

TO: ZONING COMMISSION OF THE DISTRICT OF COLUMBIA

RE: ZC Case number: 08-06-02

SUBJECT: Comprehensive Zoning Regulations Rewrite on Parking: Post Hearing Comments on behalf of the Kalorama Citizens Association (KCA)

FROM: Ann Hughes Hargrove, Chairman, Zoning and Preservation Committee

DATE: August 29, 2008

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The principal points we wish to make to the Commission are set out in the attached resolution of Kalorama Citizens Association, to which I would ask your attention in conjunction the following comments. Additionally we have included as Attachment 1 some pictorial evidence of note.

Many have commented constructively regarding issues raised by the proposals in the Commission's published advertisement, and on the related but in some respects unharmonious recommendations from the Office of Planning. We are therefore limiting our comments to predictable effects of some of these proposals on certain inner-city neighborhoods, including Adams Morgan, of which the KCA boundaries comprise a large part. In reviewing the parking requirements and trying to discern how they might affect future behavior and conditions in our city, there is a great deal to be learned simply from a careful attention to the present and past experience of people who live in the neighborhoods potentially affected.

This is certainly true of the District's inner city neighborhoods, where direct experience with what happens when parking is not provided on site is available for review, and where parking is inadequately provided in residential areas with older apartment houses and a predominance of rowhouses adjacent to commercial corridors. No zoning proposals can properly ignore the fact that a substantial part of this city is of this character. As anyone who has lived in Adams Morgan for more than about 48 hours can attest, proportionately very large numbers of residents are not deterred from owning a car by reason of the unavailability of parking facilities at their place of residence. We invite your attention to Attachment 1 anecdotally illustrating parking conditions in Adams Morgan neighborhoods—the streets are lined bumper-to-bumper in the early morning hours with cars of residents who lack on-premises parking. While the market may affect the situation in the longer run, we see no evidence of any major trend toward reduced private car ownership, and common sense would suggest that any such trend would to some extent be countered by advances in fuel economy and greener automotive technologies.

Spillover parking in this area is also a major problem— many business properties have little or no on-premises parking, with the result that staff and customers who come for services

ZONING COMMISSION
District of Columbia

CASE NO. 08-06-02
EXHIBIT NO. 2

and goods and delivery personnel use street parking -- and this in spite of a garage that is a public/private partnership arrangement in the heart of our business area, as well as RPPs. This spillover traffic problem is very intense, especially in the evenings when people come for entertainment or dining. About six years ago, a traffic consultant hired in conjunction with an application for an ABC moratorium (subsequently granted), had undertaken a survey of the area and discovered that the street traffic was greater at 1:00 a.m. than during rush hour, and that there were cars attempting to park everywhere in addition to the garage mentioned above. In fact, there are many visitors who choose to use the streets instead of the garage, day or night.

At the same time, however, this neighborhood has a very high rate of public transportation usage and excellent transportation availability, and some people are attracted to car-sharing or car rental arrangements. Although many of us use bicycles, walk or use public transportation, many also choose to have automobiles for special purposes or for jobs for which public transportation is not a feasible possibility.

And, of course, as our resolution states, the situation is not helped when the Office of Planning and the Zoning Commission link up to enlarge the exemptions of additions to historic resources from minimum parking requirements if the addition does not increase the intensity of use by more than a stated percentage, raising that percentage from 25% to 50% (see Order No. 06-33, 091407), thereby allowing very substantial historic properties broader exemptions from minimum parking requirements and substantially worsening the situation for local residents. Why was this rushed through, and to who's advantage was it put forward? It certainly was not a major item (if addressed at all) by the Task Force. The potential effect is particularly unfortunate in Adams Morgan, and we see no general policy reason justifying this change. We urge that this change be rescinded.

While all zoning is a matter of setting rules for governing human behavior, some of the proposals that have emerged in this case are evidently an attempt to modify deeply ingrained patterns of lifestyle, personal expectations, and choices for which zoning regulations are in general poorly suited. Our country like many others must make systemic changes in its whole energy economy and the role of fossil-fueled motor vehicles in it, curtailing transport-related pollution, encouraging better use of public transportation, and promoting green engine technology, among many other basic steps. At every level, however, this is a challenge that must be handled on a macro scale, not just by changes around the fringes, such as tweaking parking regulations. For this region, it means improving and subsidizing public transportation for the suburbs especially and for many parts of the city as well, ending federal worker parking subsidization, and seriously ascribing to a short and long-term plan of forgoing big development

projects where public transportation is not very viable and for which huge amounts of parking are planned, such as is currently being planned for the St. Elizabeth's site and the Old Soldiers Home project. Similar concerns can be raised about the bridge over the Anacostia that is adding additional lanes rather than subtracting them. The District and its suburbs have yet to meet this challenge—much less the country as a whole, and doing so might very well cut down the American way of automobile dependency. But undertaking all this will not occur overnight, and automobiles in one form or another will likely be with us for many, many years to come. (Note the attached recent article on the development of an automobile powered by compressed air, probably one of many prototypes that the world will see over the next decades.)

