

Testimony of the Cleveland Park Citizens Association
Zoning Commission
DC Zoning Regulations Rewrite Case no. 08-06A
Subtitle "C"
November 19, 2013

Members of the Zoning Commission, my name is Susan Taylor and I appear today as president of the Cleveland Park Citizens Association (CPCA) to tell you about our concerns with the proposed changes to parking requirements. CPCA believes that a blanket minimum parking requirement policy for all areas of the District of Columbia does not serve the city well and will have an unequal impact on individual neighborhoods. DC's neighborhoods have unique characteristics that dictate a need for different treatment. I will tell you some of Cleveland Park's.

First, we have an unusually steep hill just to the east and west of Connecticut Avenue that affects mobility. Second, a lack of on and off-street parking is already a serious problem in some areas of Cleveland Park. Third, Cleveland Park has an unusually high number of private schools mixed in with its residential areas. This high number of schools is the unique characteristic I wish to focus on tonight.

The abundance of neighborhood choices for education is a huge benefit to families living in Cleveland Park. But the benefit comes with a cost, and that is the traffic generated by these schools and the corresponding strain on parking. Currently, the zoning regulation's minimum parking requirements for educational institutions are calculated by a formula that includes numbers for teachers, staff, and student population, as well as auditoriums and gymnasiums available for public assembly {Current zoning 2101.1 table of uses and number of parking spaces required}. Further, it divides educational institutions into four categories; college or other institution of higher learning, elementary and junior high school, high school and accessory uses, pre-elementary and pre-kindergarten.

The proposed Subtitle C 1901.5 has two categories: Education, Private, and Education, Public. Additionally, it proposes the following formula for calculating required parking spaces for educational institutions:

Education, Private 1.25 per 1000 sq. ft.

Education, Public .25 per 1000 sq. ft.

The proposed subtitle eliminates descriptive categories. More importantly it changes the minimum parking space formula from a population to a square footage calculation. This ignores the real impact of a school's parking needs- the numbers of people arriving at the school each day. For example, I live two doors from a private early childhood development center and pre-k school. These institutions are required to provide a minimum ratio of teachers to students, which is a substantially higher ratio than that of high schools or even elementary schools. The square footage of the school bears little resemblance to the number of people driving and parking at the school every day. The school enrolls children with special needs. This brings even more people to the school each day including physical therapists, occupational therapists, speech therapists, mental health counselors and private aides. Parents are extremely active with the school and campus visits are expected. There are several such institutions in Cleveland Park. The proposed new formula fails to recognize the different impact of this type of institution on a neighborhood's public parking availability.

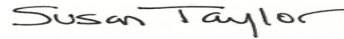
This is but one example of how a school's population should be taken into account when determining a minimum number of required parking spaces. Cleveland Park has 15 schools in a very small area. The impact of traffic and parking is substantial. The fact that the proposed parking policy is applied equally across the city fails to recognize the different circumstances in different neighborhoods. We

urge the Zoning Commission to require best practices regarding parking policy. It should insist on separate analyses of and parking policy treatment for each of DC's distinct neighborhoods.

I am certain you have also heard repeated testimony expressing concern that a blanket reduction, and in some cases elimination, of minimum parking requirements is premature, particularly given the sorry state of Metro's performance, DDOT's failure to complete its year-long study of parking pressures and recommendations, and a critical need to review and update residential parking policy. CPCA concurs and adopted a resolution outlining a complete list of concerns in May 2013. I have attached the resolution to this testimony.

Thank you for your consideration and attention.

Thank you,

A handwritten signature in black ink that reads "Susan Taylor". The signature is written in a cursive, flowing style.

Susan Taylor, President
Cleveland Park Citizens Association



Parking Resolution
Adopted by the CPCA Membership
May 16, 2013

Whereas members of the Cleveland Park Citizens Association have expressed concern that the Office of Planning is developing proposed regulations for reducing, and in some cases eliminating, minimum parking requirements -- including for “transit zones,” for new single family homes and for new multi-unit dwellings of fewer than 10 units, and for schools -- which would affect this community; and

Whereas, even with the public transportation options currently available and planned, residents of Cleveland Park continue to depend on their cars, including elderly residents and families with children; and

Whereas lack of on-street and off-street parking is already a serious problem in some areas of Cleveland Park; and

Whereas there are specific topographical considerations in Cleveland Park, such as the steep hill just to the east and west of Connecticut Avenue, which has consequences for our community’s mobility; and

Whereas the District of Columbia Department of Transportation (DDOT) has been engaged in a months-long project including the gathering community input to be used to help develop policy recommendations for “the future of parking” in the District of Columbia; and

Where as DDOT has yet to release any of its recommendations, including those for residential parking permits and visitor parking passes;

Therefore the Cleveland Park Citizens Association calls on the Office of Planning to postpone issuance of its proposed parking provisions until it can develop proposals, in consultation with DDOT and individual communities, which take fully into account the specific transportation and parking needs of individual communities, the availability of viable public transportation options for all segments of the population, the city’s environmental sustainability goals, and the Comprehensive Plan’s mandate for adequate public and private parking.