000 to 20,000 sq. ft gross floor area	1	None
More than 20,000 to 100,000 sq. ft gross floor area	2	1
More than 100,000 sq. ft gross floor area	3	1
Service		
5,000 to 20,000 sq. ft gross floor area	1	None
More than 20,000 to 100,000 sq. ft gross floor area	2	1
More than 100,000 sq. ft gross floor area	3	1
Sexually-oriented Business Est.		
5,000 to 20,000 sq. ft gross floor area	1	None
More than 20,000 to 100,000 sq. ft gross floor area	2	1
More than 100,000 sq. ft gross floor area	3	1
Transportation Infrastructure		
	None	None
Waste-related Services		
5,000 to 25,000 sq. ft gross floor area	1	None
More than 25,000 sq. ft gross floor area	2	None
For each 100,000 sq. ft gross floor area more than 50,000 sq. ft	1	None

- 1702.2 The loading requirements must be met when a new building or structure is constructed.
- 1702.3 No loading berths are required for buildings or structures with a gross floor area less than the minimum sizes specified in the schedule in § 1702.1.
- 1702.4 When a property changes use categories or adds a use category, the following shall apply:
- (a) Additional loading berths and service spaces shall be required only when the minimum number of loading spaces required for the new use category exceeds the number of spaces required for the prior use category that occupied the same floor area;

- (b) When determining the amount of additional required loading, it shall be assumed that the previous use provided the minimum number of spaces required; and
- (c) Historic resources shall not be required to provide additional loading for a change in use without expansion.

1702.5 An addition to an existing building, or the expansion of a use within a building triggers additional loading requirements only when the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more beyond the gross floor area on [enactment date of amendment], or in the case of a new building, the gross floor area used to calculate the initial parking requirement. The additional minimum loading berths and service/delivery spaces required shall be calculated based upon the entire gross floor area added. A different rule applies to historic resources and is stated in § 1702.6.

1702.6 Additions to historic resources shall be required to provide additional loading berths, loading platforms, and service/delivery spaces only for the addition's gross floor area and only when the addition results in at least a fifty percent (50%) increase in gross floor area beyond the gross floor area existing on [enactment date of amendment].

1702.7 Each loading berth, whether required or not, shall be accompanied by one (1) adjacent loading platform that meets the requirements of § 1706.4.

1702.8 Where two (2) or more uses share a building or structure, the uses may share loading as long as internal access is provided from all shared uses requiring loading.

1703 RULES OF MEASUREMENT AND INTERPRETATION

1703.1 The intent of this section is to provide rules of measurement and interpretation that will be used to meet loading requirements, standards, and conditions.

1703.2 When two (2) or more non-residential uses in the same use category share a building or structure, all of the uses in the same use category shall be added together to derive the total gross floor area, or other unit of measurement in the table in § 1702.1, to determine the required number of berths and spaces for that use category.

1703.3 When two (2) or more uses in different use categories share a building or structure, the building or structure is only required to provide enough berths and spaces to meet the requirement for the use category with the highest requirement, and not the combination of requirements for all use categories provided that all uses that require loading have access to the loading area.

1703.4 At least one (1) loading berth shall be provided when the sum of the gross floor area of the separate uses exceeds the minimum gross floor area requiring loading berths for any one of the separate uses.

1703.5 For purposes of calculating loading requirements for non-residential uses, gross floor area does not include floor area devoted to off-street parking or loading facilities, including aisles, ramps, and maneuvering space.

1704 LOCATION RESTRICTIONS

1704.1 The intent of this section is to ensure that loading facilities:

- (a) Are located conveniently to the uses they serve;
- (b) Do not interfere with the functioning of other uses;
- (c) Are compatible with their surroundings;
- (d) Generally result in loading at rear entrances to buildings, rather than front entrances; and
- (e) Do not create conflicts with the pedestrian environment or vehicular and bicycle traffic.

