



## PARKING:

### 10 things you need to know about the D.C. Zoning parking proposals

#### Issues heard on Nov. 12 & 19, regarding “Subtitle C: General Procedures”

- Transit zones (which were to be mapped) are no longer being proposed.
- For apartment buildings of more than 4 units, the parking requirement will be standardized to 1 space for every 3 housing units-- except in lower density residential zones (Subtitles D or E) where the minimum is 1 space per 2 units.
- In areas well-served by transit, only half the required vehicle parking is mandated. Thus an apartment building would have a minimum requirement of 1 space to every 6 units. ‘Well-served by transit,’ means: ½ mile from a Metro station, ¼ mile from a Bus Priority Corridor (major bus routes – 30s, 50s, 70s, 90s, As, Ss, Xs, etc.) or streetcar line--except in lower density residential zones (Subtitles D or E).
- Car-share spaces will be required where 50 or more parking spaces are built. Car-share spaces can count towards meeting minimums.
- Shared parking will be allowed between sites and uses.
- All parking minimums in downtown will be eliminated.
- Low density residential requirements: 1 space per single family lots, and 1 space per 2 units in 2 family lot zones; but no parking required if lot does not have alley access.
- Relief from parking would be by special exception, not by variance. Special exception is a conditional permitted use but requires a public hearing and, in this case, mitigation. A variance is a much more stringent legal standard that is difficult to prove.
- Mitigation required for projects providing excess parking (1.5x minimum) = extra bicycle parking, tree planting, electric car charging station, more car-sharing spaces, extra Green Area Ratio. In the case of projects in excess of 100 parking spaces, a Capital Bikeshare station is required.
- Updated bicycle parking standards, required additional bike parking for mitigation



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