



# ZONING REGULATIONS REVIEW

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November 12, 2013

Subtitle C



# Zoning Commission Guidance

| Case Number and Topic       | Public Hearing | Guidance Public Meeting        | Action                                                                                            |
|-----------------------------|----------------|--------------------------------|---------------------------------------------------------------------------------------------------|
| 08-06-9<br>Sustainability   | May 21, 2009   |                                |                                                                                                   |
| 08-06<br>Green Area Ratio   |                | Jun. 13, 2011<br>Dec. 20, 2010 | Oct. 18, 2010 (Hearing Action)<br>Feb. 28, 2011 (Proposed Action)<br>Jun. 13, 2011 (Final Action) |
| 08-06-1<br>Height           | Sept. 25, 2008 | Sept. 20, 2010<br>Jan. 5, 2009 | Sept. 2, 2010 (Hearing Action)<br>Nov. 8, 2010 (Proposed Action)<br>Feb. 7, 2011 (Final Action)   |
| 08-06-4<br>Arts and Culture | Sept. 18, 2008 | Oct. 20, 2008                  |                                                                                                   |

# Zoning Commission Guidance

| Case Number and Topic                                      | Public Hearing | Guidance Public Meeting | Action                                                                                                                    |
|------------------------------------------------------------|----------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------|
| 08-06-2<br>Parking                                         | July 31, 2008  | Apr. 25, 2011           | Oct.16, 2008 (Proposed Action)<br><br>Apr. 25, 2011 (Final Action)                                                        |
| 08-06-C<br>Parking,<br>Bike Parking, &<br>Loading          | Nov. 15, 2010  | Mar. 28, 2011           | Sept.16, 2010 (Hearing Action)<br><br>Jan.10, 2011 (Proposed Action)<br><br>Mar. 28, 2011<br>Apr. 25, 2011 (Final Action) |
| 08-06-3<br>Loading                                         | Sept. 4, 2008  | Nov. 10, 2008           |                                                                                                                           |
| 08-06-15<br>Administration,<br>Enforcement &<br>Procedures | Feb. 17, 2011  | Mar. 14, 2011           |                                                                                                                           |

# Guidance

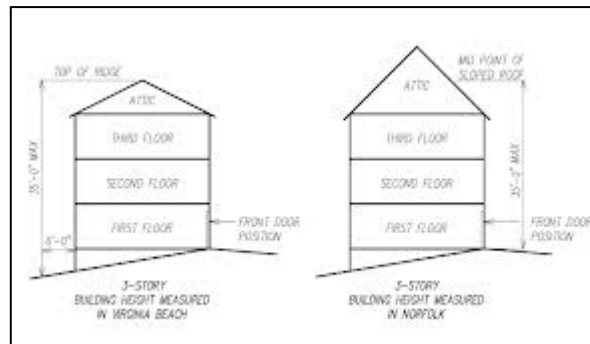
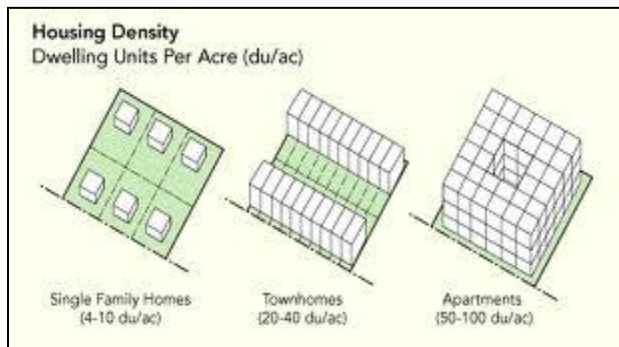
- Nonconformities
  - Reorganize information to address nonconforming uses and nonconforming structures separately
  - Allow additions to nonconforming structures provided the addition
    - Conforms to use and structure requirements
    - Does not increase or extend any existing nonconforming aspect of the structure or create any new nonconformity of structure and addition combined
  - Allow change from one nonconforming use to another nonconforming use by special exception
  - Allow for the continuation of non-expandable conforming uses

# Guidance

- Theoretical lot subdivision - Allow for expedited review of modifications to applications resulting from an addition to a one dwelling unit building
- FAR calculations - Clarify that the land area of private rights-of-way may not be used
- Arts uses - Create a template of provisions for existing/future Arts Districts
- Arts uses - Provide a one-to-one bonus density for preferred arts uses based on FAR equivalent
- Height rules - Create a chapter for general rules

# Rules – Clarifications

- Subdivision, Theoretical Lots and Private Street
- Height and Roof Structures; measurements and building type
- Dwelling Unit Density – clarify with Acc Apts
- IZ – amendments being reviewed for consideration to current Code



# Loading and Bicycle Parking

- Zoning Commission took final action on April 25, 2011
- Final Action was published as a Notice of Opinion in the D.C. Register on July 8, 2011.