Thank you.

**KAMA CITIZENS ASSOCIATION RESOLUTION:
ZONING COMMISSION PARKING CASE (ZC Case 08-06-2)**

WHEREAS the District of Columbia has embarked on a process leading to an updated revision of the Zoning Regulations,

WHEREAS, the Zoning Commission undertook this case on July 31st and asked for comments to the record by August 29th and also asked for additional materials from the Office of Planning (OP),

WHEREAS, the advertised proposals for parking recommend removing any minimum parking requirements for any new residential uses in any zoning district, and the substantial reduction of minimum requirements for certain non-residential uses in non-residential districts, employing a one-size-fits-all uses formula that fails to take into account the different parking impacts of different uses,

WHEREAS, these advertised proposals would apply regardless of the potential for “spillover” parking from commercial areas into nearby residential areas,

WHEREAS, the proposals also would prohibit parking beyond a certain maximum number for a new project, even if the developer would prefer additional parking to meet market demand,

WHEREAS, the published advertisement is not written in unambiguous and legally sufficient statutory language and in various respects is at odds with the recommendations of the Office of Planning recommendations related to this case,

WHEREAS, the OP, as distinguished from the Zoning Commission, has indicated that it would retain parking minimums for non-residential uses in residential or commercial areas where there is the “potential for spillover” from those areas into the residential areas, but has not indicated whether this protection would extend to any or all of the R-5 zones, which are predominantly rowhouse, such as in Adams Morgan,

WHEREAS, the potential of a particular use to generate demand for parking is in no way related to the historic status or lack thereof of the building in which that use is located,

WHEREAS, the Zoning Commission last year amended the Zoning Regulations to raise exemptions for historic structure additions from parking requirements if the addition does not increase the intensity of use by more than a stated percentage, raising that percentage from 25% to 50% (see Order No. 06-33, 09 14 07), thereby allowing very substantial historic properties broader exemptions from minimum parking requirements,

WHEREAS, in fact these exemptions are likely to substantially increase the demand for street parking in certain Adams Morgan neighborhoods,

WHEREAS, there is already an enormous amount of “spillover” traffic from the commercial areas of Adams Morgan to neighboring residential streets, neighborhood garages are inadequate to meet the need, and many visitors utilize “spillover” parking on neighborhood streets, and

WHEREAS, the available street-parking spaces in Adams Morgan neighborhoods are routinely filled overnight with automobiles obviously owned by residents who do not have access to parking on their premises, and the lack of on-premises parking does not deter substantial numbers of local residents from owning automobiles,

NOW THEREFORE BE IT RESOLVED:

THAT the Zoning Commission re-advertise proposals with clarified statutory language for an additional hearing, including needed definitions and delineations of zones and uses to be affected, thereby affording to the public the opportunity to comment further on clarified proposals and on the further material for the record requested from OP by the Commission,

THAT the Zoning Commission reject any proposals for decreasing minimum parking requirements for any uses in residential or commercial districts in areas, such as Adams Morgan, where present street-parking capacity is already exhausted and there is substantial “spillover” from commercial establishments into residential areas,

THAT the Zoning Commission rescind its 2007 order increasing exemptions from minimum parking requirements for additions to historic structures and the original structures themselves.

Adopted August 29, 2008

Attachment 1

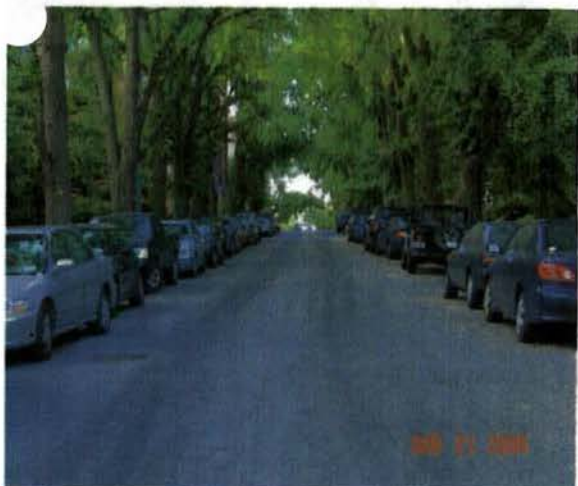
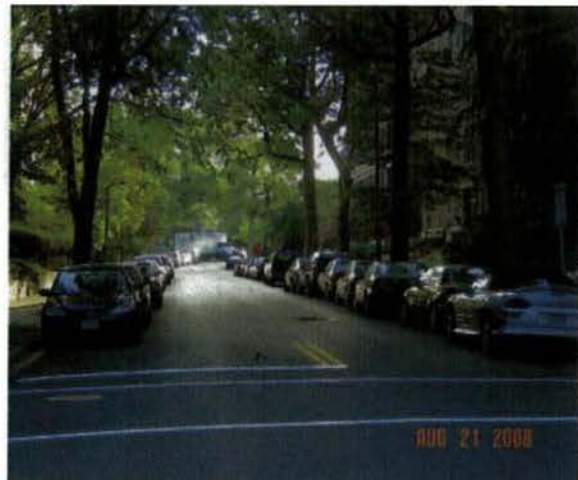
SNAPSHOTS FROM THE REAL WORLD:

