

GOVERNMENT
OF
THE DISTRICT OF COLUMBIA

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ZONING COMMISSION

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PUBLIC HEARING

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IN THE MATTER OF:

Comprehensive Zoning
Regulations Rewrite: Parking

Case No.:
08-06-2

Thursday,
July 31, 2008

Hearing Room 220 South
441 4th Street, N.W.
Washington, D.C.

The Public Hearing of Case No. 08-06-2 by the District of Columbia Zoning Commission convened at 6:30 p.m. in the Office of Zoning Hearing Room at 441 4th Street, N.W., Washington, D.C., 20001, Anthony J. Hood, Chairman, presiding.

ZONING COMMISSION MEMBERS PRESENT:

- ANTHONY J. HOOD Chairman
- GREGORY N. JEFFRIES Vice Chairman
- CURTIS ETHERLY, JR. Commissioner
- MICHAEL G. TURNBULL FAIA, Commissioner
(OAC)
- PETER G. MAY Commissioner (NPS)

OFFICE OF ZONING STAFF PRESENT:

SHARON S. SCHELLIN Secretary

OFFICE OF PLANNING STAFF PRESENT:

HARRIET TREGONING Director
JENNIFER STEINGASSER
TRAVIS PARKER

BOARD OF ZONING ADJUSTMENT PRESENT:

RUTHANNE G. MILLER Chairperson

DDOT PRESENT:

KARINA RICKS Assoc. Director

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P-R-O-C-E-E-D-I-N-G-S

6:38 p.m.

CHAIRMAN HOOD: Good evening, ladies and gentlemen. This is the Public Hearing of the Zoning Commission of the District of Columbia for Thursday, July 31, 2008. My name is Anthony J. Hood. Joining me this evening are Vice Chairman, will be, Jeffries. We are also joined by Commissioner Etherly, Commissioner May and Commissioner Turnbull.

We are also joined by the -- we're honored to have tonight the Chair of the Board of Zoning Adjustment, Ms. Ruthanne Miller. And do we have any other members? Okay. Seeing none.

To my left we are joined by the Office of Zoning staff and to my right the Office of Planning staff and the District Department of Transportation staff.

This proceeding is being recorded by Court Reporter and is also webcast live.

1 Accordingly, we must ask you to refrain from
2 any disruptive noises or actions in the
3 hearing room.

4 Notice of the hearing was
5 published in DC Register on June 13, 2008.
6 This hearing will be conducted in accordance
7 with the provisions of 11 DCMR 3021 as
8 follows:

9 Preliminary matters, presentations
10 by the Office of Planning, report of other
11 Government agencies, report of the ANCs,
12 persons in support and persons in opposition.

13 The following time constraints
14 will be maintained in this hearing: ANCs and
15 organizations 5 minutes, individuals 3
16 minutes. If you are an individual ANC
17 Commissioner, you will have 3 minutes.

18 Okay. All persons appearing
19 before the Commission are to fill out two
20 witness cards. These cards are located to my
21 left on the table near the door. Upon coming
22 forward to the Commission, please, give both

1 cards to the reporter sitting to my right
2 before taking a seat at the table.

3 Okay. The decision of the
4 Commission in this case must be based
5 exclusively on the public record. The staff
6 will be available throughout the hearing to
7 discuss procedural questions.

8 Please, turn off all beepers and
9 cell phones, at this time, as not to disrupt
10 these proceedings.

11 At this time, the Commission will
12 consider any preliminary matters. Does the
13 staff have any preliminary matters?

14 MS. SCHELLIN: No, sir.

15 CHAIRMAN HOOD: Okay. Okay.
16 Again, let me just say how we're going to
17 proceed tonight, because we have a lot of
18 people that this Commission would like to hear
19 from. We know a lot of work has been put into
20 play by the Task Force, the Office of Planning
21 and all parties and interests involved here in
22 the city.

