



November 1, 2013

The Honorable Anthony Hood, Chairman
Zoning Commission of the District of Columbia
441 Fourth Street, NW – Suite 220
Washington, DC 20004

Re: Testimony and Diagrams on the Zoning Regulation Review and Opportunity to Harmonize Its Overall Goals and Objectives with Recent Technology and Systems to Automate Parking (ZC Case No. 08-06A, Subtitles B and C) – Comments, Recommendations, and Request to Testify when Those Subtitles Are Scheduled (Tuesday, November 5 and Tuesday, November 12)

Chairman Hood and Members of the Zoning Commission,

I am speaking as a cofounder of Parking Development Solutions, Washington DC (PDS), to present information to the commission in support of automated parking, or Automated Vehicle Storage and Retrieval Systems (AVSRS) and to request that AVSRS be included in the rewritten zoning regulation as an acceptable parking system to meet the requirements of the regulation. AVSRS is a modern adaptation of what is currently referred to in the regulation as a “mechanical parking garage”.

Parking Development Solutions - PDS is organized to facilitate the planning, design, implementation and operation of automated parking systems. The firm was co-founded in early 2013 by Fred Gorove, Marc Slavin and Stylianos Christofides (more info about us and our consultant, Lindsley Williams, is provided on second page of our letter now on file).

Lindsley Williams is available to provide clarification to matters regarding the relationship of this request to the proposed regulation if the Commission wishes to discuss the details in our letter and the report accompanying it which comments in detail on definitions and other issues.

WHAT IS This?

AVSRS is a modern version of a mechanical parking garage. Whereas patrons of a conventional (not AVSRS) garage either surrender their vehicle to a valet to park and retrieve their vehicle or perform the actions of a valet themselves, the patron of an AVSRS garage only has to enter the AVSRS garage portal, which has an appearance similar to a home garage, and then exit their vehicle. The needed actions in a conventional garage include; Upon entering, searching for parking spaces, maneuver into a parking space and then finding their way on foot to exit the garage; and Upon exiting having to search for their vehicle on foot within the garage, maneuver out of the parking space, find the exit and drive out of the garage.

By contrast, an AVSRS system performs all of the parking and retrieval actions for the patron. The difference of AVSRS as compared with the less modern mechanical systems is that valet drivers

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and operating personnel are not needed in the AVSRS. With AVSRS no one enters the patrons' vehicles, possessions are secure and there can be no damage due to vehicles being tampered with or driven within the garage.

The genesis of this technology is the equipment used throughout the US and worldwide for warehousing. The adaptation for AVSRS is used extensively in Europe and Asia where there are hundreds, if not thousands of these systems used for small and large garages. AVSRS has been in use in the US for more than 30 years, though only for a few installations. One garage has been operated in DC that serves the Camden Grand Park apartments for the past 10 years (I personally toured systems in Europe and in Milan saw systems that have been in operation for more than 50 years.)

Figure one, attached to this document compares the appearance of a warehouse installation with an AVSRS. As can be seen, both are very similar. The needs of a warehouse to store and retrieve supplies, is much more rigorous than the needs of a parking system thus demonstrating this technology is a workable solution to store and retrieve vehicles.

As compared with conventional parking AVSRS has attributes that favor patrons, garage owners and the environment. These are briefly listed as follows:

Patrons

- Reduces time required to park and retrieve vehicle
- No person has access to vehicle or belongings left in vehicle
- No opportunity for slip and fall incidents in parking area
- No opportunity for vehicle damage in parking area
- No need to search for parking spaces
- No need to search for parked car when retrieving the vehicle
- No need to maneuver into or out of parking spaces
- No need to find garage exit

Owners

- Reduced construction time
- Reduced construction liability
- Reduced liability due to vehicle damage
- Reduced operating costs related to:
 - lighting,
 - HVAC,
 - operating personnel
 - insurance
 - cleaning

Environment

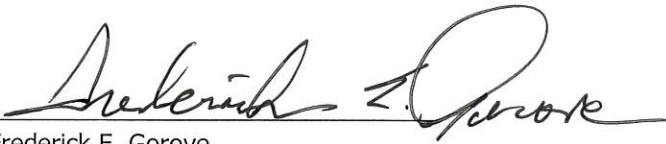
- Reduced pollutants since vehicle are not being driven in garage
- Reduced use of public resources including;

