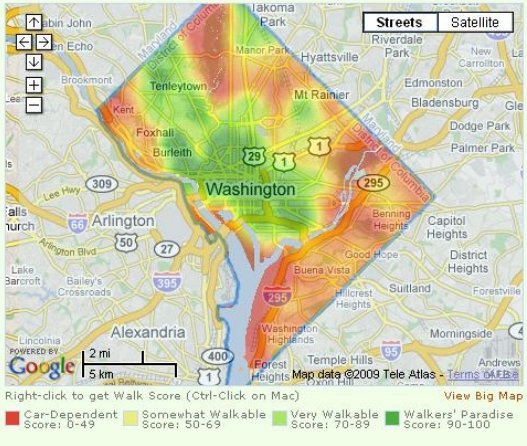
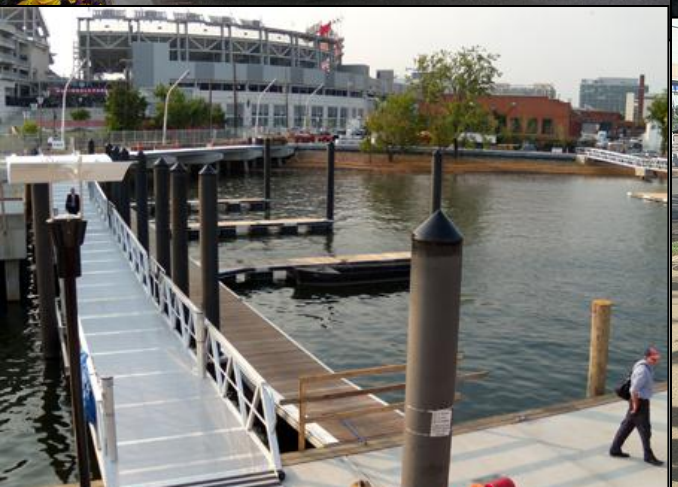
Why Right-sized Parking Matters

March 31, 2014

Harriet Tregoning, Director





The Luxury of Choice

capital bikeshare™

Regional bike transit system

Over 2,500 bikes at over 300 stations

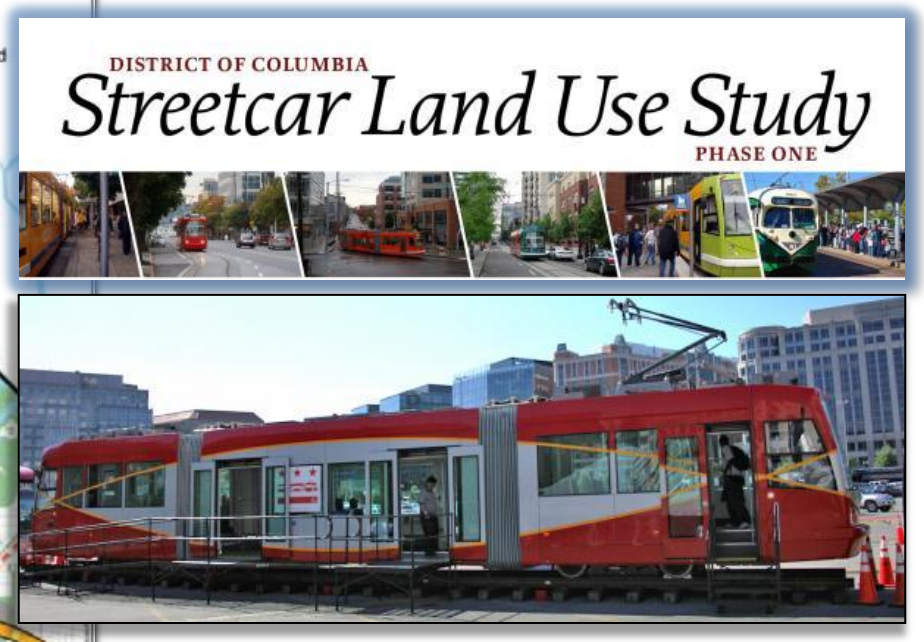
DC, Arlington & Alexandria, VA & Montgomery County, MD

41,000 Annual Members

407,000 Casual members

- *80% said they bicycle more often*
- *40% said they drive less*
- ***$819/year saved per member ($15 million total)***

Join. Take. Ride. Return.