*EARLY MORNING STREET PARKING IN
ADAMS MORGAN
RESIDENTIAL NEIGHBORHOODS*

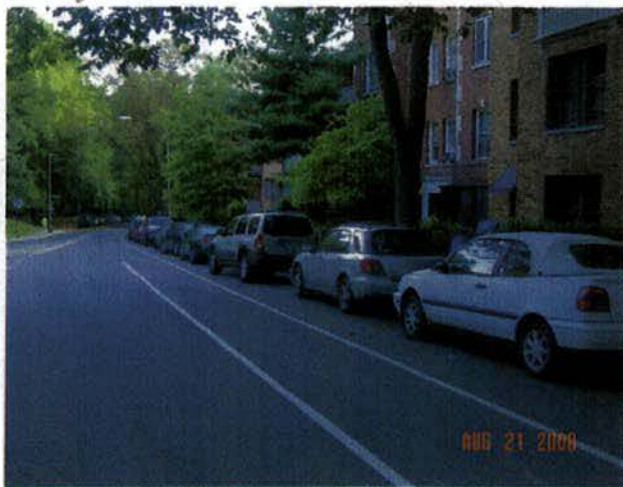
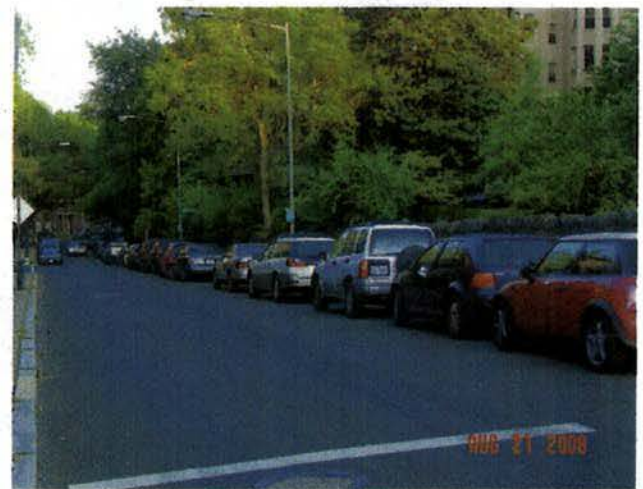
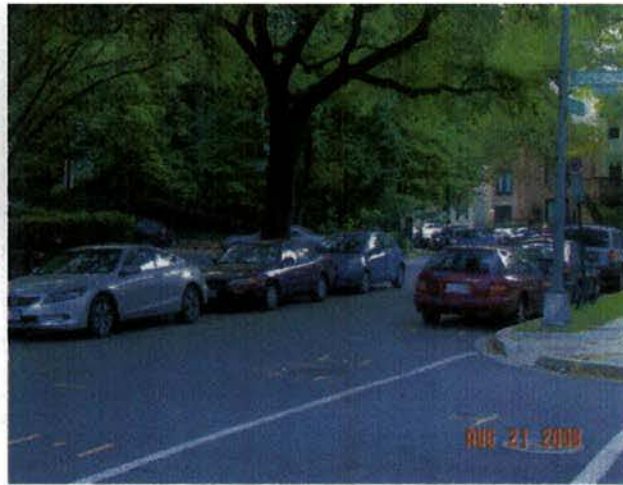
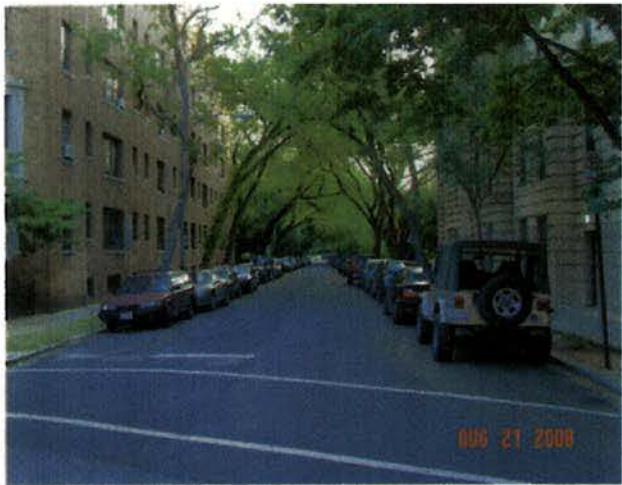
These photos show 23 randomly chosen blockfaces in two Adams Morgan neighborhoods – Kalorama Triangle and Lanier Heights. Taken between 6 and 7 AM on a Thursday, what they have in common is that every legal and several illegal street parking spaces were occupied.

