



ZONING REGULATION REVISION — PARKING POLICIES

The Committee of 100 supports a revision of the current zoning regulations that will produce:

- A diverse and inclusive city, full of opportunity and choices in lifestyles, housing, transportation, education and employment;
- Local solutions to preserve our distinctive neighborhoods and protect the environment; and
- Decision-making that retains our rights to influence growth and change in our neighborhoods.

What is the parking problem for DC residents?

While on-street parking supply remains constant or shrinks, the number of registered vehicles in DC is going up — by 3.5% just between 2010 and 2012. Nearly 300,000 vehicles are registered in DC, not counting cars belonging to resident diplomats, military personnel, college students, and others who are either exempted from the need to register or who have failed to register their vehicles in DC. In addition, over 500,000 commuters enter DC each day, and that number will continue to increase as the District works to create 100,000 new jobs over the next five years. The needs of both residents and commuters for parking — as well as the needs of tourists, visitors, trades people, and service providers — must be factored into decisions about the parking supply in the District.

The parking proposals make residents bear the brunt of the problem by

- Letting developers off the hook from providing onsite parking, a mistake that cannot later be fixed;
- Reducing requirements for institutions — schools, churches, performance venues — to provide parking;
- Imposing “one size fits all” parking policies without regard to a neighborhood’s location, demographics or existing conditions, or the needs of people at different stages of life, that will increase spillover parking from commercial areas;
- Creating hardships for residents who need cars and cannot rely only on public transportation, and for those with no alternative to on-street parking; and
- Undermining citizen engagement by transferring power to unelected planning officials.

PROPOSED PARKING CHANGES

USES	Current Zoning	Proposed Zoning
Residential New detached, semi-detached, or row houses	Developer/owner must provide one off street parking space per dwelling.	Developer does not have to provide off-street parking space unless lot adjoins improved alley. If there are 1 or 2 dwelling units, only one space is required on lots adjacent to an improved public alley access with at least 10 ft. of right away. No more than 2 parking spaces can be provided via a driveway.
Residential Apartments in low-density zones (R5A & C-1)	Developers/owners of all newly-constructed apartment buildings must provide one off-street parking space per unit.	Developer/owner must provide one space for every two units only in residential house or residential flat zones. Developer/owner would provide one space for every 3 units in excess of 4 units in apartment or mixed-use zones. This would be reduced by 50% near Metro, major bus lines or streetcar lines. Penalties would apply, if more than 2 spaces for every 3 units in excess of 4 units in apartment or mixed use zones are provided.

<p>Residential Apartment buildings outside low-density zones</p>	<p>Developer/owner of all new apartment buildings must provide off-street parking spaces, typically one space for every 2-4 units, with the lowest ratio required for the more dense zones, which are generally near frequent transit.</p>	<p>If the building is located downtown, the developer would not have to provide any onsite parking. In all other apt. or mixed use zones, if building is within 0.5 mile of a Metrorail station or 0.25 mile of a major bus line or streetcar line, the minimum parking requirement for apartment buildings is one space for every six units in excess of four units. Outside those areas, the minimum parking requirement for apartment buildings is one space for every three units in excess of four units. Penalties would apply, including in downtown zones, if developer/owner provides more than two spaces for every three units in excess of four units.</p>
<p>Institutional Churches and private schools, clubs, libraries, hospitals and hotels</p>	<p>Various businesses and institutions must provide parking based on the number of people that their facilities can hold at one time.</p>	<p>No on-site parking would be required downtown. Elsewhere most parking requirements would be reduced substantially and based only on the number of square feet in the facility. Those requirements would be reduced by 50% near transit. Penalties would apply, including in downtown zones, if developer/owner provides more than twice the amount of parking that would be required without considering proximity to transit.</p>
<p>Commercial Stores, offices, restaurants, entertainment venues</p>	<p>Developer/owner must provide parking based on square footage, type of business, zone, and proximity to multiple transit routes.</p>	<p>No on-site parking would be required downtown. Elsewhere, on-site parking requirements will be lowered throughout the city. Those requirements would be reduced by 50% near transit for any use. Penalties would apply if developer/owner provides more than twice the amount of parking that would be required without considering proximity to transit.</p>

What should the Zoning Commission do to get the zoning revisions right?

Right-size off-street parking to provide access to businesses and residences, minimize congestion associated with people searching for parking, and maintain neighborhood livability. Rule changes, where necessary, should acknowledge unique parking demands, take account of the limits of current public transit options, balance property/developer owner responsibility to provide supply for created demand, and meet environmental standards.

- Retain existing requirements for the provision of off-street parking in all multifamily residential buildings.
- Facilitate shared parking across uses and across buildings through a special exception process.
- Allow developers to rent out unused spaces to the public by certifying that building users do not need these spaces.
- Ensure that future reductions are geographically- based (rather than zone-based) and permitted only when area-specific data demonstrates that existing requirements have created excess parking.

TAKE ACTION

Write and tell the Zoning Commission to:

- Retain existing minimum parking requirements for new development and institutions.
- Remove proposed penalties for providing necessary parking supply.
- Ensure public process in response to any requests to reduce parking requirement.

Write to the Zoning Commission. The record on **Case No. 08-06A** will remain open until September 15, 2014. Mail comments to Anthony Hood, Chairman, Zoning Commission, 441 4th St., NW, Suite 200-S, Washington, DC 20001 or fax them to: ZRR Review at (202) 727-6072. The deadline to submit comments is 3:00 PM on September 15, 2014.