Jobs

Quality of life

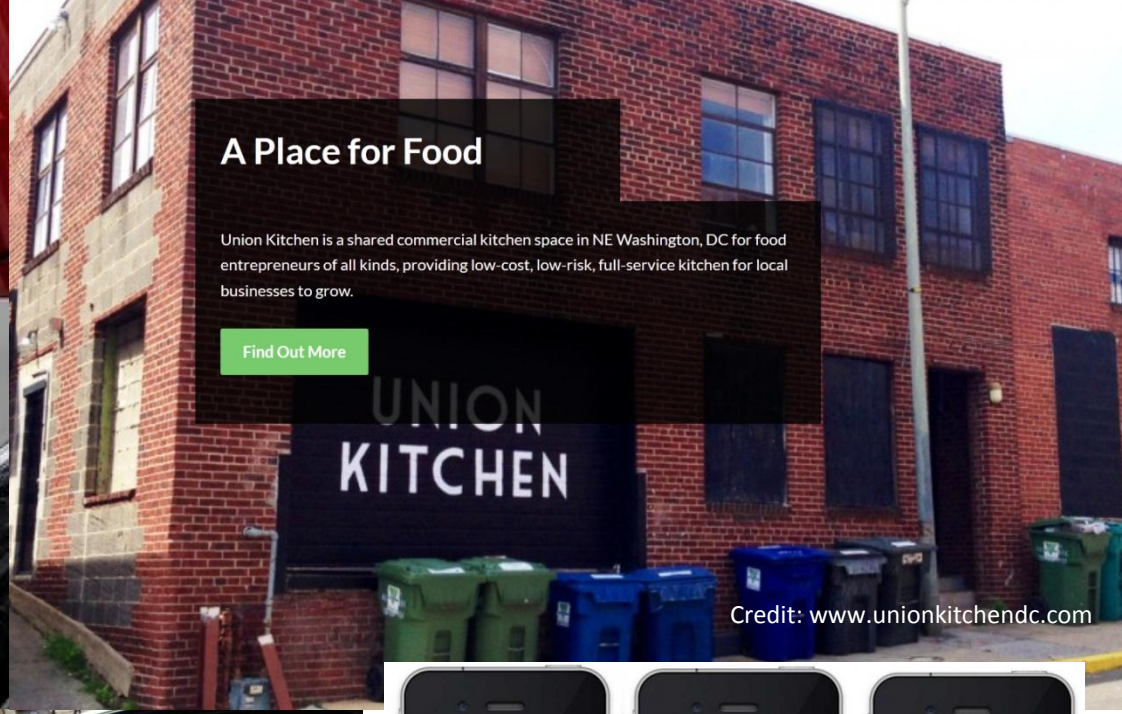
Affordability

Fiscal benefits

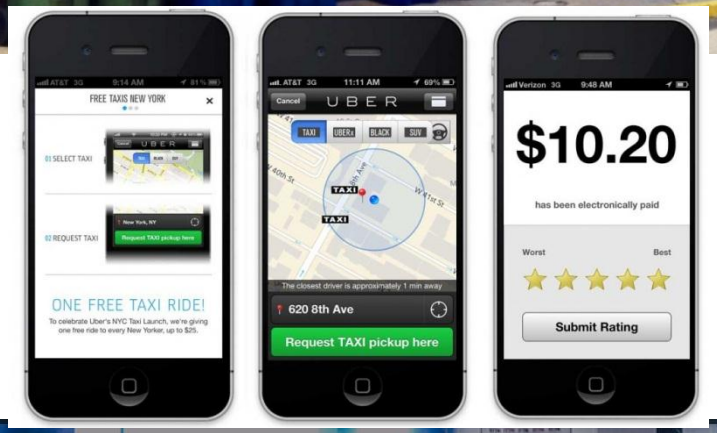
Real estate development

Expanding Choice