# Bike Parking

- Base on building area instead of number of car spaces as is required by existing code.
- Add a requirement for multi-family use, aligned with DDOT and Council direction at 1 space per 3 units.
- Require short and long term bike parking.

# PARKING

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# Parking - Comprehensive Plan

*“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*

# Parking - Comprehensive Plan

- 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***

# Parking - Comprehensive Plan

- 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.”*

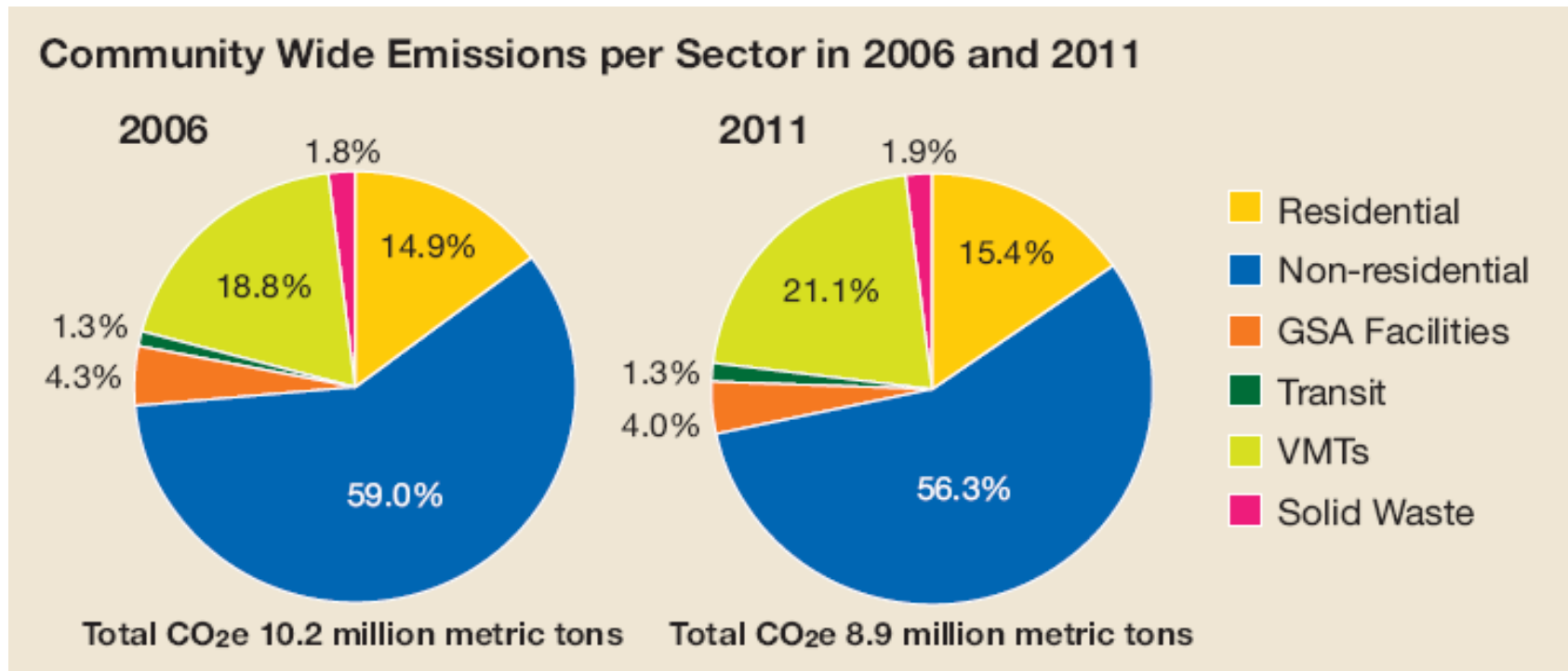
**Policy LU-2.1.11:** Residential Parking Requirements 309.16