These two neighborhoods, like the remainder of Adams Morgan, consist primarily of rowhouses, with an intermixture of apartment buildings, some of which have on-premises parking facilities. Many rowhouses have on-premises parking facilities.

The photos provide anecdotal evidence of the fact, well-known in Adams Morgan, that large numbers of Adams Morgan residents are not deterred from automobile ownership by the absence of parking facilities at their place of residence. What the photos do not show is the extent of added spillover parking from adjacent commercial areas in a 24-hour period.







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The agreement between Tata Motors and MDI envisages Tata's supporting further development and refinement of the technology, and its application and licensing for India.

MDI is a small, family-controlled company located at Carros, near Nice (Southern France) where Guy and Cyril Negre and their technical team have developed the engine technology and the technologically advanced car it powers.

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At the moment, four models have been made: a car, a taxi (5 passengers), a Pick-Up truck and a van. The final selling price will be approximately 5.500 pounds.

The Company

"Moteur Development International" (MDI) is a company founded in Luxembourg, based in the south of France and with its Commercial Office in Barcelona. MDI has researched and developed the Air Car over 10 years and the technology is protected by more than 30 International patents and MDI is actively seeking licensees, with according to the company, 50 factories in Europe, America and Asia signed already.

The Factory

It is predicted that the factory will produce 3.000 cars each year, with 70 staff working only one 8-hour shift a day. If there were 3 shifts some 9.000 cars could be produced a year.

The Tata Agreement

Tata Motors is India's largest automobile company, with revenues of US\$ 5.5 billion in 2005-06. With over 4 million Tata vehicles on Indian roads, it is the leader in commercial vehicles and the second largest in passenger vehicles. It is also the world's fifth largest medium and heavy truck manufacturer and the second largest heavy bus manufacturer.

Tata has signed an agreement with MDI for application in India of MDI's engine technology, and believes the engine is viable - its press statement described it as "efficient, cost-effective, scalable, and capable of other applications such as power generation".

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March 19, 2007 Many respected engineers have been trying for years to bring a compressed air car to market, believing strongly that compressed air can power a viable "zero pollution" car. Now the first commercial compressed air car is on the verge of production and beginning to attract a lot of attention, and with a recently signed partnership with Tata, India's largest automotive manufacturer, the prospects of very cost-effective mass production are now a distinct possibility. The MiniC.A.T. is a simple, light urban car, with a tubular chassis that is glued not welded and a body of fibreglass. The heart of the electronic and communication system on the car is a computer offering an array of information reports that extends well beyond the speed of the vehicle, and is built to integrate with external systems and almost anything you could dream of, starting with voice recognition, internet connectivity, GSM telephone connectivity, a GPS guidance system, fleet management systems, emergency systems, and of course every form of digital entertainment. The engine is fascinating, as is and the revolutionary electrical system that uses just one cable and so is the vehicle's wireless control system. Microcontrollers are used in every device in the car, so one tiny radio transmitter sends instructions to the lights, indicators etc.



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There are no keys - just an access card which can be read by the car from your pocket.

Most importantly, it is incredibly cost-efficient to run - according to the designers, it costs less than one Euro per 100Km (about a tenth that of a petrol car). Its mileage is about double that of the most advanced electric car (200 to 300 km or 10 hours of driving), a factor which makes a perfect choice in cities where the 80% of motorists drive at less than 60Km. The car has a top speed of 68 mph.

Refilling the car will, once the market develops, take place at adapted petrol stations to administer compressed air. In two or three minutes, and at a cost of approximately 1.5 Euros, the car will be ready to go another 200-300 kilometres.

As a viable alternative, the car carries a small compressor which can be connected to the mains (220V or 380V) and refill the tank in 3-4 hours.

Due to the absence of combustion and, consequently, of residues, changing the oil (1 litre of vegetable oil) is necessary only every 50,000 Km.

The temperature of the clean air expelled by the exhaust pipe is between 0 - 15 degrees below zero, which makes it suitable for use by the internal air conditioning system with no need for gases or loss of power.

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