1704.2 Except as provided in this section, all loading berths and service/delivery loading spaces shall be located as follows:

- (a) Within the building or structure the berths or spaces are designed to serve;
- (b) Within the rear yard of the building they are intended to serve; or
- (c) Within a side yard of the building they are intended to serve, provided that on a lot that is within or adjacent to a [subtitle D, E, or F zone], the loading berths and service/delivery loading spaces shall be at least six feet (6 ft.) from any side lot line.

1704.3 Loading facilities in PDR zones are not subject to the requirements of § 1704.2; however, loading facilities located in a side yard on a lot that is within or adjacent to a [subtitle D, E, or F zone] shall be at least six feet (6 ft.) from any side lot line.

1704.4 All loading platforms shall be located contiguous and with unobstructed access to the loading berth and shall have unobstructed access to an entrance to the building or structure.

1704.5 All uses in the building shall have direct access to required loading platforms or access through a common interior space or corridor.

1704.6 All loading berths shall be designed so that no vehicle or any part thereof shall project over any lot line, front setback line, or building restriction line.

- 1704.7 Required loading berths may be provided in facilities designed to serve jointly two (2) or more adjoining buildings or structures on lots that share a party wall or lot line or are separated only by an alley within a single square; provided:
- (a) The number of berths in the joint facilities shall not be less than that required for the total combined requirement in § 1702.1; and
 - (b) A binding covenant that is acceptable to the Zoning Administrator, ensuring the joint use of the loading berths and entered into by all property owners concerned, shall be recorded in the land records of the District of Columbia for the affected properties. A certified true copy of the recorded covenant shall be filed with the Zoning Administrator. Joint use of the loading berths by all parties involved shall continue in effect so long as the binding agreement remains in force. If the agreement becomes legally ineffective or inoperable, the loading berths shall be provided as otherwise required by § 1702.1.

1705 ACCESS REQUIREMENTS

- 1705.1 The intent of this section is to ensure that loading facilities are safe and accessible, and that driveways do not conflict with the pedestrian environment or with vehicular and bicycle traffic.
- 1705.2 All loading berths and service/delivery loading spaces shall be accessible at all times from a driveway meeting the requirements of § B 1507.4 and § 1507.7.
- 1705.3 A driveway or access aisle leading to a loading berth or service/delivery loading space shall have a minimum width of twelve feet (12 ft.), a maximum width of twenty-four feet (24 ft.), and a maximum slope of twelve percent (12%).
- 1705.4 No driveway providing access to a loading berth or service/delivery loading space shall be located in such a way that a vehicle entering or exiting from the loading berth blocks any street intersection.
- 1705.5 A loading berth or service/delivery loading space shall be designed so that it is usable and accessible by the vehicles that it is intended to serve.

1706 SIZE AND LAYOUT REQUIREMENTS

- 1706.1 The intent of this section is to ensure that loading facilities are adequately sized and capable of performing their intended functions.
- 1706.2 All loading berths shall be a minimum of twelve feet (12 ft.) wide, have a minimum depth of thirty feet (30 ft.) and have a minimum vertical clearance of fourteen feet (14 ft.).
- 1706.3 All service/delivery loading spaces shall be a minimum of twenty feet (20 ft.) deep and ten feet (10 ft.) wide and have a minimum vertical clearance of ten feet (10 ft.).

1706.4 All loading berths shall be accompanied by one (1) adjacent loading platform that meets the following requirements:

- (a) A loading berth that is less than fifty-five feet (55 ft.) deep shall have a platform that is at least one hundred square feet (100 sq. ft.) and at least eight feet (8 ft.) wide;
- (b) A loading berth that is fifty-five feet (55 ft.) deep or greater shall have a platform that is at least two hundred square feet (200 sq. ft.) and at least twelve feet (12 ft.) wide;
- (c) Loading platforms shall have a minimum vertical clearance of ten feet (10 ft.); and
- (d) A loading platform floor shall consist of one (1) horizontal level.

1706.5 The dimensions specified in this section for service/delivery spaces and loading berths are exclusive of access aisles, maneuvering space, and loading platforms.