# Selection of Transportation Action Items

- ❖ Complete 37 miles of streetcar networks.  
(Long term)
- ❖ Design transit systems for resilience to extreme weather events. (Long term)
- ❖ Expand the Capital Bikeshare program by 200 stations.  
(Medium term)
- ❖ Expand car-sharing programs to low-income residents using financial tools. (Short term)
- ❖ Expand electric vehicle charging infrastructure throughout the city. (Medium term)

# Greenhouse Gas Inventory

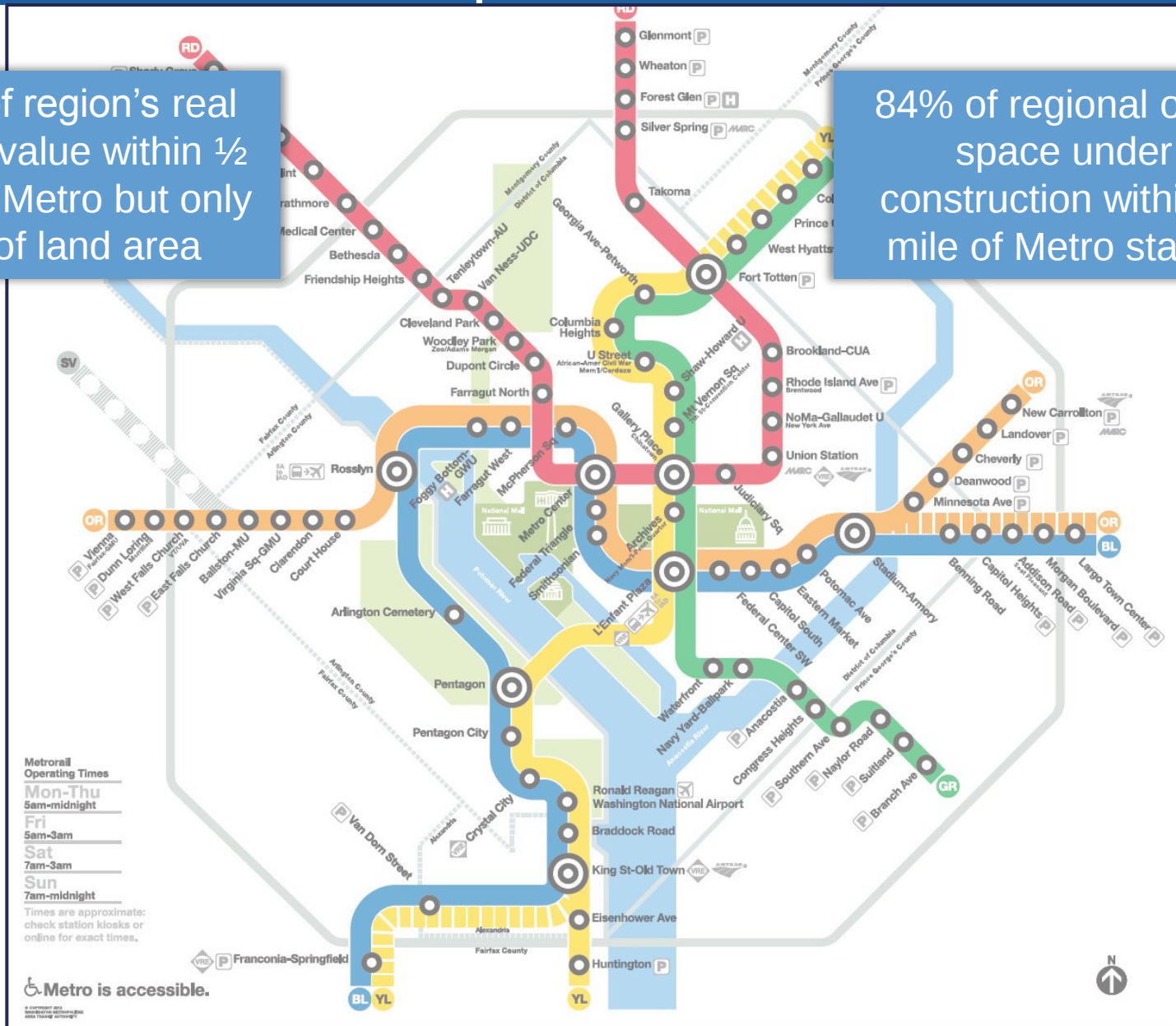
Dropping despite growth in population and jobs