The Sharing Economy



Credit: www.unionkitchendc.com



Credit: www.1776dc.com

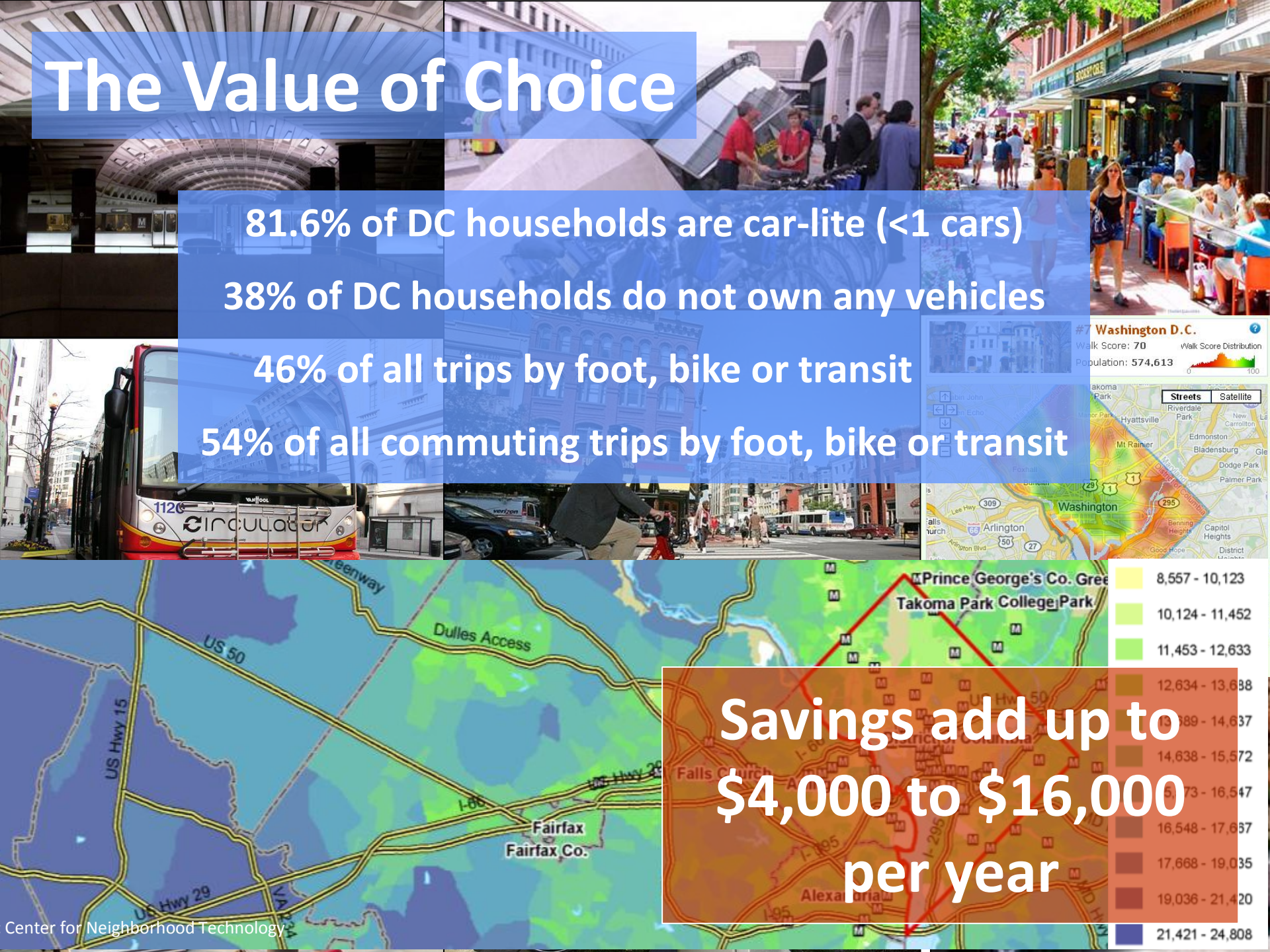
The Value of Choice

81.6% of DC households are car-lite (<1 cars)

