

Cochran, Patricia (DCOZ)

From: King, William H <bill.king@danaher.com>
Sent: Monday, July 27, 2020 8:03 PM
To: DCOZ - BZA Submissions (DCOZ)
Cc: mark.rosenman@verizon.net; 'Karen King (to_karen_king@hotmail.com)'
Subject: BZA 20266

CAUTION: This email originated from outside of the DC Government. Do not click on links or open attachments unless you recognize the sender and know that the content is safe. If you believe that this email is suspicious, please forward to phishing@dc.gov for additional analysis by OCTO Security Operations Center (SOC).

Dear Mr. Frederick Hill,

We are Karen & Bill King living with our family at 2941 Newark St., NW for the past nine years. Our home is situated two doors west of the Macklin property. We are writing to oppose any parking waiver for the redevelopment of the Macklin.

From our home we have a front row seat to the parking issues on Newark St. Newark is well situated to provide parking for property owners on Newark in addition to residents and non residents to access the Cleveland Park Metro, the commercial zone and the National Zoo. It is also unusual in that it accommodates parking on only the south side of the street. We worry that adding a couple of dozen new residents while subtracting existing parking will disrupt an already crowded parking situation. We believe that the income level of the likely new residents of the Macklin will certainly put them in a two car household category. We do not believe that merely hoping these residents will be car-less by accessing scooters, bikes and car share is likely. Statistics would suggest that over 90% of residents in this income bracket will own a vehicle for each resident thereby increasing the number of cars in the neighborhood by 50+ cars while eliminating the existing parking. There is little on street parking in Cleveland Park near the aforementioned high volume facilities. A quick survey of available spots on Macomb, Ordway and Newark would suggest there is not enough existing parking within 1000 ft. of Connecticut to accommodate these new vehicles.

Further, we do not see the logic of waiving the parking requirement. We view this as merely a way to allow for more units at a lower construction cost for the developer. To believe that the lower development costs will lead to lower rents is folly as rents are set by market price. Therefore, waiving the parking requirement amounts to a subsidy for developers, which does not serve the community.

Please consider the existing taxpayers and community members when thinking about providing an significant economic benefit for a local developer.

Best regards,

Bill & Karen King
(202) 841 5309

Please be advised that this email may contain confidential information. If you are not the intended recipient, please notify us by email by replying to the sender and delete this message. The sender disclaims that the content of this email constitutes an offer to enter into, or the acceptance of, any agreement; provided that the foregoing does not invalidate

Board of Zoning Adjustment
District of Columbia
CASE NO.20266
EXHIBIT NO.119

the binding effect of any digital or other electronic reproduction of a manual signature that is included in any attachment.