# Metro accessibility = Real estate value & competitiveness

28% of region's real estate value within ½ mile of Metro but only 4% of land area

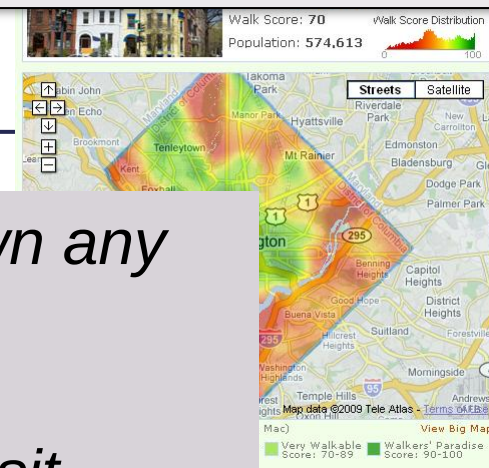
84% of regional office space under construction within ¼ mile of Metro station



# The Luxury of Choice



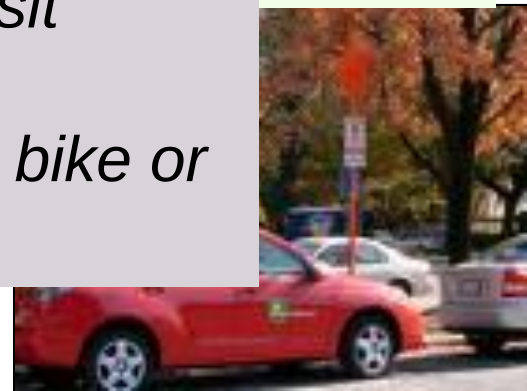
**82.4% of DC households are car-lite**  
( $\leq 1$  cars)



*38.5% of DC households do not own any vehicles*

*46% of all trips by foot, bike or transit*

*51.5% of all commuting trips by foot, bike or transit*



# Average Cost of Owning and Operating an Automobile

|                                                  | 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 - AAA

# PROPOSAL SUMMARY

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# Parking – Residential

- **Low density residential zones:**
  - retain existing one space per lot requirement; except
  - no on-site parking would be required where there is no alley access.



# Parking

- **Multi-family residential:**

- standardize minimum parking requirement of 1 / 3 units greater than 4 units

|                                 | Current Code      | Proposed          |
|---------------------------------|-------------------|-------------------|
| R-5-A, C-1                      | 1 space / 1 unit  | 1 space / 3 units |
| R-5-B, C-2-A, C-3-A             | 1 space / 2 units | 1 space / 3 units |
| R-4, R-5-C, R-5-D, C-2-B, W, CR | 1 space / 3 units | 1 space / 3 units |
| R-5-E, SP, C-2-C, C-3-B, C-3-C, | 1 space / 4 units | 1 space / 3 units |

- **Commercial uses:**

- somewhat standardize minimum parking requirement and tie to use category rather than zone.

# Parking

- **Not Proposing: Separate transit zones**
- **Proposing: By-right 50% reduction for sites located close to transit for any use:**
  - 1/2 mile from a metro station, or
  - 1/4 mile from a streetcar line or WMATA bus route identified as part of the Priority Corridor Network.
- Further reduction by special exception subject to TDM measures
- Examining mitigating TDM measures for proposals providing significantly more than the required amount of parking