1707 MAINTENANCE REQUIREMENTS

1707.1 The intent of this section is to ensure that facilities are maintained over time and are safe and clean.

1707.2 All loading berths and service/delivery spaces including access aisles, driveways, and maneuvering areas shall be surfaced and maintained with an all-weather surface.

1707.3 No other use shall be conducted from or upon the loading berth or service/delivery space or any portion thereof.

1707.4 Each service/delivery space shall be clearly marked "For Service and Delivery Vehicles Only" and used exclusively for such vehicles.

1707.5 All parts of the loading berth or service/delivery space including access aisles, driveways, and maneuvering areas shall be kept free of refuse, debris, and other obstructions of any kind.

1708 TRASH RECEPTACLES

1708.1 The intent of this section is to ensure that facilities for trash collection are provided and clearly shown on building plans.

1708.2 Buildings requiring loading must have at least one (1) trash room within the building and within or immediately adjacent to the loading area, or within an accessory building immediately adjacent to the loading area.

1708.3 All new development over two thousand square feet (2,000 sq. ft.) of gross floor area other than one- or two-family structures must clearly show the area for the building's trash receptacles on the building plans.

1708.4 Trash receptacles external to a building shall be screened and/or covered.

1709 SCREENING AND LIGHTING REQUIREMENTS

1709.1 The intent of this section is to ensure that facilities are compatible with their surroundings.

1709.2 When loading berths or service/delivery spaces are not enclosed within a building, the loading area shall have screening around its entire perimeter, subject to the standards of § 1709.4 and 1709.5, when the loading area is either:

(a) Within a zone other than a PDR zone; or

(b) In a PDR zone and abutting property in a zone in subtitle D (Residential).

1709.3 Screening is not required if the loading area is in a rear yard and separated from all contiguous property by at least twenty-five feet (25 ft.).

1709.4 The screening required by § 1709.2 shall be a solid masonry wall at least twelve inches (12 in.) thick and seventy-two inches (72 in.) high. The wall shall harmonize with the main structure in architectural character, material, and color.

1709.5 Gaps in the screening are allowed only to provide driveways and pedestrian exits or entrances that open directly onto a street. No individual gap may exceed twenty feet (20 ft.) in width.

1709.6 Any lighting used to illuminate a loading berth, loading platform, or service/delivery loading space shall be arranged so that all direct light rays are confined to the surface of the berth, platform, or space.

1710 SPECIAL EXCEPTIONS FROM LOADING REQUIREMENTS

1710.1 This section provides flexibility from the loading requirements when providing the number of spaces required is impractical or contrary to other District regulations.

1710.2 The Office of Zoning shall refer any application under this section to the Office of Planning (OP) and DDOT for review and report.

1710.3 The Board may grant, by special exception, a full or partial reduction of the number of loading berths or service/delivery spaces required by § 1702.1 if, in addition to meeting the general requirements of [§ 3104], the applicant demonstrates that:

- (a) The only means by which a motor vehicle could access the lot is from a public street, and provision of a curb cut or driveway on the street would violate any regulation in this chapter, or in chapters 6 or 11 of title 24 DCMR; or
 - (b) The loading berths or service/delivery spaces are required for an addition to a historic resource, and providing the required loading facilities would result in significant architectural or structural difficulty in maintaining the integrity and appearance of the historic resource.
- 1710.4 The Board may grant, by special exception, a waiver of the access requirements of § 1705.2 and 1705.3 if, in addition to meeting the general requirements of [§ 3104], the applicant demonstrates that:
 - (a) The lot has unusual topography, grades, shape, size, or dimensions; or
 - (b) Alternate access arrangements would improve site design, landscaping, or traffic patterns or provide safer ingress or egress.
- 1710.5 The Board may grant, by special exception, modifications, or waivers of the screening requirements of §1709 if, in addition to meeting the general requirements of [§ 3104], the applicant demonstrates that:
 - (a) Existing protective and screening walls on the lot or on adjacent property are adequate to prevent adverse impacts on adjacent property; or
 - (b) Provision of protective screening walls would result in the removal of healthy trees or other landscaping, or architectural features determined by the Board to be worthy of protection or to provide equal screening benefits.
- 1710.6 When granting a special exception under this section, the Board may impose conditions as to screening, lighting, coping, setbacks, fences, location of entrances and exits, widening of abutting alleys, loading management, or transportation demand management practices, or any other requirement it deems necessary to protect adjacent or nearby property and promote the public health, safety, and welfare.

