

To give you a sense of how the ZRR would affect the range of decisions in which ANCs, neighborhood associations, and local residents have the opportunity to provide input, <http://dczoning.blogspot.com> has put up a chart that looks at various development requests that currently trigger a public process and contrasted how those decisions are made now with how they would be made if the ZRR were adopted.

DEVELOPMENT REQUEST	CURRENT	PROPOSED
Rental apartment located within a home	special exception	<i>matter of right</i>
Rental apartment located in a garage or other outbuilding	variance	<i>matter of right</i> for pre-existing building; or special exception for new or enlarged building
Two-story garage or other outbuilding	variance	<i>matter of right</i>
Home occupation located in a garage	variance	<i>matter of right</i>
Home occupation and rental apartment on the same residential lot	special exception	<i>matter of right</i>
Habitable roof structure (e.g. pergola or penthouse) on a single family home	variance	<i>matter of right if</i> <ul style="list-style-type: none"> • no more than 10 feet tall • no more than 1/3 of the roof's footprint • set back from the street/alley by a distance equal to its height and from non-abutting side walls by a distance equal to 1/2 its height
Retail or service business on a residential lot	grandfathered non-conforming use or variance	<i>matter of right if</i> <ul style="list-style-type: none"> • home occupation or • food store on a corner lot in a rowhouse zone • replacing an existing store special exception for retail, general service, arts creation, or eating & drinking establishment use on a corner lot or in an historically non-residential building in a rowhouse zone
Reduction of on-site parking requirements near transit	25% reduction = <i>matter of right if</i> building is non-residential, located within 800 feet of a Metrorail station entrance, and not within 800 feet of a residential zone > 25% reduction = special exception (for a non-residential building), variance (residential building), or PUD process	50% reduction = <i>matter of right</i> for any type of building to be constructed in an apartment or mixed use zone on a site that is within 1320 feet of a major bus route or 2640 feet of a Metro rail station. > 50% reduction = special exception
Elimination of on-site parking requirements	variance or PUD process	<i>matter of right if</i> <ul style="list-style-type: none"> • downtown (any use) or • single-family home without alley access or • multifamily building with < 6 units
Elimination of restrictions on FAR in C-3-C zones newly-defined as part of downtown	PUD process	<i>matter of right</i> , if development is residential or by purchasing density credits from a developer-controlled market

This chart is a work in progress. It isn't an exhaustive list -- just changes run across thus far.

See more at >> <http://dczoning.blogspot.com>