

May 27, 2015

Bob Duffy
Director of Planning
Department of Community Planning, Housing, & Development
2100 Clarendon Blvd., Suite 700
Arlington, VA 22201

**RE: Major Site Plan Amendment to Site Plan #46; 4000-4040 Fairfax Drive
Justification for Modification of Compact Parking Ratio**

Dear Mr. Duffy:

Please accept this letter as clarification regarding the proposed compact parking ratio of 30% of proposed spaces for the Major Site Plan Amendment to Site Plan #46. The proposed compact parking space ratio is consistent with existing car ownership, by vehicle type, in Arlington County and is tied to the current market vehicle registration for multi-family projects in the area. The ratio is justified by the precedent set by other approved Site Plans in Arlington County, a study analyzing existing compact vehicle registration at multifamily buildings in Arlington County, and an analysis of permitted compact parking space ratios in surrounding urban jurisdictions. Additionally, auto industry data indicates that the compact and subcompact car categories have the highest percentage increase in year over year sales. Industry analyst's forecast that this is a permanent change in car purchasing trends and do not foresee a change in the future. As shown by market trends moving toward smaller apartment units in walkable environments, Americans are becoming more efficient with their life styles, living spaces, and vehicle sizes. For those reasons, the Applicant believes the proposed compact parking space ratio is appropriate for the proposed development.

Arlington County has a history of approving Site Plan projects with compact parking space ratios above the 15% ratio provided for in the Zoning Ordinance. The Applicant analyzed approved Site Plan projects throughout the County to determine the number of projects with increased ratios of compact parking spaces. Based upon that review, the proposed compact parking ratio is comparable to recently approved residential projects in transit corridors. For example, Site Plan 335 for Central Place was approved by the County Board in

March 2013 with a residential compact parking ratio of 33%. A block away from our site in Ballston, the County Board also approved Site Plan 413, Founders Square, with a residential compact parking ratio of 30%. On the Metropolitan Park 4/5 project, Site Plans #9 and #105, the County Board approved a residential compact parking ratio of 25%. Additionally, the County Board approved a compact parking ratio of 40% for Rosslyn Gateway, Site Plan # 419. The County Board has also approved comparable compact parking ratios for non-residential projects. At 1812 N. Moore Street, the County Board approved a compact parking ratio of 24% in 2008 for the office component of the project. The County Board approved a Site Plan Amendment in 2012 for Site Plan #408 for Mary Marshall Assisted Living Residence specifically to increase the compact parking ratio to 37%. The County Board also approved a compact parking ratio of 27% for the National Science Teachers' Association, SP #382. The proposed compact parking space ratio in our Major Amendment is in line with the ratios approved in many prior Site Plans.

The Applicant analyzed utilization rates for six (6) multi-family projects in Arlington County to determine the actual percentage of compact cars in each garage. The properties were chosen because of the availability of parking data and comparability to the proposed project. At each property that participated in the study, residents are required to register their cars with building management. Individual car types were then classified as standard size or compact size. Utilizing the available data, it was discovered that 50.52% of all vehicles garaged at these properties are compact. The six properties included in the study are located throughout Arlington County. The list of properties surveyed and the breakdown of car types are attached to this letter as Exhibit A.

Additionally, the proposed compact parking space rate is significantly less than what is permitted in adjacent urban jurisdictions. In Washington, D.C., developments are permitted to designate up to forty percent (40%) of the required parking spaces for compact cars. The compact parking space dimensions in D.C. are comparable in size and their ordinance contains almost identical provisions related to signage and grouping of compact spaces. A copy of D.C. Zoning Ordinance Section 2115.2 is attached to this letter as Exhibit B. In the City of Alexandria, projects may provide up to 75% of spaces as compact spaces for non-retail uses. The parking space dimensions for compact parking spaces are also comparable to those required by Arlington County. Additionally, the Alexandria Zoning Ordinance provides for similar requirements regarding signage and grouping of compact spaces. A copy of Alexandria Zoning Ordinance Section 8-200(E) is attached to this letter as Exhibit C.

For the above reasons, the proposed parking ratio is justified by the precedent set by prior Site Plan approvals, the Applicant's market study of actual compact parking utilization rates, and by a review of standards successfully

implemented in other urban jurisdictions. Please let us know if you need any additional information or have any further questions relating to our proposed parking ratio for this project.

Best Regards,



Tad Lunger, Esq.

cc: Peter Schultz, Planner, CPHD
Andrew McIntyre, Penzance
John Kusturiss, Penzance

Standard / Compact

Properties Surveyed
The Prime - 1415 Taft St
Reserve at Clarendon Centre - 3000 N Washington St
The Clarendon - 1200 Herndon Street
Vista on Courthouse - 2200 12 Court North
Liberty Towers - 818 N. Quincy St.
1401 Joyce on Pentagon Row **** (Pentagon City)

<u>Make</u>	<u>Model</u>	<u>Type</u>
Acura	ILX	Compact
Acura	ILX	Compact
Acura	ILX	Compact
Acura	ILX	Compact
Acura	MDX	Standard
Acura	MDX	Standard
Acura	RDX	Compact
Acura	RDX	Compact
Acura	RDX	Compact
Acura	RDX	Compact
Acura	RDX	Compact
Acura	RDX	Compact
Acura	RL	Standard
Acura	RL	Standard
Acura	RSX	Compact
Acura	RSX	Compact
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TL	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
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Acura	TSX	Standard
Acura	TSX	Standard

Acura	TSX	Standard
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Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Acura	TSX	Standard
Audi	A3	Compact
Audi	A3	Compact
Audi	A3	Compact
Audi	A3	Compact
Audi	A4	Compact
Audi	A4	Compact
Audi	A4	Compact
Audi	A4	Compact
Audi	A4	Compact
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Audi	A4	Compact
Audi	A4	Compact
Audi	A4	Compact
Audi	A4	Compact
Audi	A5	Compact
Audi	A5	Compact
Audi	A5	Compact
Audi	A5	Compact
Audi	A5	Compact
Audi	A5	Compact
Audi	A6	Standard
Audi	A6	Standard
Audi	A7	Standard
Audi	Q3	Compact
Audi	Q5	Standard
Audi	Q5	Standard
Audi	Q5	Standard