38% of DC households do not own any vehicles

46% of all trips by foot, bike or transit

54% of all commuting trips by foot, bike or transit



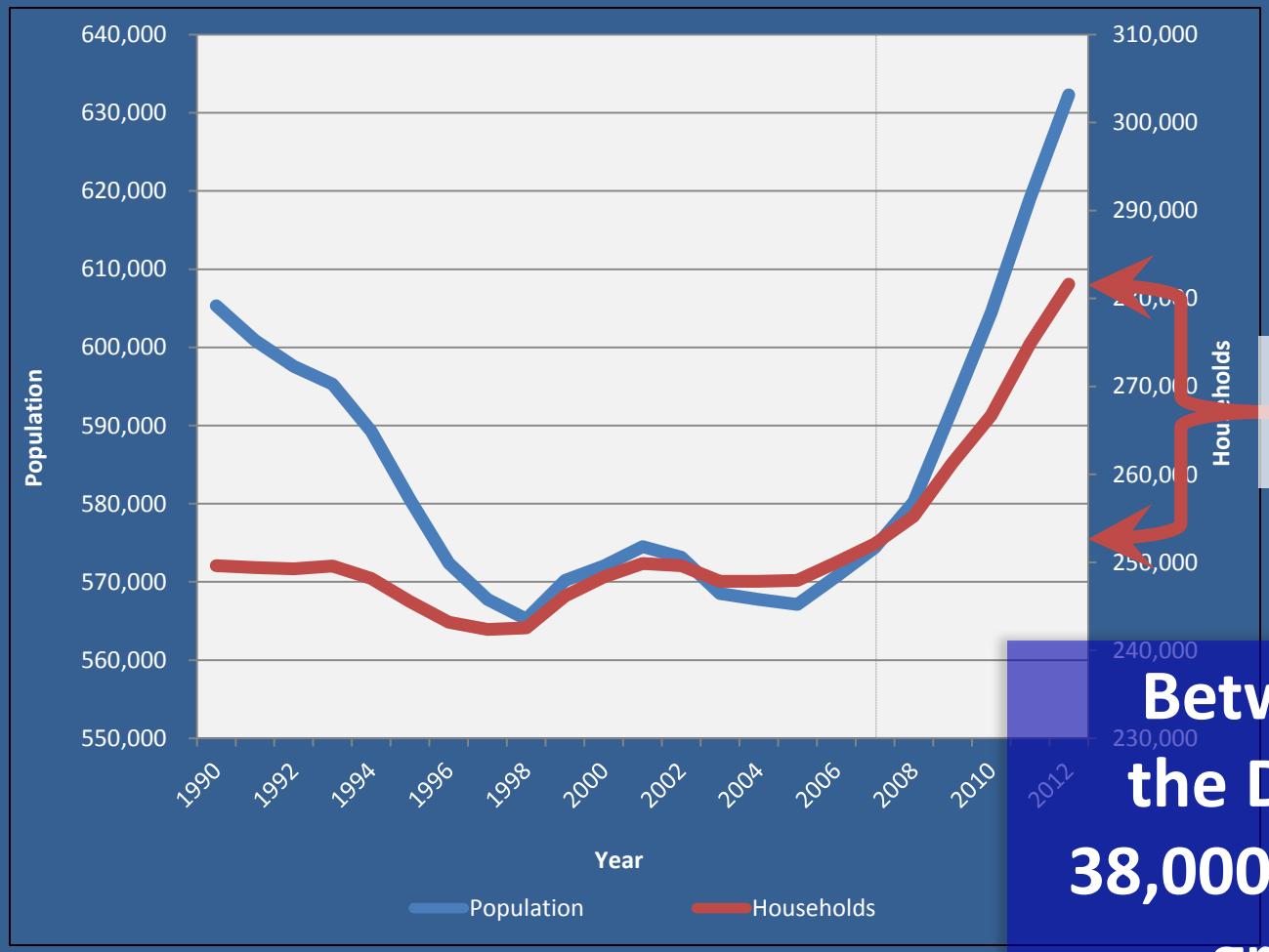
Savings add up to $4,000 to $16,000 per year

DC spends 11% on *transportation* vs. 19% Region/US = **discretionary income**

The District is Growing

2013 estimate:
646,449 residents

Household and Population Growth: 1990 - 2012



Population
1.9%/year

Households
2.2%/yr

Between 2007 & 2012 the District also added 38,000 jobs at an annual growth rate of 1.1%

Source: US Census, DC Office of Planning.

Where will they prefer to live…?