# Existing Transit Provision

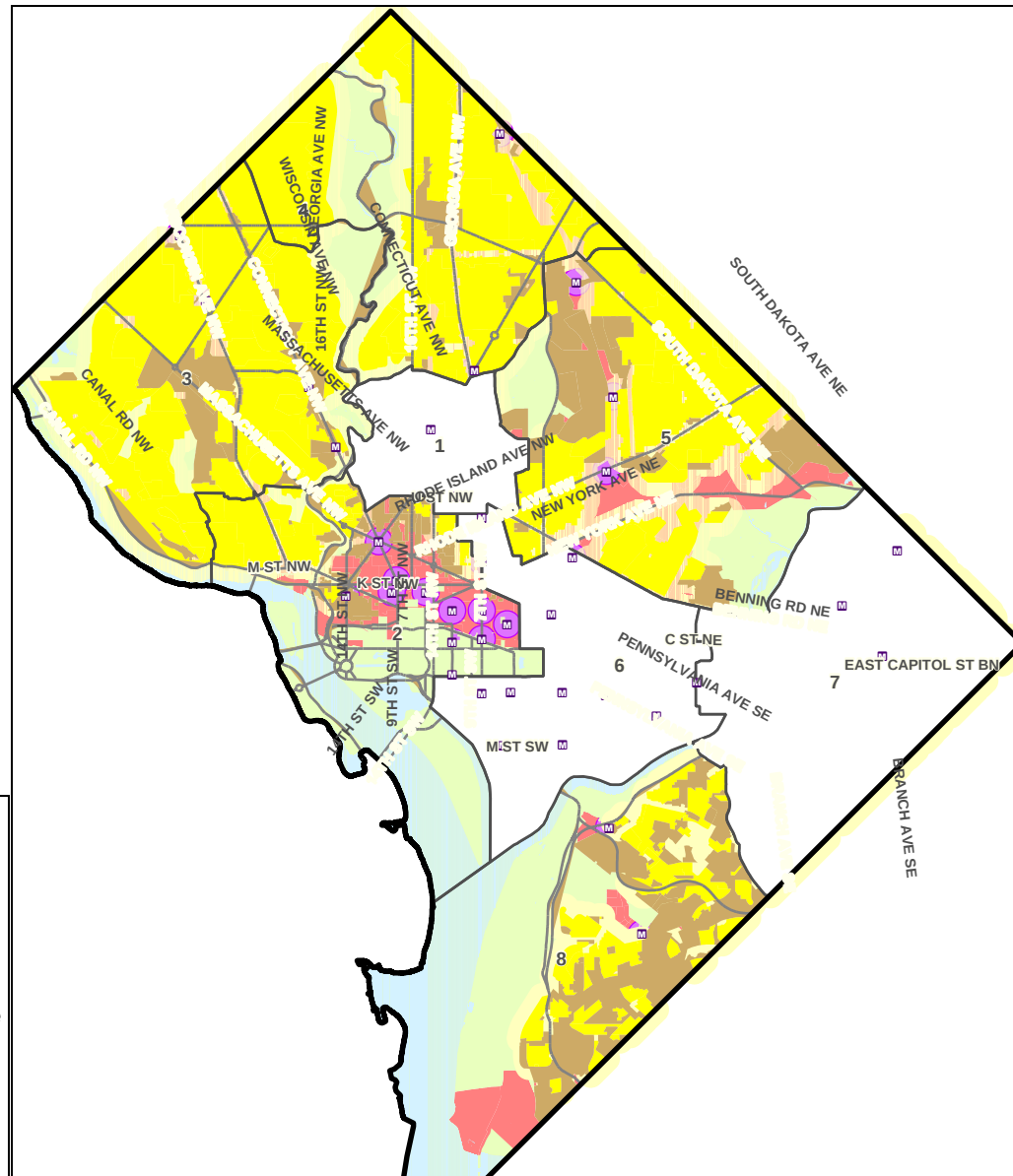
Map showing applicability of the existing zoning provision allowing a 25% reduction in required parking if:

- within 800 feet of a metro station;
- NOT residentially zoned;
- NOT zoned R-1 - R-4.

