

I'm specifically addressing Subtitle C, Vehicle Parking. Some comments also are about the process more broadly.

How many parking spaces to require shouldn't be a difficult decision at all.

Almost everyone can agree that there are not enough on-street parking spaces for existing City and commuter vehicles. While I can't provide specifics, it seems very clear that the number of on-street spaces -- especially in areas of shortage -- actually is decreasing for many reasons.

Many of us (although in public statements not the Office of Planning) understand that the number of Vehicles registered in Our City is INCREASING at roughly the same rate as the population is increasing.

Many of us also have noticed that the DC government (DDOT) has dramatically increased the number of on-street parking spaces reserved for some (albeit sort of local) residents to the exclusion of the majority of residents. Block after block has been reserved in one way or another for those able to get the City to grant an RPP (and willing to pay just \$35 per year). And more and more blocks now are reserved 16 hours a day, seven days a week.

All -- repeat ALL -- of these spaces reserved for the privileged few are in what OP used to refer to as Transit Zones. By definition, every RPP space is supposed to protect "local" residents from those terrible commuters.

On RPP result is that some are able to travel through substantial parts of the City without paying for parking. Another result is that more and more can't enjoy the amenities of our City even if they're willing to pay to park.

An on-street parking space for which the City charges \$2 per hour from 7 AM - 10 PM six days per week and 50 weeks per year has a potential "value" of \$9,000 per year. (16 hours a day, seven days a week, no holidays increases that cost to \$11,748 a year.) Those are the cost that are shifted from developers to City taxpayers and residents for EACH parking space you permit developers not to provide.

And I'm unaware of ANY evidence that developers will pass on to housing renters or purchasers possible savings from not having to provide parking. At least in the current system developers have to negotiate with residents. That's not good, but it's better than changing the rules to give developers a supposedly huge benefit at absolutely no cost.

Put simply, we need MORE required parking, not less.

And, stepping back just a bit, I wonder why the Zoning Commission would want to change the City's Comprehensive Plan. The Comp Plan was negotiated over several years with extensive public discussion and approved by the City Council. That's totally different than the process here.

Do you really want to be identified and remembered as the group that trampled democracy at the very time we're seeking it on Capitol Hill?

This whole process started out as a streamlining of existing regulations. What's being proposed are wholesale changes.

Please don't make a bad situation worse.

By all means make the Zoning Code easier to read and eliminate provisions that no longer apply. But don't attempt to subvert the democratic process.

Submitted on 9/15/2014 by:

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