Transit accessibility = Real estate value & competitiveness

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

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

1812 North Moore St
Rossyln Metro (VA)
(under construction)

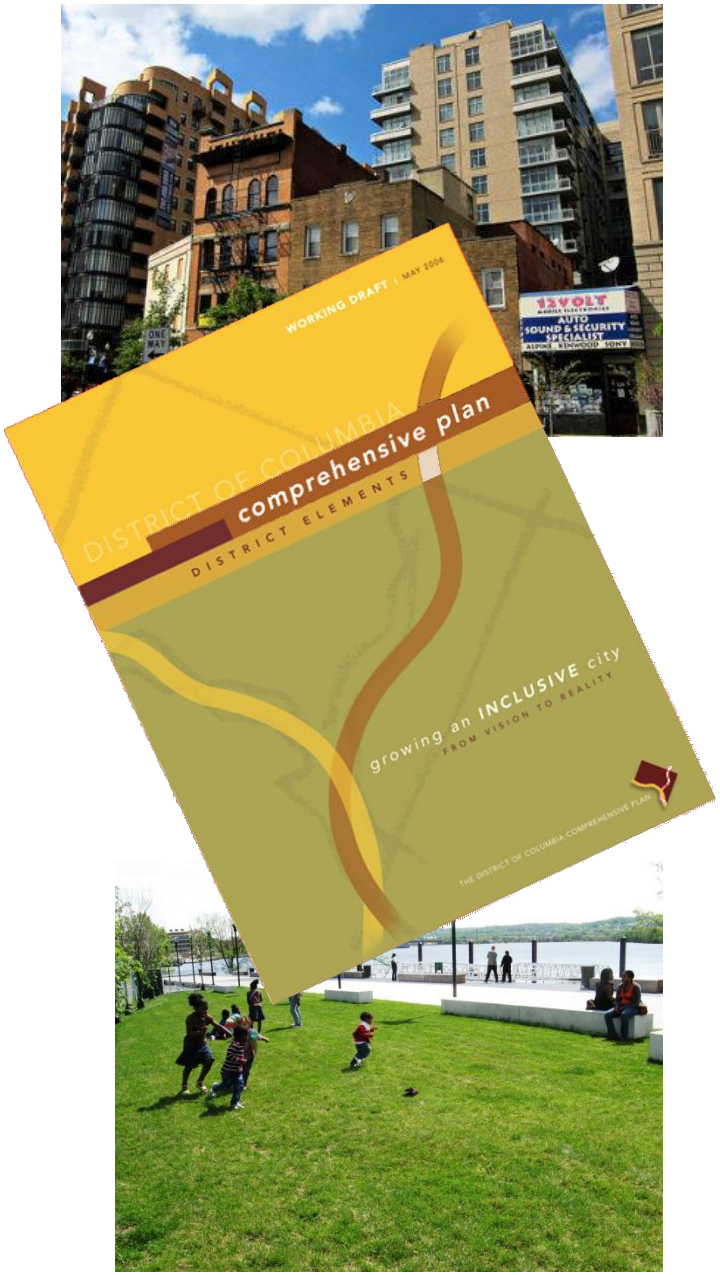
Park 7
Minnesota Ave Metro (DC)
(under construction)

District of Columbia Zoning Regulations Review (ZRR) Parking Proposals

District of Columbia
Office of Planning

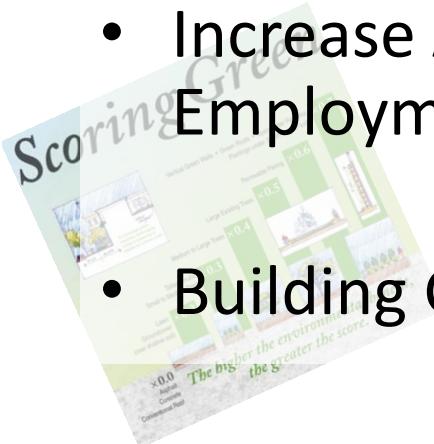
Comprehensive Plan

"The Zoning Regulations need substantial revision and reorganization, ranging from new definitions to updated development and design standards, and even new zones." (IM-1.3)



An Inclusive City

- Managing Growth and Change
- Creating Successful Neighborhoods
- Connecting the Whole City
- Increase Access to Education & Employment
- Building Green and Healthy Cities