Audi	Q5	Standard
Audi	Q5	Standard
Audi	Q5	Standard
Audi	Q5	Standard
Audi	Q5	Standard
Audi	Q5	Standard
Audi	Q7	Standard
Audi	S4	Standard
Audi	S4	Standard
Audi	S4	Standard
Audi	S5	Standard
Audi	S5	Standard
Audi	TT	Compact
Audi	TT	Compact
BMW	135	Compact
BMW	135	Compact
BMW	325	Compact
BMW	328	Compact
BMW	328	Compact
BMW	328	Compact
BMW	328	Compact
BMW	330	Compact
BMW	525	Standard
BMW	528	Standard
BMW	528	Standard
BMW	550	Standard
BMW	128i	Compact
BMW	128i	Compact
BMW	135i	Compact
BMW	228i	Compact
BMW	228i	Compact
BMW	318is	Compact
BMW	325i	Compact
BMW	325i	Compact
BMW	325i	Compact
BMW	325i	Compact
BMW	325i	Compact
BMW	325i	Compact
BMW	325i	Compact
BMW	325i	Compact
BMW	325i	Compact
BMW	325xi	Compact
BMW	325xi	Compact
BMW	328i	Compact
BMW	328i	Compact
BMW	328i	Compact
BMW	328i	Compact
BMW	328i	Compact
BMW	328i	Compact
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BMW	328i	Compact
BMW	328i	Compact
BMW	328i	Compact
BMW	328i	Compact
BMW	328i	Compact

BMW	328xi	Compact
BMW	328xi	Compact
BMW	328xi	Compact
BMW	330 CIC	Compact
BMW	330Ci	Compact
BMW	330i	Compact
BMW	335i	Compact
BMW	335i	Compact
BMW	335i	Compact
BMW	335i	Compact
BMW	335i	Compact
bmw	335i	Compact
BMW	335i	Compact
BMW	335i	Compact
BMW	335i	Compact
BMW	335is	Compact
BMW	335iX	Compact
BMW	335Xi	Compact
BMW	5 Series	Standard
BMW	525Xl	Standard
BMW	525Xl	Standard
BMW	528ix	Standard
BMW	530i	Standard
BMW	530L	Standard
BMW	535gt	Standard
BMW	535i	Standard
BMW	535i	Standard
BMW	535xi	Standard
BMW	650i	Standard
BMW	745Li	Standard
BMW	Alina B7	Standard
BMW	M3	Compact
BMW	M3	Compact
BMW	M3	Compact
BMW	M3	Compact
BMW	M3	Compact
BMW	M3	Compact
BMW	M4	Standard
BMW	M4	Standard
BMW	M5	Standard
BMW	R1200gs	Compact
BMW	X1	Compact
BMW	X1	Compact
BMW	X3	Compact
BMW	X3	Compact
bMW	X3	Compact
bMW	X3	Compact
BMW	X3	Compact
BMW	X3	Compact
BMW	X3	Compact
BMW	X3	Compact
BMW	X3	Compact
BMW	X3	Compact
BMW	X5	Standard
BMW	X5	Standard
BMW	X5	Standard

BMW	X5	Standard
BMW	X5	Standard
BMW	X5	Standard
BMW	X5	Standard
BMW	X5	Standard
BMW	X6	Standard
BMW	X6	Standard
Buick	Century	Standard
Buick	Lacrosse	Standard
Buick	LeSabre	Standard
Buick	Regal	Standard
Cadillac	ATS	Standard
Cadillac	ATS	Standard
Cadillac	CTS	Standard
Cadillac	CTS Coupe	Standard
Cadillac	Deville	Standard
Cadillac	Escalade	Standard
Cadillac	SRK	Standard
Cadillac	STS	Standard
Chevy	Avalanche	Standard
Chevy	Avalanche	Standard
Chevy	Aveo	Compact
Chevy	Blazer	Compact
CHEVY	Camaro	Standard
Chevy	Camaro	Standard
Chevy	Cavalier	Compact
Chevy	Cavalier	Compact
Chevy	Cobalt	Compact
Chevy	Corvette	Compact
Chevy	Corvette	Compact
Chevy	Corvette	Compact
Chevy	Cruze	Compact
Chevy	Cruze	Compact
Chevy	Equinox	Standard
Chevy	Equinox	Standard
Chevy	Equinox	Standard
Chevy	Equinox	Standard
Chevy	equinox	Standard
Chevy	HHR	Compact
Chevy	Impala	Standard
Chevy	Malibu	Standard
Chevy	Malibu	Standard
Chevy	PRISM	Compact
Chevy	Silverado	Standard
Chevy	Silverado	Standard
Chevy	Silverado	Standard
Chevy	Spark	Compact
Chevy	Suburban	Standard
Chevy	Tahoe	Standard
Chevy	Tahoe	Standard
Chevy	Trailblazer	Standard
Chevy	Trailblazer	Standard
Chevy	Trailblazer	Standard
Chevy	Volt	Compact
Chrysler	200	Standard

Chrysler	300	Standard
Chrysler	300	Standard
Chrysler	300	Standard
Chrysler	300	Standard
Chrysler	Pacifica	Standard
Chrysler	PT Cruiser	Compact
Chrysler	PT Cruiser	Compact
Chrysler	Sebring	Standard
Chrysler	Town Country	Standard
Dodge	Avenger	Standard
Dodge	Avenger	Standard
Dodge	Caravan	Standard
Dodge	Caravan	Standard
Dodge	Challenger	Standard
Dodge	Challenger	Standard
Dodge	Challenger	Standard
Dodge	Charger	Standard
Dodge	Durango	Standard
Dodge	Durango	Standard
Dodge	Durango	Standard
Dodge	Journey	Standard
Dodge	Neon	Compact
Dodge	Neon	Compact
Dodge	Ram	Standard
Dodge	Ram 3500	Standard
Dodge	Stealth	Compact
Ford	500	Standard
Ford	CMAX	Compact
Ford	Crown Victoria	Standard
Ford	Edge	Compact
Ford	Edge	Compact
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Ford	Expedition	Standard
Ford	Expedition	Standard
Ford	Explorer	Standard
Ford	Explorer	Standard
Ford	Explorer	Standard
Ford	Explorer	Standard
Ford	Explorer	Standard
Ford	Explorer	Standard
Ford	Explorer	Standard
Ford	Explorer	Standard
Ford	Explorer Sport	Standard
Ford	F150	Standard
Ford	F150	Standard
Ford	F150	Standard
Ford	F150	Standard
Ford	F150	Standard
Ford	F150	Standard
Ford	F150	Standard
Ford	F150	Standard
Ford	F150	Standard
Ford	F150	Standard
Ford	F150	Standard
Ford	F250	Standard
Ford	Fiesta	Compact
Ford	Fiesta	Compact
Ford	Fiesta	Compact
Ford	Focus	Compact
Ford	Focus	Compact
Ford	Focus	Compact
Ford	focus	Compact
Ford	Focus	Compact
Ford	Focus	Compact
Ford	Focus	Compact
Ford	Focus	Compact
Ford	Focus	Compact
Ford	Focus GT	Compact
Ford	Fusion	Standard
Ford	Fusion	Standard
Ford	Fusion	Standard
Ford	Fusion	Standard
Ford	Fusion	Standard
Ford	Mustang	Standard
Ford	Mustang	Standard
Ford	Mustang	Standard
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Ford	Mustang	Standard
Ford	Mustang	Standard
Ford	Mustang	Standard
Ford	Mustang	Standard
Ford	Mustang	Standard
Ford	Ranger	Standard
Ford	Taurus	Standard