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- Electric power
 - Security
 - Reduced volume "footprint" owing to shorter and narrower parking spaces and lower ceilings, (See attached figures two and three)
 - Reduced external light pollution

We appreciate your consideration to this request. We hope that AVSRS can be considered now or at an early stage as a "by right" option as the foundation plan of new buildings is decided early in the process and the need for a variance to permit AVSRS could result in an unnecessary delay and uncertainty, and other costs which could discourage consideration by the owner/developer.

Thank you for your consideration.

Respectfully



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Warehousing – Proven Technology



FIGURE 1

Compressed Space – Car Classes

Dimensions	Class A	Class B	Class C
Length	197"	212"	228"
Width	86"	86"	86"
Height	63"	72"	78"
Weight	6,600 lbs	6,600 lbs	6,600 lbs

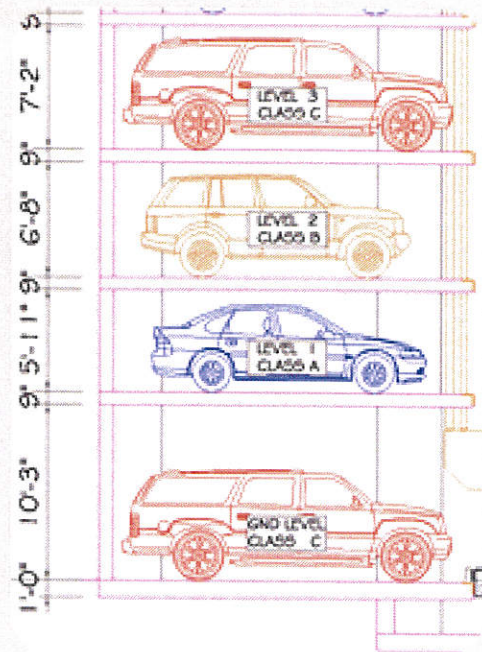


FIGURE 2

Compressed Space – Tandem/Stacking

- Double to triple capacity
- 225 sf vs. 450 sf / space
- Excavate "half" of the depth
- Smaller parking footprint

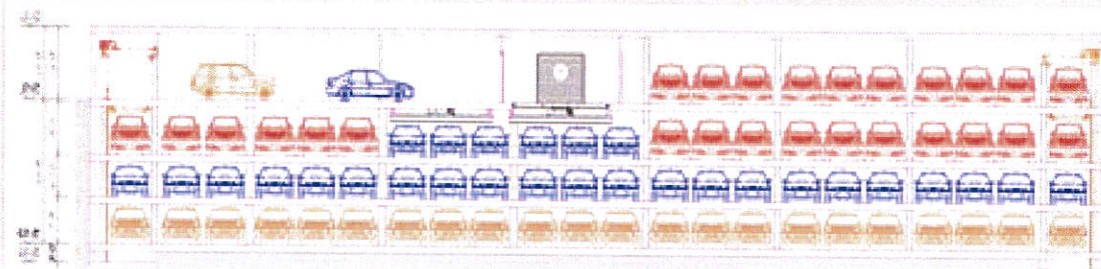
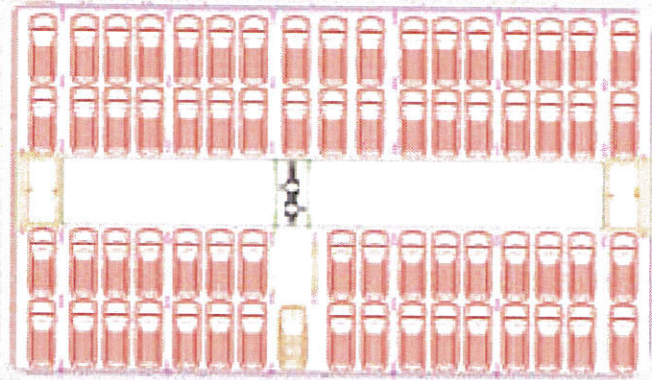


FIGURE 3