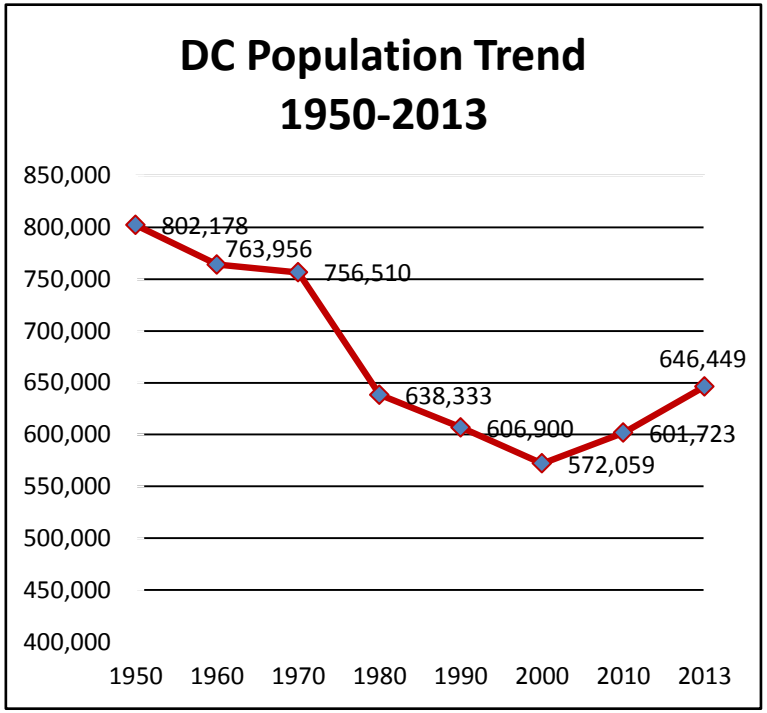
Household Size 1950 & 2010

	1950	2010	Change Number	Change %
Total Population	802,178	601,723	(200,455)	-25.0%
Households - Total	224,142	266,707	42,565	19.0%
w/ under 18 yrs	86,275	55,193	(31,082)	-36.0%
w/ 65 yrs +	18,940	54,391	35,451	187.2%
Average HH Size	**3.2**	**2.11**	-1.1	**-34.1%**

Population Trends

2000 Census pop:	**572,059**
2010 Census pop:	**601,723**
July 2013 pop:	**646,449**

And our demographics through 2040 forecast continued growth…



2000-2010 (ten years):

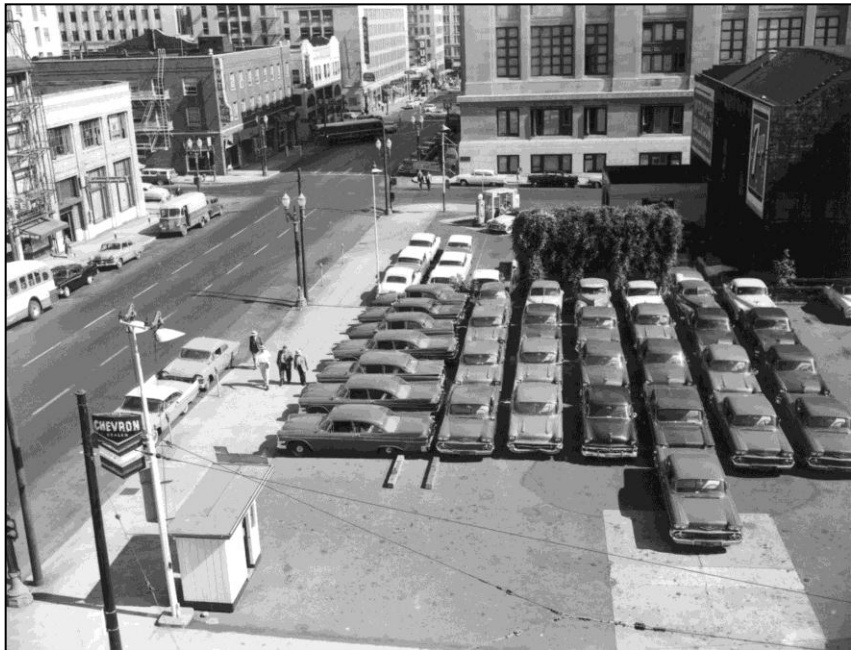
- 60 yrs+ up by 7.2 %
- 25-34 yrs up by 22.6%