Honda	CRV	Compact
Honda	CRV	Compact
Honda	CRV	Compact
Honda	CRV	Compact
Honda	CRV	Compact
Honda	CRV	Compact
Honda	CRV	Compact
Honda	CRV	Compact
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Honda	CRV	Compact
Honda	CRV	Compact
Honda	CRV	Compact
Honda	Element	Compact
Honda	Element	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Fit	Compact
Honda	Insight	Compact
Honda	Odyssey	Standard
Honda	Odyssey	Standard
Honda	Odyssey	Standard
Honda	Odyssey	Standard
Honda	Odyssey	Standard
Honda	Odyssey	Standard
Honda	Odyssey	Standard
Honda	Odyssey	Standard
Honda	Odyssey	Standard
Honda	Pilot	Standard
Honda	Pilot	Standard
Honda	Pilot	Standard
Honda	Pilot	Standard
Honda	Ridgeline	Standard
Honda	Ridgeline	Standard
Honda	Ridgeline	Standard
Honda	S2000	Compact
Hummer	H3	Standard
Hyundai	Accent	Compact
Hyundai	Accent	Compact
Hyundai	Azera	Standard
Hyundai	Elantra	Compact
Hyundai	Elantra	Compact

Hyundai	Elantra	Compact
Hyundai	Elantra	Compact
Hyundai	Elantra	Compact
Hyundai	Elantra	Compact
Hyundai	Elantra	Compact
Hyundai	Elantra	Compact
Hyundai	Elantra	Compact
Hyundai	Elantra	Compact
Hyundai	Elantra	Compact
Hyundai	Genesis	Standard
Hyundai	Genesis	Standard
Hyundai	Santa Fe	Standard
Hyundai	Santa Fe	Standard
Hyundai	Santa Fe	Standard
Hyundai	Santa Fe	Standard
Hyundai	Santa Fe	Standard
Hyundai	Santa Fe	Standard
Hyundai	Santa Fe	Standard
Hyundai	Santa Fe	Standard
Hyundai	Santa Fe	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sonata	Standard
Hyundai	Sorento	Standard
Hyundai	Tucson	Compact
Hyundai	Tucson	Compact
Hyundai	Tucson	Compact
Hyundai	Veloster	Compact
Infiniti	EG375X	Standard
Infiniti	EX	Standard
Infiniti	EX35	Standard
Infiniti	EX35	Standard
Infiniti	EX35	Standard
Infiniti	FX35	Standard
Infiniti	FX35	Standard
Infiniti	FX35	Standard
Infiniti	G20	Compact
Infiniti	G20	Compact
Infiniti	G25X	Standard
Infiniti	G35	Standard
Infiniti	G35	Standard
Infiniti	G35	Standard
Infiniti	G35	Standard
Infiniti	G35X	Standard
Infiniti	G35X	Standard
Infiniti	G35X	Standard
Infiniti	G35X	Standard

Jeep	Wrangler	Compact
Kia	Optima	Standard
Kia	Optima	Standard
Kia	Optima	Standard
Kia	Optima	Standard
Kia	Sportage	Compact
Kia	Sportage	Compact
Land Rover	Discover	Standard
Land Rover	Evoque	Compact
Land Rover	Evoque	Compact
Land Rover	HSE	Standard
Land Rover	LR2	Compact
Land Rover	LR2	Compact
Land Rover	LR3	Standard
Land Rover	Range Rover	Standard
Land Rover	Range Rover	Standard
Land Rover	Range Rover Sport	Standard
Land Rover	Range Rover Sport	Standard
Land Rover	Sport	Standard
Lexus	460LS	Standard
Lexus	CT200	Compact
Lexus	CT200H	Compact
Lexus	ES330	Standard
Lexus	ES350	Standard
Lexus	ES350	Standard
Lexus	ES350	Standard
Lexus	GS300	Standard
Lexus	GX460	Standard
Lexus	GX470	Standard
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS250	Compact
Lexus	IS300	Compact
Lexus	LX470	Standard
Lexus	RX300	Standard
Lexus	RX330	Standard
Lexus	RX330	Standard
Lexus	RX330	Standard
Lexus	RX330	Standard
Lexus	RX330	Standard
Lexus	RX350	Standard
Lexus	RX350	Standard
Lexus	RX350	Standard
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Lexus	RX350	Standard
Lexus	RX350	Standard

Lexus	RX350	Standard
Lexus	RX350	Standard
Lexus	RX350	Standard
Lexus	RX400N	Standard
Lexus	RX450h	Standard
Lexus	SC430	Compact
Lincoln	MKS	Standard
Lincoln	MKX	Standard
Lincoln	MKZ	Standard
Madza	CX5	Compact
Madza	3	Compact
Madza	3	Compact
Madza	3	Compact
Madza	3	Compact
Madza	3	Compact
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Madza	3	Compact
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Madza	3	Compact
Madza	3	Compact
Madza	3	Compact
Madza	3	Compact
Madza	3	Compact
Madza	5	Standard
Madza	6	Standard
Madza	6	Standard
Madza	6	Standard
Madza	6	Standard
Madza	6	Standard
Madza	6	Standard
Madza	CX5	Compact
Madza	CX5	Compact
Madza	CX5	Compact
Madza	CX5	Compact
Madza	CX5	Compact
Madza	CX5	Compact
Madza	CX5	Compact
Madza	CX9	Standard
Madza	RX 8	Compact
Mercedes	C230	Compact
Mercedes	C230	Compact

Mercedes	C240	Compact
Mercedes	C250	Compact
Mercedes	C250	Compact
Mercedes	C250	Compact
Mercedes	C280	Compact
Mercedes	C280	Compact
Mercedes	C30	Compact
Mercedes	C300	Compact
Mercedes	C300	Compact
Mercedes	C300	Compact
Mercedes	C300	Compact
Mercedes	C300	Compact
Mercedes	C300	Compact
Mercedes	C300	Compact
Mercedes	C300	Compact
Mercedes	C300W4	Compact
Mercedes	C350	Compact
Mercedes	C350	Compact
Mercedes	C-Class	Compact
Mercedes	CLA-250	Compact
mercedes	CLK550	Compact
Mercedes	CLS 63	Standard
Mercedes	CLS55	Standard
Mercedes	E 350 Coupe	Standard
Mercedes	E320	Standard
Mercedes	E350	Standard
Mercedes	E350	Standard
Mercedes	E350	Standard
Mercedes	E350	Standard
Mercedes	E500	Standard
Mercedes	E63	Standard
Mercedes	GL	Standard
Mercedes	GLK	Compact
Mercedes	GLK350	Compact
Mercedes	GLK350	Compact
Mercedes	ML320	Standard
Mercedes	ML550	Standard
Mercedes	SLK280	Compact
Mercury	Mariner	Compact
Mercury	Mariner	Compact
Mercury	Mariner	Compact
Mercury	Marquis	Standard
Mini	Cooper	Compact
Mini	Cooper	Compact
Mini	Cooper	Compact
Mini	Cooper	Compact
MINI	Cooper	Compact
Mini	Cooper	Compact
Mini	Cooper	Compact
Mini	Cooper	Compact
Mini	Cooper	Compact
Mini	Cooper	Compact
Mini	Cooper	Compact
Mini	Cooper	Compact
Mini	Countryman	Compact