On January 10, 2011, upon the motion of Chairman Hood, as seconded by Vice Chairman Schlater, the Zoning Commission **APPROVED** this Petition at its public meeting by a vote of **5-0-0** (Anthony J. Hood, Konrad W. Schlater, Peter G. May, Greg M. Selfridge, and Michael G. Turnbull to approve).

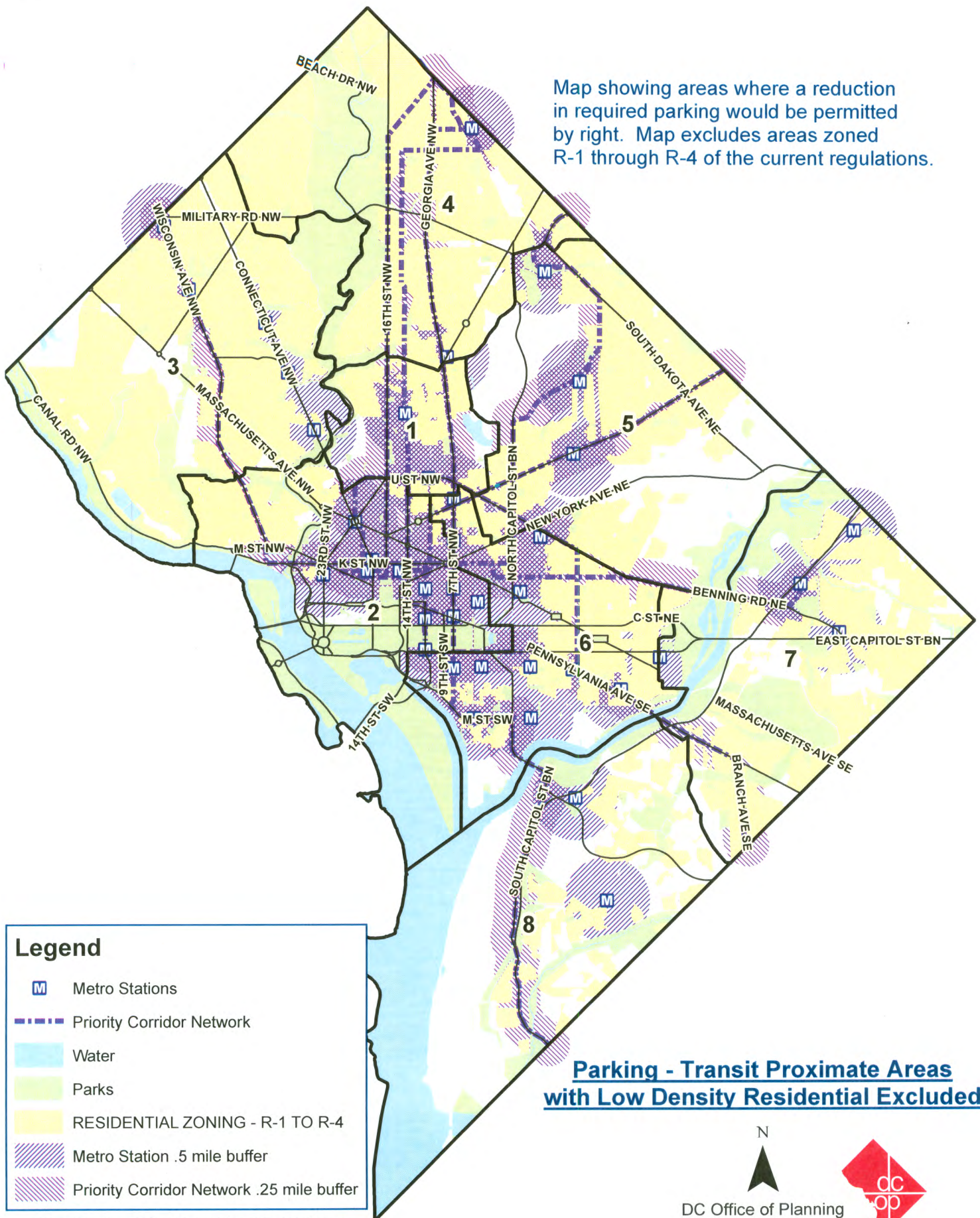
On April 25, 2011, upon the motion of Chairman Hood, as seconded by Commissioner Turnbull; the Zoning Commission **ADOPTED** this Order at its public meeting by a vote of 5-0-0 (Anthony J. Hood, Konrad W. Schlater, Peter G. May, Greg M. Selfridge, and Michael G. Turnbull to adopt).