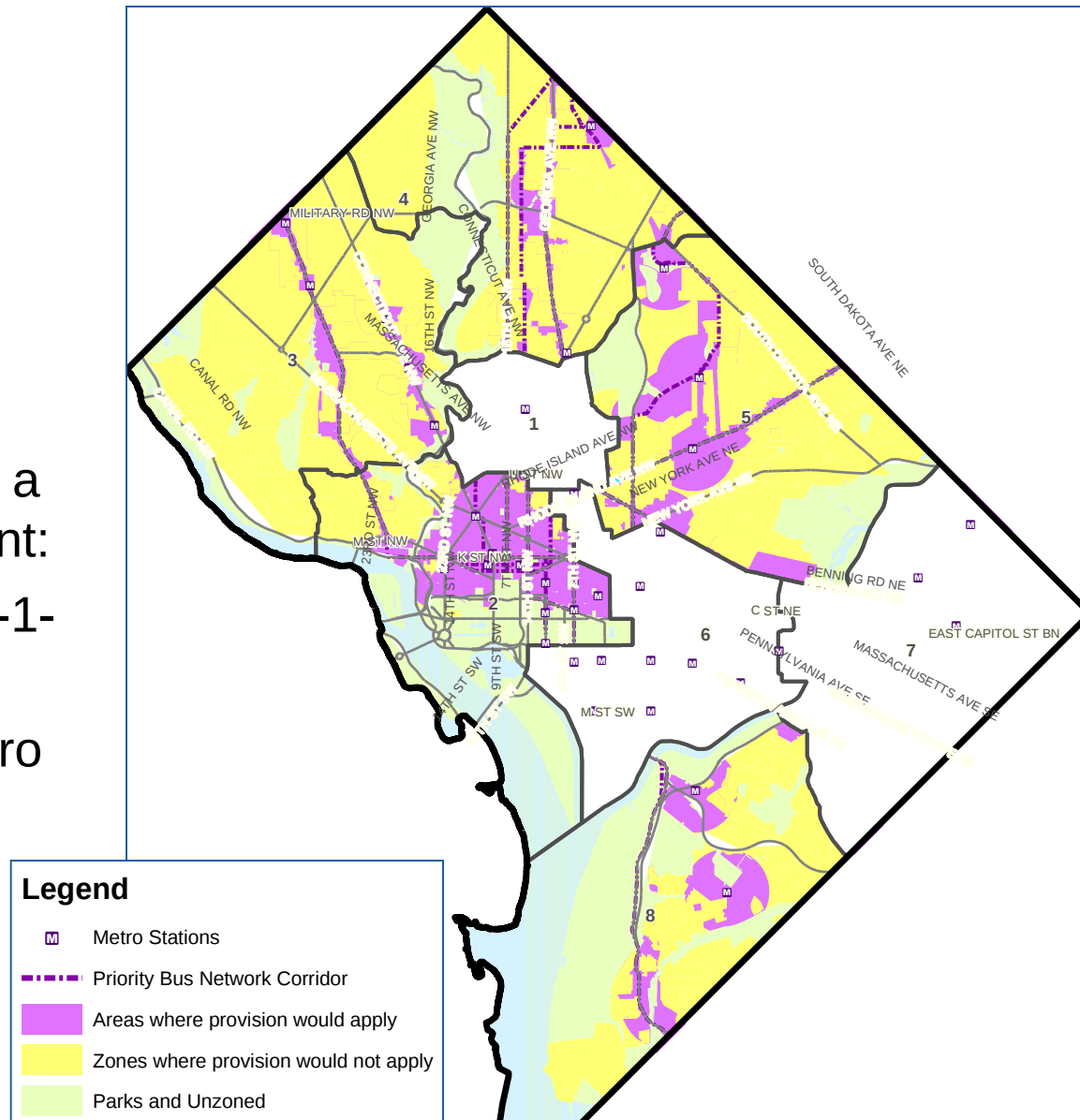
It is only within the purple areas where this provision would be applicable.

## Legend

-  Metro Stations
-  Area within 800 ft of a Metro Station
-  Low Density Res. - R-1 - R4
-  Area within 800' of an R-1 - R-4 zone
-  Residential zoning - R-5
-  All other zones
-  Parks and Unzoned