Mini	Countryman	Compact
Mini	Countryman	Compact
Mini	Countryman	Compact
Mini	Countryman	Compact
Mini	Roadster	Compact
Mitsubishi	Eclipse	Standard
Mitsubishi	Galant	Standard
Mitsubishi	Lancer	Compact
Mitsubishi	Lancer	Compact
Mitsubishi	Montero	Standard
Mitsubishi	Outlander	Standard
Nissan	350Z	Compact
Nissan	350Z	Compact
Nissan	370Z	Compact
Nissan	370Z	Compact
Nissan	Altima	Standard
Nissan	Altima	Standard
Nissan	Altima	Standard
Nissan	Altima	Standard
Nissan	Altima	Standard
Nissan	Altima	Standard
Nissan	Altima	Standard
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Nissan	Altima	Standard
Nissan	Altima	Standard
Nissan	Altima	Standard
Nissan	Altima	Standard
Nissan	Altima	Standard
Nissan	Altima	Standard
Nissan	Frontier	Standard
Nissan	Maxima	Standard
Nissan	Maxima	Standard
Nissan	Maxima	Standard
Nissan	Maxima	Standard
Nissan	Maxima	Standard
Nissan	Maxima	Standard
Nissan	Murano	Standard
Nissan	Murano	Standard
Nissan	Murano	Standard

Nissan	Murano	Standard
Nissan	Murano	Standard
Nissan	Murano	Standard
Nissan	Murano SL	Standard
Nissan	Pathfinder	Standard
Nissan	Pathfinder	Standard
Nissan	Pathfinder	Standard
Nissan	Pathfinder	Standard
Nissan	Rogue	Compact
Nissan	Rogue	Compact
Nissan	Rogue	Compact
Nissan	Rogue	Compact
Nissan	Rogue	Compact
Nissan	Sentra	Compact
Nissan	Sentra	Compact
Nissan	Sentra	Compact
Nissan	Sentra	Compact
Nissan	Sentra	Compact
Nissan	Sentra	Compact
Nissan	Sentra	Compact
Nissan	Sentra	Compact
Nissan	Sentra	Compact
Nissan	Titan	Standard
Nissan	Versa	Compact
Nissan	Versa	Compact
Nissan	Versa	Compact
Nissan	Xterra	Compact
Nissan	Xterra	Compact
Nissan	Xterra	Compact
Nissan	Xterra	Compact
Nissan	Xterra	Compact
Nissan	Xterra	Compact
Nissan	Xterra	Compact
Nissan	Xterra	Compact
Pontiac	Bonneville	Standard
Pontiac	Firebird	Standard
Pontiac	G6	Standard
Pontiac	Grand Prix	Standard
Pontiac	Grand Prix GTP	Standard
Pontiac	GT	Standard
Pontiac	Torrent	Standard
Pontiac	Torrent	Standard
Pontiac	Trans AM	Standard
Porsche	730	Compact
Porsche	Boxter	Compact
Porsche	Cayenne	Standard
Porsche	Cayenne	Standard
Porsche	Caymen S	Compact
Saab	9-3 Aero	Standard
Saab	Aero	Standard
Saab	Aero	Standard
Saturn	Aura XR	Standard
Saturn	Ion	Compact
Saturn	L100	Standard
Saturn	L200	Standard
saturn	SL2	Compact
Saturn	SL2	Compact

Scion	FR	Compact
Scion	TC	Compact
Scion	TC	Compact
Scion	TC	Compact
Scion	TC	Compact
Scion	XA	Compact
Subaru	Forrester	Compact
Subaru	Forrester	Compact
Subaru	Forrester	Compact
Subaru	Forrester	Compact
Subaru	Forrester	Compact
Subaru	Forrester	Compact
Subaru	Impreza	Compact
Subaru	Impreza	Compact
Subaru	Impreza	Compact
Subaru	Impreza	Compact
Subaru	Impreza	Compact
Subaru	Impreza	Compact
Subaru	Impreza	Compact
Subaru	Impreza	Compact
Subaru	Impreza	Compact
Subaru	Legacy	Standard
Subaru	Legacy	Standard
Subaru	Legacy	Standard
Subaru	Legacy	Standard
Subaru	Legacy	Standard
Subaru	Legacy	Standard
Subaru	Outback	Standard
Subaru	Outback	Standard
Subaru	Outback	Standard
Subaru	Outback	Standard
Subaru	Outback Sport	Standard
Subaru	Tribeca	Standard
Subaru	WRX	Compact
Suzuki	GX-600	Compact
Toyota	4Runner	Standard
Toyota	4Runner	Standard
Toyota	4Runner	Standard
Toyota	4Runner	Standard
Toyota	4Runner	Standard
Toyota	4Runner	Standard
Toyota	4Runner	Standard
Toyota	4Runner	Standard
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Toyota	4Runner	Standard
Toyota	4Runner	Standard

VW	Jetta	Compact
VW	Jetta	Compact
VW	Jetta	Compact
VW	Jetta	Compact
VW	Jetta	Compact
VW	Jetta	Compact
VW	Jetta	Compact
VW	Jetta	Compact
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VW	Passat	Standard
VW	Passat	Standard
VW	Passat	Standard
VW	Passat	Standard
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VW	Passat	Standard
VW	Passat	Standard
VW	Passat	Standard
VW	Passat	Standard
VW	Passat	Standard
VW	Passat	Standard
VW	Rabbit	Compact
VW	Rabbit	Compact
VW	Rabbit	Compact
VW	Tiguan	Compact
VW	Tiguan	Compact
VW	Tiguan	Compact
VW	Tiguan	Compact
VW	Tiguan	Compact
VW	Tiguan	Compact

