

Testimony , DC Zoning Commission, September 8, 2014

My name is Allen Seeber. I have owned a home on 39th Street in Chevy Chase for four decades. Three minutes require that I not only be brief, but blunt.

Some zoning commissioners would allow WMATA to alter parking regulations in our neighborhoods without public comment at the time changes are made by reinstatement of Section 1902.1(d) in Subtitle C of OP's ZRR. That provision asserts that WMATA's *mere designation* of a High Frequency Local or Regional Bus Corridor automatically effects a 50 percent reduction in already slashed minimum off-street parking requirements a quarter-mile in any direction from the designated bus route. Whether there is *actual bus service* is irrelevant.

As a practical matter, addressing DC zoning concerns to WMATA in any discussion of bus corridors will result in a blank stare. More importantly, such regulatory relegation to WMATA is likely illegal and is most certainly terrible public policy. Section 1902.1(d) must not be reinstated in the ZRR.

This commission's manipulation of minimum parking regulations in the context of DC traffic problems is confusing. There are four sources of DC traffic congestion, in order of severity: commuters, service personnel, visitors, and local residents. The latter own cars, however much they drive. The logical approach would be to store those cars underground, relieving roadways of storage demand at the curb. Instead, some commissioners want to make car ownership onerous – in a city with a marginal mass transit system that mandates automobile usage – by relieving developers of the need to produce off-street parking .

In addition, there is a serious problem with proposed Subtitle D MOR treatment of ADUs in accessory buildings, as distinguished from ADUs interior to the main structure. Special exception treatment allows for neighborhood notice and comment. I bought into an R-1 zone for single-family residences. MOR ADUs in accessory buildings alters that regulatory status: it is no longer R-1.

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