2010-2012 (27 months):

- 60 yrs+ up by 5.0 %
- 25-34 yrs up by 12.2%

Future City of 1958

- **Automobile dependence**
- **Moving sidewalks**
- **Circle of parking around downtown**
- **Separated uses / zones**
- **Cheap energy**



Supporting Transportation Choices

- Current parking requirements based on 1950s assumptions of an automobile-dependent city
- 38.5 % of DC households don't own a car
- Need tools to incentivize shared resources
- Each structured parking space can add $15,000 to 50,000 to the cost of a home
- BZA parking relief cases:
  - Almost 200 in last 10 years; all but a few approved.
  - Cases per year has steadily increased

Proposed Parking Changes

- ☐**Low density residential zones:** one space per lot; except not required where there is no alley access
- ☐**Multi-family residential:** standardize minimum parking requirement at 1 / 3 units greater than 4 units
- ☐**Commercial:** standardize parking requirement and tie to use not zone.
- ☐**50% by-right reduction** in required parking for sites located close to metro / bus corridor / streetcar line
- ☐**Downtown:** Remove minimum parking requirement for any use.
- ☐**Excessive parking mitigation requirement** if more than 150% of required parking is proposed, including additional bike parking, tree planting, and CaBi bike stations.

Proposed Parking Changes

- ☐ Easier to **share** parking between land uses
- ☐ **Car-share** spaces:
  - ☐ Required in large parking facilities
  - ☐ May count toward required parking
- ☐ **Surface Parking Lot** Changes:
  - ☐ Landscaping requirements
  - ☐ Maximum by-right size of 100,000 sq ft
- ☐ **Compact spaces** – increase permitted number
- ☐ **Relief** from parking would be by special exception, not by variance.

Proposed: Residential Parking

Zone:	Current Regulation:	Proposed proposal:
R-5-A	1 / 1 unit	1 / 3 units > 4 units **Close to Transit =** 50% (1 / 4 units) > 4 units
R-5-B	1 / 2 units	
R-5-C, R-5-D	1 / 3 units	
R-5-E	1 / 4 units	
C-1	1 / 1 unit	
C-2-A, C-3-A	1 / 2 units	
C-2-B, CR	1 / 3 units	
SP, C-2-C, C-3-B, C-3-C	1 / 4 units	
C-4, C-5 (downtown)	1 / 4 units	Not required

Zone:	Current Regulation:	Proposal:
R-5-B, C-2-A, C-3-A	5 units = 3 spaces 25 units = 13 spaces 100 units = 50 sp.	5 units = 0 spaces 25 units = 7 spaces 100 units = 32 spaces **Close to transit =** 5 units = 0 space 25 units = 4 spaces 100 units = 16 spaces
R-5-C, R-5-D, C-2-B, CR	5 units = 2 spaces 25 units = 8 spaces 100 units = 33 sp.	

Proposed: Office Parking

Zone:	Current Regulation:[1]	Proposed proposal:
SP, CR, C-3-B, C-2-C, C-3-C	1 / 1,800 sf > 2,000 sf	1 per 2,000 sf > 3,000 sf **Close to transit =** 50% (1 per 2,000 sf) > 3,000sf
C-1, C-2-A, C-3-A	1 / 600 sf >2,000 sf	
C-4	1 / 1,800 sf > 2,000 sf	Not required (in downtown)
C-5	Not required	Not required (in downtown)

Zone:	Current Regulation:	Proposed proposal:
C-1, C-2-A, C-3-A	3,000 sf = 2 spaces 25,000 sf = 38 spaces 100,000 sf = 167 spaces	3,000 sf = 0 spaces 25,000 sf = 11 spaces 100,000 sf = 49 spaces **Close to transit =** 3,000 sf = 0 spaces 25,000 sf = 6 spaces 100,000 sf = 24 spaces
SP, CR, C-2-B, C-3-B, C-2-C, C-3-C, C-4	3,000 sf = 1 space 25,000 sf = 13 spaces 100,000 sf = 54 spaces	