Compact Count	683	50.52%
Standard Count	669	49.48%

2115 SIZE OF PARKING SPACES

- 2115.1 Except as otherwise provided in this section, a required automobile parking space shall be a minimum of nine feet (9 ft.) in width and nineteen feet (19 ft.) in length, exclusive of access drives, aisles, ramps, columns, office or work areas and shall be striped according to the requirements of § 2117.3. Parking shall also be in compliance with the requirements of the District of Columbia Architectural Barriers Act of 1980, effective July 1, 1980 (D.C. Law 3-76; 12 DCMR art. 15).
- 2115.2 Any accessory parking area or accessory garage containing twenty-five (25) or more required parking spaces may designate up to forty percent (40%) of the parking spaces for compact cars.
- 2115.3 A compact car parking space shall be a minimum of eight feet (8 ft.) in width and sixteen feet (16 ft.) in length exclusive of access drives, aisles, ramps, columns, and office and work areas and shall be striped according to the requirements of § 2117.3.
- 2115.4 Parking spaces shall be visibly marked as "compact car" or "small car" parking spaces and shall be placed in groups of at least five (5) contiguous spaces with access from the same aisle.
- 2115.5 Except as provided in §§ 2115.6 and 2115.7, all parking spaces shall have a minimum vertical clearance of six feet, six inches (6 ft., 6 in.).
- 2115.6 Where one hundred (100) or more parking spaces are provided, whether the spaces are required or not and whether the spaces are a principal use or an accessory use, at least five percent (5%) of the parking spaces shall have a minimum vertical clearance of seven feet, two inches (7 ft., 2 in.).
- 2115.7 All entrances, exits, access aisles, ramps, and driveways providing access to parking spaces shall also have the minimum vertical clearances as prescribed in §§ 2115.5 and 2115.6, respectively.
- 2115.8 All parking spaces requiring the seven foot, two inch (7 ft., 2 in.), vertical clearance shall be clearly marked for "Van Parking Only."
- 2115.9 In a commercial building or structure located in a C-3-C, C-4, C-5 (PAD), SP, W, or CR District, where at least seventy-five (75) parking spaces are required according to the schedule of parking requirements under § 2101.1 and where parking spaces are provided within a parking garage, parking may be provided as set forth in §§ 2115.10 through 2115.18.
- 2115.10 A minimum of two hundred eighty-five square feet (285 ft.²) of parking area shall be provided for each required parking space.
- 2115.11 Parking space dimensional, size, design, and striping requirements stipulated under §§ 2115.1 through 2115.4, 2117.3, 2117.5, and 2117.6 may be waived; provided, that the parking is managed during a specified twelve (12) hour peak period to be determined by the D.C. Department of Transportation by employed attendants who park the vehicles using the parking facility.
- 2115.12 A permanent sign shall be posted at each entrance in full view of the public that states: "Attendant assisted parking is required by the District of Columbia Zoning Regulations." The sign shall also state the hours during which attendant parking is required. The sign shall have a white background, with black lettering that is no less than two inches (2 in.) in height.
- 2115.13 All parking areas and spaces provided under § 2115.9 shall be designed and operated so that sufficient access and maneuvering space is available to permit the parking and removal of any vehicle without moving any other vehicle onto public space.

- 2115.14 Where aisles are provided, the aisles shall meet the design requirements stipulated in §§ 2117.5 and 2117.6.
- 2115.15 All other requirements for parking, including but not limited to minimum height clearances and landscaping requirements, shall remain applicable.
- 2115.16 In the event parking by attendants as required in § 2115.11 is discontinued, parking shall then be provided as otherwise required in these regulations. The applicant for a parking facility under this subsection shall submit a parking plan on a medium acceptable to the Zoning Administrator that demonstrates how parking shall be provided in the event the attendant parking is discontinued.
- 2115.17 No individual area shall be considered a part of the required parking area where the minimum lesser dimension is less than seven feet (7 ft.) or where the minimum greater dimension is less than fourteen feet (14 ft.) in rectangular area, exclusive of column obstructions.
- 2115.18 For the purpose of § 2115.9, a commercial building or structure shall include any building or structure where eighty percent (80%) or more of the gross floor area is devoted to a use other than a dwelling, flat, multiple dwelling, rooming or boarding house, community-based residential facility, or hospital.

SOURCE: Final Rulemaking published at 31 DCR 6585, 6600 (December 28, 1984); as amended by Final Rulemaking published at 47 DCR 9741-43 (December 8, 2000), incorporating by reference the text of Proposed Rulemaking published at 47 DCR 8335, 8501-02 (October 20, 2000); and Final Rulemaking published at 49 DCR 2742, 2747 (March 22, 2002).

Sec. 8-200 - General parking regulations.

- (A) *Schedule of requirements.* The following number of parking spaces shall be provided for each use listed. In the case of any use not listed in this [section 8-200](#) (A), the requirements of the most similar listed use shall apply. The requirements of this [section 8-200\(A\)](#) may be reduced when special zoning allows parking reductions and the required approvals of the director and the director of transportation and environmental services have been obtained and the conditions of said approval are complied with.
- (1) *Single-family detached, two-family and row or townhouse dwellings:* two (2.0) spaces per dwelling unit for single-family detached, two-family, and townhouse dwellings.
 - (2) *Multifamily dwellings.*
 - (a) One and three-tenths (1.30) spaces for each unit up to and including one bedroom unit.
 - (b) One and three quarters (1.75) spaces for each two bedroom unit;
 - (c) Two and two-tenths (2.20) spaces for each three bedroom unit or larger.
 - (3) *Boardinghouses and rooming houses:* one space for each four guest rooms; provided, that the number of off-street parking spaces for any rooming house or boarding house authorized by a special use permit granted by city council after December 12, 1987, shall be determined by council when granting, and shall be as set forth in, the special use permit.
 - (4) *Tourist homes:* one space for each two guest rooms.
 - (5) *Hotels or motels:* one space for each guest room or dwelling unit except that for buildings over three stories in height, one space for each two guest rooms or dwelling units; provided, that on sites for which preliminary site plans have been approved after July 6, 1966, one space for each guest room or dwelling unit plus one employee parking space for each 15 guest rooms or dwelling units or major fraction thereof. See also [section 8-200\(B\)\(21\)](#).
 - (6) *Hospitals, nursing homes, sanitariums and convalescent homes:* one space for each two patient beds.
 - (7) *Community buildings, fraternal organizations, civic clubs, lodges, museums, libraries and similar uses:* one space for each 200 square feet of floor area.
 - (8) *Theaters, auditoriums, assembly halls and restaurants:* one space for each four seats except that for restaurants used to serve employees, but not the general public, of a multi-story office building of four stories or more in height and located entirely within such building with no direct ingress or egress to the restaurant from the exterior of the building except those required for service and emergency purposes and without any sign identifying such restaurant from the exterior of the restaurant or building: one space for each eight seats. Provided that this exception shall be permitted only with a special use permit.
 - (9) *Clinics, medical or dental:* one space for each 200 square feet of floor area.
 - (10) *Churches:* one space for each five seats in the principal auditorium or one space for each ten classroom seats, whichever is greater.
 - (11) *Schools, elementary:* one space for each 25 classroom seats. Schools, high: one space for each ten classroom seats. Schools, day nursery or nursery: two spaces for each classroom. Schools, commercial, including, but not limited to, secretarial, conservatories, art and craft and the like: one space for each two seats.
 - (12) *Automobile service stations:* one space for each gasoline pump.
 - (13) *Amusement enterprises (indoor):* one space for each 200 square feet of floor area on all floors.
 - (14) *Amusement enterprises (outdoor):* one space for each 400 square feet of lot area.
 - (15) *Homes for the elderly:* one space per each two units plus one space for each two guest rooms, except for homes for the low income elderly, one space per each four units plus one space for each four guest rooms only with a special use permit.
 - (16) *Retail uses:* the required number of parking spaces shall be determined by Table A.
 - (17) *Nonretail uses, including, but not limited to, personal service shops, equipment and repair businesses and the like:* one space for each 400 square feet of floor area.

