



# SINGLE MEMBER DISTRICT 5A11

SLOWE SCHOOL DEMOUNTABLE

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To: Zoning Commission

From: Commissioner 5A11 - Janae Grant

Date: August 5, 2008

RE: 08-06-2 Comprehensive Zoning Regulations Rewrite: Parking

Dear: Chairperson Anthony Hood

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D.C. OFFICE OF ZONING  
2008 AUG 21 PM 2:19

Greetings to the Zoning Commission. As the Commissioner for SMD 5A11, I thank you for weighing in my testimony as I bring forth the concerns of my constituents regarding Parking. I participated in the Working Groups held by OP for Parking and Loading and was able to share with my constituents the possible changes for Parking. Their concerns weren't so much on the minimums or maximums regarding parking, though they would prefer to drive to a place that had ample parking accommodations. The issue of spillover was more of a concern considering we have a charter school, a nightclub and some churches in our area. While we try to keep tabs on any possible changes, my constituency is definitely in favor of making sure that in future instances spillover is not a threat. Therefore regarding new development, while we are not trying to imply that one size fits all, we are sensitive to what is being driven by the market rate and realize that it is a tool in the decision making process. However, we are not giving carte blanche to developers to use the market rate an escape goat. Instead, it's about **strengthening and improving the infrastructure and administrative process** to be able to properly use the amenity we have all come to take for granted – parking.

Some specifics that I am discounting are:

**P.7.13** – While going green is well intended by having more trees in parking lots; though the thought of allowing 10% for landscaping purposes is quite generous. It's a parking lot, not a park. The extra allotted space would be better suited to accommodate spaces for bicycles or motorcycle parking.

**P.3.2** – The Transportation Fund – we don't want to become subjective to the higher bidder (developer) to then be granted a pass/forgiveness. Additionally, what would that process look like to collect the money and to what would that money go towards when they exceed their spaces? Does it go toward that community, in what way? – This goes back to the administrative process. Also what happens when a developer is working on multiple sites, do they then get to hold up the process if they don't want to pay the extra or cannot get credit on another site where less is needed?

**P.3.5** – DDOT hasn't always conducted an independent study and tends to already have to give the green light on a development. What is going to make them go against the overall consent for a development, when in fact it may hinder future implications, albeit direct or indirect to DDOT and the community and the developer? So much curiosity is aroused in how DDOT's ruling will

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CASE NO. 08-06-2

EXHIBIT NO. 70

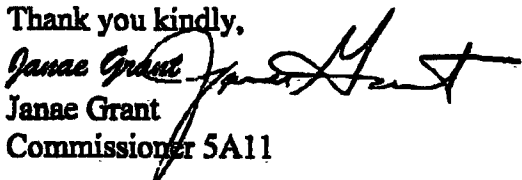
carry weight, per P.3.7. Subsequently, it would be beneficial to have developers come back to the community provided there are major changes being dictated by the market that may affect their original development plans. Therefore, their first time before the community would be deemed as preliminary to get the go ahead, but would need the administrative enforcement to make the developers come back to the community to seek the second round of approval, as well as by Zoning or BZA, if in fact a variance relief is needed and sought. This process may not be as cumbersome, but if need be for changes as dictated by the market, then it would be mandatory to make the necessary changes and seek approval by this Commission or BZA and uphold that for the community as well.

**Recommendations Zoning Changes per Nelson/Nygaard** – we are not in favor of the suggestion of seeking higher rates or price gauging as a means to sell a grandfathered Residential Parking Permit, particularly in TODs, and moreover don't want that type of practice to be spread to other developments in other localized districts. Although it would be deemed a one time transfer, how would that be administered – per the family or per the address?

In my SMD, we would consent to allowing businesses reuse commercial lots for parking that may be directly tied to one business but could benefit another business at a different time. While we support shared parking, again that is something that really needs some administrative attention to properly foster and execute particularly to minimize individual business disputes.

In conclusion, neither I nor my constituents want to uphold progress for the sake of the whole, yet we don't want to marginalize the few who would be grossly affected. Instead, we don't oppose the plans for this rewrite as a means of halting the time spent and the direction going forward, yet we don't think that just because time was spent that that is justification to go forward with what's been proposed. In fact the collective views that have been purposefully stated with justification should be looked at with much thought and consideration, such as what's been aforementioned in this testimony, as well as in others. Furthermore, it is our hope that our concerns will be heavily felt and not readily ignored and more so regarded as tightening any loopholes. Additionally, we appreciate the initiative to lessen emissions which has been ignited as the push for alternative transportation, but when we compare ourselves to other cities that have better and more robust transportation vehicles and plans we do ourselves a disservice. Many times New York comes, up, but we don't operate at all times of the night like New York, nor do we have the multitude of stations/stops as they already have in place for the trains/buses. Likewise, if we want to reduce emissions we will need better making models of vehicles and enforce that older vehicles not be permitted on the road, but that is an administrative enforcement issue. Finally, my constituents are similar to you and I in age or may be slightly older and rely on their cars to get around. The lack of parking spots will always be an impediment in an ever growing population. As for pushing the alternative for walking and other transit, we are still waiting for decent sidewalks to be put in place. So do know we are not anti-pedestrian, we are in favor of having decent infrastructure in place so that we can walk safely, if desired, to our final destinations.

Thank you kindly,

  
Janae Grant

Commissioner 5A11

ANC 5A



## ADVISORY NEIGHBORHOOD COMMISSION 5A

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# Fax

**To:** Sharon Schellin**From:** Commissioner Janae Grant**Fax:** 2/727-6072**Pages:** 3 w/cover**Phone:****Date:** 8/21/08**Re:** ZRR Parking☐ Urgent☒ For Review☐ Please Comment☐ Please Reply☐ Please Recycle

## Comments:

Feel free to give me a call if you have any further questions.

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