Appendix B – Private Schools: Approved Special Exception Parking Requirements

Name	type	Address	Ward	Zoning	Sq Ft	Staff	Current Required Parking	Required Parking/ 1,000 sf	Actual Parking	Actual Spaces / 1000 sf	comp to required	Proposed Required Pkg	comp to current reqd
Aidan Montessori	elementary	2700 27th St NW	3	R-3	12,552	21	14	1.12	10	0.80	-4	16	2
Capitol Hill Day School	elementary	214 South Carolina Ave SE	6	R-4	35,053	38	25	0.73	68	1.94	43	44	18
Lowell School	elementary middle	1640 Kalmia Rd NW	4	R-1-A	86,642	49	33	0.38	56	0.65	23	108	75
Sheridan School	elementary middle	4400 36th Street NW	3	R-2	21,172	60	40	1.90	37	1.75	-3	26	-14
St. Patrick's Episcopal Church	elementary middle	4925 MacArthur Blvd	3	R-1-B	7,765	12	8	1.04	15	1.93	7	10	2
Georgetown Day (HS)	high	4200 Davenport St NW	3	R-2	68,000	150	101	1.48		0.00	-101	85	-16
Gonzaga College High	high	191 St NW	6	C-2-A, R-4	208,955	120	80	0.38	210	1.01	130	261	181
British School	high al	2001 Wisconsin Ave NW	3	NO/C-2-A	276,939	43	29	0.10		0.00	-29	346	317
Lab School	high al	4759 Reservoir Rd NW	3	R-1-B	33,518	182	131	3.64	87	2.60	-44	42	-89
Maret	high al	3000 Cathedral Ave NW	3	R-1-B	25,098	129	86	3.44	139	5.54	53	31	-55
Georgetown Day	middle	4530 MacArthur Blvd NW	3	R-1-B	42,578	95	64	1.49	86	2.02	22	53	-10
Field School	middle high	2301 Foxhall Rd NW	3	R-1-A	54,000	134	90	1.66	110	2.04	20	68	-22
Parkmont School	middle high	4842 16th St NW	4	R-1-B	5,634	12	8	1.43	3	0.53	-5	7	-1
Sidwell Friends	middle	3825 Wisconsin Ave NW	3	R-1-B	107,883	190	127	1.18	323	2.99	196	135	8
Capitol Hill Day School		210 South Carolina Ave SE	6	CAP/R-4	9,000	48	32	3.57	0	0.00	-32	11	-21
Lab School		4470 Q St NW	3	R-3	25,026	40	27	1.07	26	1.04	-1	31	4
St. Patrick's (elementary)		4700 Whitehaven Pkway NW	3	R-1-B	36,000	93	62	1.73	127	3.53	65	45	-17
Washington Ethical Society		7750 16th St NW	4	R-1-A	15,807	14	9	0.59	13	0.82	4	20	10

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Map showing areas where a reduction in required parking would be permitted by right. Map excludes areas zoned R-1 through R-4 of the current regulations.