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Retail uses: the required number of parking spaces shall be determined by the following table:

Total Floor Area in Square Feet per Floor		Required Number of Parking Spaces per Given Square Feet of Floor Area											
Not Less Than	Not More Than	Ground floor Parking Districts						Other Floors Parking Districts					
		1	2	3	4	5	6	1	2	3	4	5	6
—	1,500	1 per 200	1.1 per 200	1.2 per 200	1.2 per 200	1.2 per 200	1 per 200	1 per 300	1.1 per 300	1.2 per 300	1.2 per 300	1.2 per 300	1 per 300
1,500	5,000	1 per 210	1.1 per 210	1.2 per 210	1.2 per 210	1.2 per 210	1 per 210	1 per 310	1.1 per 310	1.2 per 310	1.2 per 310	1.2 per 310	1 per 310
5,000	20,000	1 per 220	1.1 per 220	1.2 per 220	1.2 per 220	1.2 per 220	1 per 220	1 per 320	1.1 per 320	1.2 per 320	1.2 per 320	1.2 per 320	1 per 320
20,000	—	1 per 230	1.1 per 230	1.2 per 230	1.2 per 230	1.2 per 230	1 per 230	1 per 330	1.1 per 330	1.2 per 330	1.2 per 330	1.2 per 330	1 per 330

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- (18) *Office buildings, including commercial, governmental and professional:*
 - (a) The required number and type of parking spaces shall be determined by the following table:

In Parking Districts
(spaces required/square feet of floor area)

	1	2	3	4	5	6

Minimum	1/500	1/450	1/475	1/475	1/475	1/600
Minimum car pool space set aside	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%

Parking district 6 shall encompass the area located within a radius of 2,000 feet from any entrance to any Washington/Metropolitan Transit Authority rail station. The boundaries of this and parking districts 1 through 5 shall be shown on the map designated "City of Alexandria Parking District Boundaries," dated May 26, 1987, signed by the mayor, the clerk of the council, the chairman of the planning commission, which map is on file in the office of the planning commission and which is hereby made a part of this Article VIII.

(b) The car pool parking spaces required by section 8-200(A)(18)(a) above to be provided in conjunction with an office building shall be reserved for car pool vehicles until 10:30 a.m. on work days. Each space so reserved and provided without charge for car pool vehicles may be counted as three spaces toward the minimum number of parking spaces required for an office building. For purposes of this section 8-200(A)(18), a car pool shall mean three or more people traveling together on a continuing and prearranged basis in a private motor vehicle. Each space similarly reserved and provided without charge for van pool vehicles may be counted as eight spaces toward the minimum number of parking spaces required for an office building. For purposes of this section 8-200(A)(18), a van pool shall mean eight or more people traveling together on a continuing and prearranged basis in a motor vehicle designed for the transportation of persons. The provision of transit fare media (flash passes, tickets and tokens) at 100 percent subsidy to occupants of an office building may be used to reduce the required number of parking spaces on the basis of one space for each two persons for whom such transit fare media are provided on an annual basis. The total reduction attributable to the provision of car pool vehicle parking spaces, van pool vehicle parking spaces, and transit fare media shall not exceed 30 percent of the total number of parking spaces required by section 8-200(A)(a) above. Compliance with these provisions allowing reductions in the number of required parking spaces where car pool and van pool spaces are provided without charge and where subsidized transit fare media are provided to building occupants shall be established in an annual report prepared by the office building owner or occupant and submitted to the director. Failure to adhere to these provisions shall result in disallowance of the credit allowed hereunder to the extent of the failure to adhere.

(19) *Industrial warehouse building:*

(a) Where 75 percent or more of the floor area of the building is used for long-term storage the following provisions shall apply: one space for each 400 square feet of office area of all floors, in addition to the following requirements:

Total Floor Area in Square Feet Per Floor (Excluding Office Floor Area)		Required Parking Space Per Given Square Feet of Floor Area
Not Less Than	Not More Than	
—	5,000	1 space per 2,500 square feet (or one per floor, whichever is greater)
5,000	10,000	1 space per 3,000 square feet (or one space per floor, whichever is greater)
10,000	50,000	1 space per 5,000 square feet (or one space per floor, whichever is greater)
50,000	—	1 space per 7,000 square feet (or one space per floor, whichever is greater)

(b) For the purpose of this section 8-200(A)(19), long-term storage shall mean the storage of items for more than 30 days.

(20) *Industrial buildings used for other than long-term storage purposes:*

- (a) One space for each 400 square feet of office area of all floors, in addition to the requirements of the following table:
- (b) The parking requirements for industrial uses in this section 8-200(A)(20) shall be considered sufficient for industrial users having a maximum of 20 employees.
- (c) Additional parking shall be required at a rate of one parking space for each three employees in excess of 20.
- (d) Parking requirements shall at no time be considered sufficient for any other use of the premises, and additional spaces shall be provided to meet requirements when there is any change to a different industrial use or to a commercial use.

Total Floor Area in Square Feet per Floor (excluding office floor area)		Required Number of Parking Spaces per Given Square Feet of Floor Area Parking Districts					
Not More Than	Not Less Than	1	2	3	4	5	6
—	5,000	1 sp. per 400 sq. ft.	1.1 sp. per 400 sq. ft.	1.2 sp. per 400 sq. ft.	1.2 sp. per 400 sq. ft.	1.2 sp. per 400 sq. ft.	1.1 sp. per 400 sq. ft.
5,000	10,000	1 sp. per 500 sq. ft.	1.1 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.1 sp. per 500 sq. ft.

