

COALITION FOR SMARTER GROWTH

December 20, 2010

Mr. Anthony Hood, Chairman
Zoning Commission of the District of Columbia
One Judiciary Square
441 4th Street NW, Suite 210 South
Washington, D.C. 20001
Submitted via email to zcsubmissions@dc.gov

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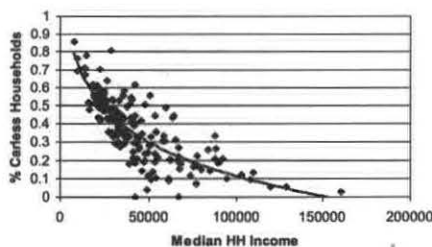
RE: Expedite Adoption of Section 1506 of the Parking Chapter – Location
Per Support for Case No. 08-06 (Comprehensive Zoning Regulations Review: Parking)

Dear Chairman Hood and members of the Commission:

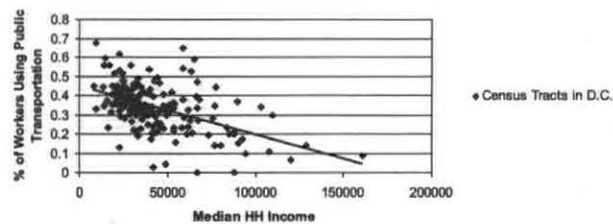
We would like to make an addition to our Nov. 15, 2010 testimony pertaining to Parking Location – Section 1506 of the Parking Chapter. Given the broad consensus for this revised language and significant positive impact on urban design throughout the city, we ask the Zoning Commission to expedite adoption of this revision to the Parking chapter. As the city recovers from the recession, development projects are moving forward again. While we are eager to see the full revision of the zoning code, this process will necessarily take more time. However, the revision of the parking location section can and should move forward without delay given the consensus around the proposed changes and the importance of the impact of a new standard on protecting the quality of the pedestrian-oriented street environment.

Also, we wanted to respond to some claims made in opposition to the proposed parking changes at the hearing. Contrary to the assertion in opposing testimony that low income residents, seniors, and people with disabilities have a greater need for parking spaces, evidence shows the opposite. In previous testimony submitted by us, we demonstrated that low income households tend to own fewer cars. Below see charts provided in our July 31, 2008 showing 2000 Census data for low income areas in D.C. Low income census tracts show a strong correlation between income and car-less households, along with high transit ridership rates. The literature demonstrates the phenomenon across the country, see: *Parking Requirement Impacts on Housing Affordability*, <http://www.vtpi.org/park-hou.pdf>

Low-income Areas Have More Carless Households



Low-income Areas Use Public Transportation More



ZONING COMMISSION
District of Columbia

CASE NO. 08-06

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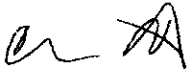
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A national study of senior housing found that parking demand is typically one third to one half less than average residential housing.ⁱ Likewise, people with physical and mental disabilities also have lower rates of car ownership.ⁱⁱ

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cheryl Cort', with a stylized flourish at the end.

Cheryl Cort
Policy Director

ⁱ Senior Housing Trip Generation and Parking Demand Characteristics,
http://www.ite.org/membersonly/digital_library/AA9611901.pdf

ⁱⁱ Socioeconomic Differences in Household Automobile Ownership Rates,
<http://gsppi.berkeley.edu/faculty/sraphael/berubedeakenraphael.pdf>