

Framework for Zoning Standards for Parking



In 2007, Nelson\Nygaard began a comprehensive review of existing zoning's parking standards for the District of Columbia's Office of Planning. This project represented an opportunity to assess the overall approach to defining parking requirements and reaffirm their objectives within the current transportation and land use context—one that bears little resemblance to that of the pre-Metrorail, pre-freeway gridlock 1950s.

Peer Review

Nelson\Nygaard completed a review of zoning standards and schedules of requirements for the District of Columbia and prepared a comparative analysis against the same regulations in three comparable cities: San Francisco, Portland, and Philadelphia.

Best Practices Review

Nelson\Nygaard researched promising and innovative zoning strategies, beginning with a historical review of the origins and intentions of minimum parking requirements. Highlighted practices typically arose out of interests shared by the Office of Planning including reducing the adverse impacts of over-requiring automobile parking at the expense of supporting a multi-modal approach more suited to dense, transit-rich cities.

Public and Technical Outreach

The input of a Technical Advisory Committee, consisting of commercial and municipal agency stakeholder representatives, as well as a Working Group, consisting largely of neighborhood and

transportation advocates, was sought through a series of presentations and discussions during the drafting of recommendations.

Recommendations

Nelson\Nygaard delivered a recommended framework for establishing a new schedule of parking standards that focus more on existing transportation opportunities and constraints and less on preventing impacts on nearby streets. We recommended that on-street management tools such as pricing and residential permit parking were preferable for addressing “spillover” impacts and that relying upon these tools rather than minimum requirements would allow zoning to focus on enhancing the unique strengths, and avoiding the most chronic constraints of the District's existing transportation and development market.

Project Duration: 2007–2008

Total Budget: \$58,000

For more information:

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