Proposed: Bicycle Parking

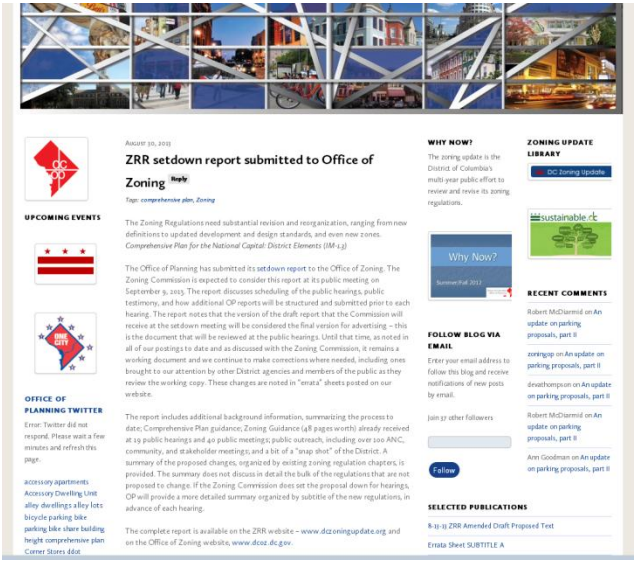
- ☐ Current standard linked to number of automobile parking
- ☐ Proposed standards independent of auto parking standards
- ☐ Base bike parking on building area instead of number of car parking spaces as is required by existing code
- ☐ Example:

Use	Long-Term Spaces	Short-Term Spaces
Office Use:	1 for each 2,500 sq. ft.	1 space for each 40,000 sq. ft.
Retail or Service Uses:	1 for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.

- ☐ Requirement for multi-family residential use, aligned with DDOT and Council direction, at 1 space per 3 units.
- ☐ Require short and long term bike parking

Thank you!

- www.planning.dc.gov
- www.dcoz.dc.gov
- www.DCZoningUpdate.org (Website)
- www.ZoningDC.org (blogsite)



August 10, 2013

ZRR setdown report submitted to Office of Zoning

Reply

Tags: comprehensive plan, Zoning

The Zoning Regulations need substantial revision and reorganization, ranging from new definitions to updated development and design standards, and even new zones. *Comprehensive Plan for the National Capital: District Elements (IM-1.3)*

The Office of Planning has submitted its setdown report to the Office of Zoning. The Zoning Commission is expected to consider this report at its public meeting on September 9, 2013. The report discusses scheduling of the public hearings, public testimony, and how additional OP reports will be structured and submitted prior to each hearing. The report notes that the version of the draft report that the Commission will receive at the setdown meeting will be considered the final version for advertising – this is the document that will be reviewed at the public hearings. Until that time, as noted in all of our postings to date and as discussed with the Zoning Commission, it remains a working document and we continue to make corrections where needed, including ones brought to our attention by other District agencies and members of the public as they review the working copy. These changes are noted in "errata" sheets posted on our website.

The report includes additional background information, summarizing the process to date; Comprehensive Plan guidance; Zoning Guidance (48 pages worth) already received at 19 public hearings and 40 public meetings; public outreach, including over 100 ANC, community, and stakeholder meetings; and a bit of a "snap shot" of the District. A summary of the proposed changes, organized by existing zoning regulation chapters, is provided. The summary does not discuss in detail the bulk of the regulations that are not proposed to change. If the Zoning Commission does set the proposal down for hearings, OP will provide a more detailed summary organized by subtitle of the new regulations, in advance of each hearing.

The complete report is available on the ZRR website – www.dczoningupdate.org and on the Office of Zoning website, www.dcoz.dc.gov.

UPCOMING EVENTS

OFFICE OF PLANNING TWITTER

Error: Twitter did not respond. Please wait a few minutes and refresh this page.

accessory apartments Accessory Dwelling Unit alley dwellings alley lots bicycle parking bike parking bike share building height comprehensive plan Corner Stores ddot

WHY NOW?

The zoning update is the District of Columbia's multi-year public effort to review and revise its zoning regulations.

Why Now?

Summer/Fall 2012

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8-13-13 ZRR Amended Draft Proposed Text

Errata Sheet SUBTITLE A

ZONING UPDATE LIBRARY

DC Zoning Update

sustainable.dc

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zoningop on An update on parking proposals, part II

dewthompson on An update on parking proposals, part II

Robert McDiarmid on An update on parking proposals, part II

Ann Goodman on An update on parking proposals, part II