10,000		1 sp. per 600 sq. ft.	1.1 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.1 sp. per 600 sq. ft.
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- (21) Hotels within parking district 1 shall provide a minimum of .7 parking space per room and one parking space per each eight restaurant and meeting room seats. For purposes of this [section 8-200\(A\)\(21\)](#), a room shall be defined as an enclosed, private and secure area designed to provide overnight accommodation to not more than four persons.
- (B) *Loading and unloading areas required.*
- (1) Separate from the required off-street parking requirements of [section 8-200\(A\)](#) and on the same premises with every building or structure erected and occupied for manufacturing, storage, warehouse, goods display, retail store, wholesale business, hotel, hospital, laundry, dry cleaning or other uses similarly involving the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained adequate off-street space for standing, loading and unloading purposes.
 - (2) At least one off-street space shall be provided for each 20,000 square feet of floor area or fraction thereof used or intended to be used for any of the above purposes; provided, that this provision shall not apply to buildings or structures containing less than 2,500 square feet of floor area.
 - (3) Such off-street loading space shall be a minimum of 12 feet in width, 14 1/2 feet in clearance height and a depth sufficient to accommodate the largest delivery trucks serving the establishment, but in no case shall such length be less than 25 feet.
 - (4) All loading and unloading berths shall be surfaced with a bituminous or other dust-free surface, and if the loading berths front on a public street, the trucks shall at no time project onto the sidewalk or street.
 - (5) This [section 8-200\(B\)](#) shall not apply to buildings erected or occupied prior to June 25, 1963, unless there is an increase in floor area of more than 33 percent.
- (C) *Location of parking facilities.*
- (1) For all single-family detached and two-family residential dwellings, required off-street parking facilities shall be located on the same lot as the main building. Tandem parking is permitted to meet this requirement.
 - (2) For all multifamily dwellings, required off-street parking facilities shall be located on the same lot as the main building lot, on a lot separated from the main building lot by an alley or directly across the street from the main building when separated by a minor local street only.
 - (3) For all commercial or industrial uses, the distance from the off-street parking facility to the commercial or industrial use which it serves shall not exceed 500 feet from the nearest corner of the lot containing the structure to the nearest usable portion of the lot used for parking, provided that such off-street parking facility shall be permitted on land in a commercial or industrial zone only.
 - (4) For all other uses, including, but not limited to churches, private and fraternal clubs, private and public schools and social service buildings, such required off-street parking shall be located on the same lot as the main building or on a lot immediately contiguous to the main building lot; except, that off-street parking may be permitted within 300 feet with a special use permit.
 - (5) *Access to parking, required or otherwise,* shall be limited as follows:
 - (a) Within the Old and Historic Alexandria District, access to all parking shall be provided from an alley or interior court. Upon a finding by the planning commission or director that it is clearly not feasible to provide such access, a waiver as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review or, if no site plan is required, by the director.
 - (b) Within the Parker-Gray District, access to all parking shall be from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services who shall, after review by the director and the director of transportation and environmental services, and provided the application meets the criteria of section 5-2-14(c) of the city code, docket the matter for hearing before the Parker-Gray District board of architectural review. The board of architectural review shall approve or deny the application based on whether the location and nature of the proposed curb cut and associated parking facility is compatible with the character and architectural style of the developed blockface. The decision of the board of architectural review may be appealed to city council pursuant to [section 10-207](#). If approval of a curb cut as specified in this subparagraph is not granted, then a waiver as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review, or, if no site plan is required, by the director.
 - (c) For buildings or structures over 100 years old designated for preservation pursuant to [section 10-300](#), access to all parking shall be provided from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services who shall, after review by the director and the director of transportation and environmental services, and provided the application meets the criteria of section 5-2-14(c) of the city code, docket the matter for hearing before the Old and Historic Alexandria District board of architectural review. The board of architectural shall approve or deny the application based on whether the location and nature of the proposed curb cut and associated parking facility is compatible with the character and architectural style of the designated building or structure. The decision of the board of architectural review may be appealed to city council pursuant to [section 10-309](#). If approval of a curb cut as specified in this subparagraph is not granted, then a waiver as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review or, if no site plan is required, by the director. The requirements of this subparagraph shall apply to all the land appurtenant to such designated building or structure, whether comprised of a single lot or multiple lots of record, on the date of designation.
 - (d) Within the Town of Potomac and Rosemont Historic Districts, access to all parking shall be from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services for review by the director and the director of transportation and environmental services. The approval of both directors constitutes approval of the application. The directors shall review the application for compliance with the criteria of section 5-2-14(c) of the city code, and for the compatibility of the location and nature of the proposed curb cut and associated parking facility with the character and architectural style of the developed blockface. The rejection by either director constitutes a denial of the application. The administrative determination on the application may be appealed to city council. The procedures of [section 10-207](#) shall apply to the extent appropriate to any such appeal.
 - (e) For land not covered by paragraph (a) through (d) above, approval for a curb cut may be obtained either as part of a site plan approved by the planning commission pursuant to [section 11-400](#) or by administrative approval pursuant to section 5-2-14 of the city code.
 - (f) It is the express intent of the city that no curb cut be permitted anywhere in the city which does not, at a minimum, meet the criteria of section 5-2-14(c) of the city code.
 - (6) *Parking, required or otherwise, limited on residential lots.* For all lots containing single-family, two-family or townhouse dwelling uses, there shall be a limit of one vehicle per 1,000 square feet of lot area, not to exceed a maximum of four (4) vehicles per lot parked or stored outside on the lot in question.
- (D) *Design of parking spaces and facilities.*

Each required parking space shall be no less than 18.5 feet in length and nine feet in width, except that each required compact car parking space shall be no less than 16 feet in length and eight feet in width for compact car parking spaces, exclusive of driveways and aisles; provided, however, that parking spaces parallel to driveways and aisles shall be not less than 22 feet in length and eight feet in width for standard cars and 18 feet in length and seven feet in width for compact cars.