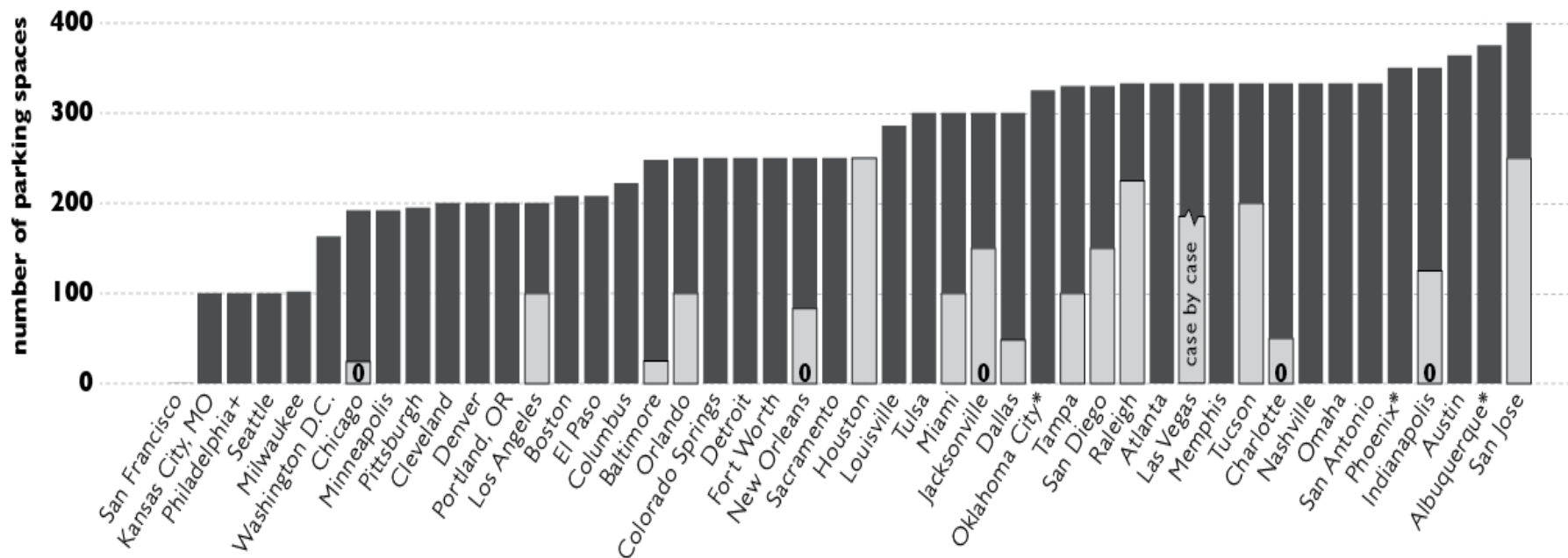


- zoning
- location of metro stations
- location of Priority Bus Corridors
- areas that are proposed for a reduced parking requirement:
  - NOT zoned (current) R-1-R-4, and
  - within 1/2 mile of a metro station or
  - within 1/4 mile of a Priority Bus Corridor



# No Downtown Parking Requirements

- San Fran
  - Kansas City, MO
  - Philadelphia
  - Minneapolis
  - Detroit
  - Atlanta
- Seattle  
Milwaukee  
Wash DC  
Pittsburgh  
Ft Worth  
Nashville
- Cleveland  
Denver  
Boston  
Omaha  
Sacramento  
San Antonio



# Parking

- **Downtown:**
  - No minimum parking required in the expanded downtown for any use.
- **Industrial:**
  - Proposed standards similar to existing but allow reduction for sites proximate to transit.
  - No Change to warehouse standards

# Private Schools and Places of Worship

|                          | Current                                                                                                                                                                                                                                                                                                                         | Proposed                           |
|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| <b>Private Schools</b>   | <p><u>Elem and Jr. High Schools:</u><br/>2 for each 3 teachers and other employees</p> <p><u>High School:</u><br/>2 for each 3 teachers and other employees, plus either 1 for each 20 classroom seats or 1 for each 10 seats in the largest auditorium, gymnasium or area usable for public assembly, whichever is greater</p> | 1.25 / 1,000 sf                    |
| <b>Places of Worship</b> | 1 for each 10 seats of occupancy capacity in the main sanctuary; provided, that where the seats are not fixed, each 7 ft. <sup>2</sup> usable for seating or each 18 in. of bench if benches are provided shall be considered 1 seat                                                                                            | 1.67 / 1,000 sf in excess of 5,000 |

Requirements based on square footage –

Allows for program adjustments

Proposal more predictable at

Attached table – similar variability between required and provided

# Parking

- **Allow more vehicle parking flexibility:**
  - Facilitate sharing of parking spaces.
  - Allow a greater number of small car spaces.
  - Allow car-share spaces to count towards required parking.
  - Facilitate mechanical parking systems to increase efficiency.
- **Revise parking lot standards:**
  - Limit size of by-right surface parking lots.
  - Establish greater landscaping and canopy tree requirements for surface parking lots.