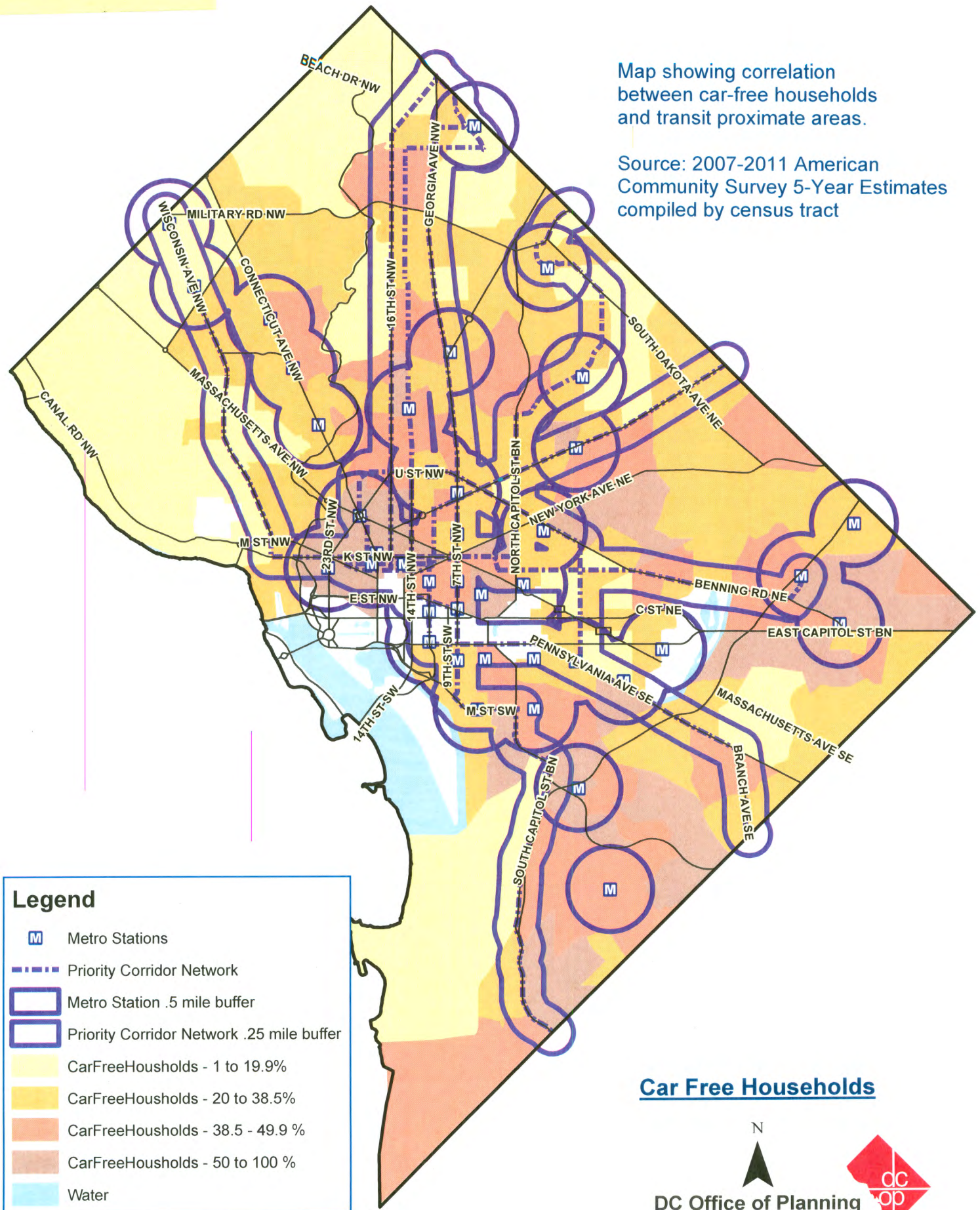


This map was created for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

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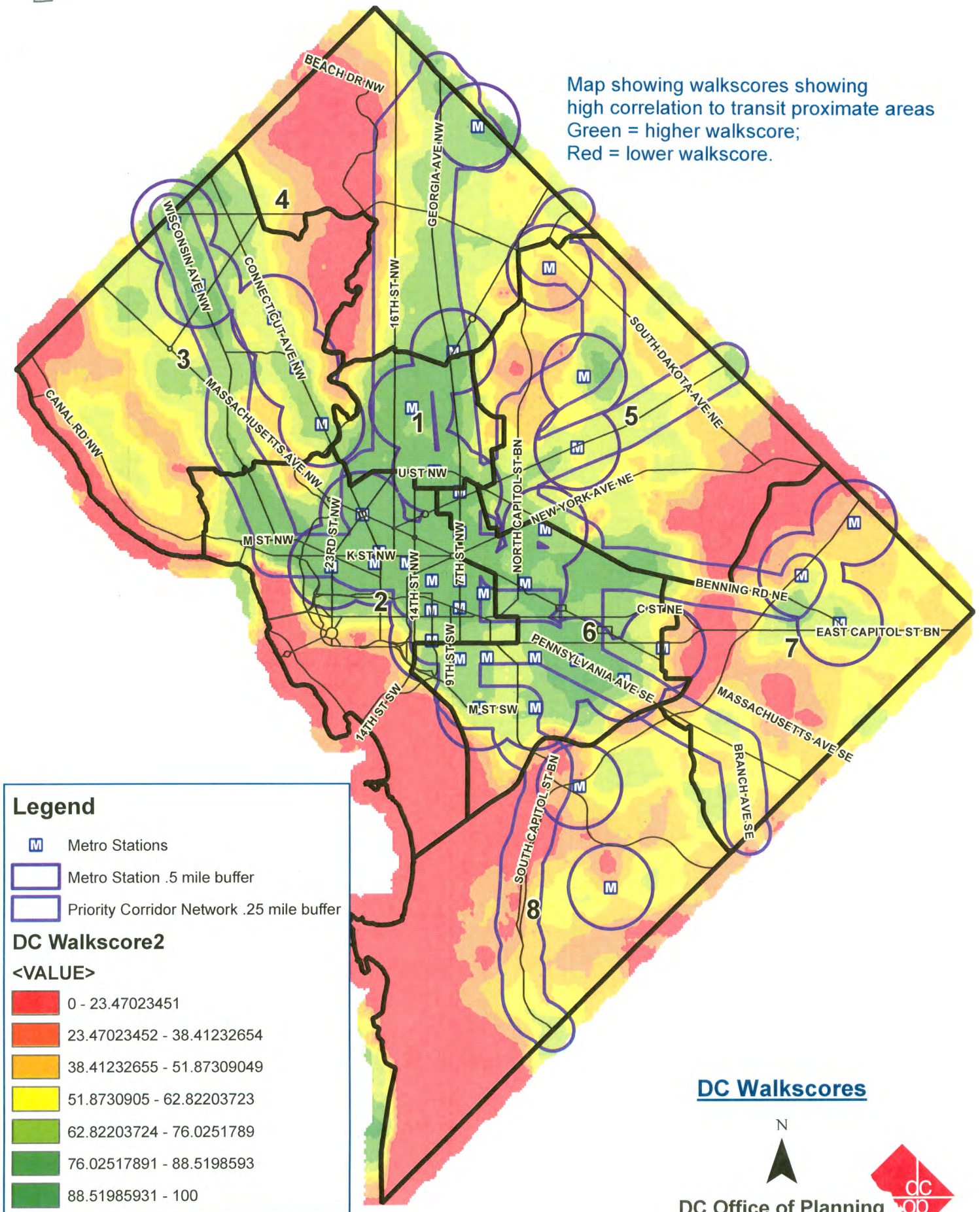
Map showing correlation
between car-free households
and transit proximate areas.

Source: 2007-2011 American
Community Survey 5-Year Estimates
compiled by census tract



This map was created for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

Map showing walkscores showing high correlation to transit proximate areas
 Green = higher walkscore;
 Red = lower walkscore.



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