- (2) Aisles with two-way traffic movement shall be no less than 22 feet in width, unless 45- and 60-degree parking is provided or where parking on both sides of the aisle is for compact cars, in which case said aisles shall be no less than 20 feet in width, or as much additional width as may be required for access of emergency vehicles. Aisles with one-way traffic movement shall be as follows:
 - (a) Aisles serving 90-degree parking shall be no less than 22 feet in width, except that where parking on both sides of the aisle is for compact cars, the aisle shall be no less than 20 feet in width unless in special circumstances the director of transportation and environmental services and the fire marshal shall approve in writing a reduction in the 20-foot width by not more than two feet for an aisle serving not more than 30 parking spaces.
 - (b) Aisles serving 45-degree or 60-degree parking shall be no less than 16 feet in width or as much additional width as may be required for access of emergency vehicles.
 - (c) Aisles serving parallel parking and located immediately adjacent to buildings shall be no less than 16 feet in width. All other aisles serving parallel parking shall be 12 feet in width or as much additional width as may be required for access of emergency vehicles on curvilinear streets.
 - (3) Each parking space shall be separated with proper striping, or other designation, approved by the department of planning and zoning.
 - (4) The requirements of section 8-200(D)(2) shall not apply to valet parking facilities when city-approved valet parking is provided.
 - (5) The driveways and parking spaces required by this section 8-200 shall be smoothly graded, adequately drained and constructed with suitable subgrade, base and surfacing to be durable under the use and maintenance contemplated and so that they can be reasonably used for off-street parking facilities. Any grade transition shall be designed and constructed to prevent undercarriage and bumper guards from dragging. Such parking facilities shall be properly maintained and aisles shall remain open and free for traffic flow.
 - (6) Means of ingress and egress for the off-street parking facility shall be constructed in accordance with prevailing city standards and remain adequate and unobstructed at all times. The off-street parking facility shall be constructed so that no part of parked vehicles will extend beyond the parking space so as to obstruct walkways, sidewalks, streets or alleys.
- (E) *Provision of compact car spaces.*
- (1) Parking facilities providing for ten or more required off-street parking spaces for a non-retail use may provide up to 75 percent of the required spaces as compact car parking spaces. Parking facilities providing ten or more required off-street parking spaces for a retail use may provide up to 30 percent of the required spaces as compact car parking spaces. Each compact car parking space shall be adequately signed to indicate the intended use and shall be provided as close as possible to the entrance of the building or structure to which such space is accessory; provided, however, that any parking facility for which a preliminary site plan has been submitted to the director on or before June 24, 1975, shall be treated as an existing parking facility subject to section 8-200(E)(2).
 - (2) Nonstructured surface parking facilities in existence on June 24, 1975, may be restriped for compact car parking spaces in conformance with these regulations; provided that compliance with section 11-410(CC)(5) of the site plan regulations, except for the setback requirement for a parking facility abutting a public road or sidewalk, is demonstrated to the director. If the director determines that the facility does not so comply, said nonstructured surface parking facilities may be restriped for compact car parking spaces only if a site plan has been submitted and approved in accordance with section 11-400 of this ordinance.
 - (3) Structured parking facilities in existence on June 24, 1975, may be restriped for compact car parking spaces in conformance with these regulations without the necessity of complying with section 11-410(CC)(5) of the site plan regulations.
 - (4) For purposes of this section, a compact car shall mean an automotive vehicle having a width of less than six feet and a length of less than 16 feet.
 - (5) The parking of vehicles other than compact cars, as defined above, in compact car parking spaces provided by this section 8-200(E) is hereby prohibited. It shall be unlawful for any owner or operator of parking facilities with compact car parking spaces striped in conformance with these regulations to permit any person to park any vehicle other than a compact car in a compact car parking space.
- (F) *Prior existing buildings and structures.*
- (1) Notwithstanding the provisions of section 8-100 and except as provided in section 8-200(F)(3) below, no off-street parking need be provided for land actually in use on June 25, 1963, for structures or buildings partially or fully constructed as of that date, or for structures or buildings for which a final site plan had been approved or a building permit had been applied for on that date, except as follows:
 - (a) If any such land has been changed in use or any such structure or building has been changed in use, enlarged, significantly enlarged or significantly altered between June 23, 1963, and January 27, 1987, the parking requirements of this Article XIII shall apply only to such change in use, enlargement or alteration; and
 - (b) If any such land has been changed in use or any such structure or building has been changed in use, enlarged, significantly enlarged or significantly altered after January 27, 1987, the parking requirements of this Article XIII shall apply to all the land and to the entire structure or building upon completion of the change in use, significant enlargement or significant alteration, and such requirements shall apply only to the enlargement of the structure or building upon its completion, unless, as of January 27, 1987, a construction or alteration permit has been applied for and reasonably soon thereafter construction activity has commenced and continues to be diligently pursued, or unless a special use permit is obtained under section 7-700 or section 11-500 which authorizes the change in use, enlargement, significant enlargement or significant alteration with the provision of less off-street parking than is required.
 - (2) Notwithstanding the provisions of section 8-100 above and except as provided in section 8-200(F)(3) below, any change in use in land which had been placed in use between June 23, 1963, and January 27, 1987, and any change in use, enlargement, significant enlargement or significant alteration of a structure or building which had been constructed between those dates shall be governed by the provisions of sections 8-200(F)(1)(a) and (b).
 - (3) The provisions of this section 8-200(F) shall not apply to the enlargement, significant enlargement or significant alteration of single-family, two-family or row or townhouse dwellings.
 - (4) For purposes of this section 8-200(F), the following definitions shall apply:
 - (a) "Significantly altered" and "significant alteration" shall mean the reconstruction, remodeling or rehabilitation of, or other physical changes to, a structure or building, or a portion thereof, over any two-year period, whether or not involving any supporting members of the structure or building and whether altering interior or exterior components of the structure or building, which involves expenditures amounting to 33 1/3 percent or more of the market value of the structure or building, or portion thereof, at the time of the application for an alteration permit. The cost of the remodeling or rehabilitation of units that serve households at or below 60 percent Area Median Income (AMI) for 30 years or more shall be exempt from the calculation of expenditures pursuant to this

section.

- (b) "Enlarged" and "enlargement" shall mean an addition to a structure or building which increases its floor area by less than 20 percent. In the case of uses whose parking requirements are determined by a factor other than floor area (e.g., dwelling units, seats, patient beds), these terms shall mean any action which increases this factor by less than 20 percent, whether or not accompanied by an increase in floor area.
- (c) "Significantly enlarged" and "significant enlargement" shall mean an addition, or additions over any two-year period, to a structure or building which increases its floor area by 20 percent or more. In the case of uses whose parking requirements are determined by a factor other than floor area, these terms shall mean any action, or actions over the two-year period, which increases this factor by 20 percent or more, whether or not accompanied by an increase in floor area.

- (5) No single-family, two-family or townhouse dwelling shall be deemed a noncomplying use or structure because it failed to provide two required parking spaces on June 24, 1992, if the dwelling did provide one required parking space on that date.

- (G) *Removal of Parking Space in Old and Historic Alexandria District.* Within the Old and Historic Alexandria District, a non-required parking space on the same lot as a residential building, or on a contiguous lot under common ownership with a residential building, may not be removed if the removal is for the purpose of gaining open space to support a building addition. For the purpose of this subsection, a parking space is an area of land which is at least eight feet by 16 feet and which is either (a) improved as a parking space with brick, concrete, asphalt, gravel, or other covering designed to support a vehicle's weight, or (b) not improved for parking but actually used for parking on at least 90 calendar days within the previous 12-month period.

(Ord. No. 3620, § 2, 3-20-93; Ord. No. 3650, § 2, 6-22-93; Ord. No. 3713, §§ 4, 5, 3-19-94; Ord. No. 3774, § 2, 1-21-95; Ord. No. 3937, § 1, 6-17-97; Ord. No. 4556, § 1, 6-24-08; Ord. No. 4852, § 1, 1-25-14; Ord. No. 4910, § 5, 11-15-14)