1 The ANCs and organizations, if you
2 are representing the ANC, you have 5 minutes,
3 organizations will have 5 minutes. If you are
4 an individual ANC or individual citizen, you
5 will have 3 minutes. And I will tell you that
6 the time clock will stop. I do not want to be
7 rude. My parents didn't raise me to be rude,
8 but, please, let's be respectful to all those
9 who want to give their comments in.

10 If we have your submittals, we
11 will read them. Believe me. We might not
12 read everything tonight, which we will not be
13 able to, but honestly, we will peruse and we
14 will read every comment and everything that we
15 have, so we can take everything into
16 consideration when we start deliberating.

17 So can we all agree to that, we're
18 all on one accord? Thank you so much.

19 Okay. With that, let me turn it
20 over to the Director of the Office of
21 Planning, Ms. Tregoning.

22 MS. TREGONING: Thank you very

1 much, Mr. Chairman. I'm very pleased to be
2 here this evening and delighted with the
3 turnout for this hearing. And I'm very
4 interested in hearing what people have to say.

5 I'm going to start out this
6 morning or this afternoon by saying a little
7 bit about some context for this decision. As
8 I think many of you know, we are going through
9 an update of our Zoning Regulations. And you
10 know, some of the topics that we cover, I
11 think, are perhaps a little esoteric.

12 We have a Zoning set of
13 Regulations that really hasn't been
14 comprehensively updated for more than 50 years
15 and some of the things in our code are a
16 little bit archaic. But I have to say that
17 the topic we are speaking about tonight is not
18 one of those archaic things.

19 It's a very important thing. And
20 I think that a lot of what determines the kind
21 of city we're going to be and the kind of
22 mobility our citizens are going to have, the

1 kind of energy and climate future that we are
2 going to enjoy in the District of Columbia
3 depends very much on the kinds of decisions
4 that we are going to be discussing this
5 evening.

6 So I just wanted to take the
7 opportunity to maybe start at the 30,000 foot
8 level with a little bit of context about how
9 we came to these set of recommendations this
10 evening.

11 Washington, D.C., as I think all
12 of you here in the audience tonight know and
13 certainly our Commissioners know, is a
14 wonderful city and aspires to be an even more
15 wonderful city. In particular, while we might
16 have been known, you know, for many years as
17 the Federal City, as a place that is the
18 center of a lot of federal employment, the
19 nation's capital, that in every way we are
20 really becoming a wonderful, livable
21 international city.

22 A great city that whether a

1 capital or not would be able to stand on its
2 own. And that means that we have certain
3 attributes that we share with other great
4 cities of the world, including being a city of
5 very distinctive wonderful neighborhoods and
6 districts, places that have terrific amenities
7 that are historically significant, that are
8 unique, that have great waterfronts and great
9 community centers.

10 We are a city that has multiple
11 transportation choices, a place that really
12 allows citizens to have many different options
13 for how they get around, a place that is
14 incredibly walkable. And I'm going to speak
15 a little bit more about this later. And
16 walkability means a couple of different
17 things. That we have safety in much of our
18 city that people feel secure about walking.

19 We have the facilities, but we
20 also have the destinations. We have the
21 places to go to where we can meet our daily
22 needs as citizens without having to

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1 necessarily get in a vehicle or even in some
2 cases leave our neighborhoods.

3 We are a city that is committed to
4 green and sustainable development practices.
5 We have passed one of the most ambitious Green
6 Building Laws in the country. The City
7 Council passed another important provision
8 last week that creates a sustainable energy
9 utility that will allow us to massively
10 retrofit a lot of our existing building stock.

11 You know, we have firmly declared
12 that our future is very green and very
13 sustainable when it comes to buildings. We
14 think it also has to be that when it comes to
15 transportation as well.

16 We think a city that is globally
17 competitive and sustainable also shares its
18 economic prosperity. It uses its growth to
19 channel that prosperity into all neighborhoods
20 and into -- and to create jobs and opportunity
21 for all of its citizens. And that is probably
22 no more true in Washington than in our

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1 transportation policies.

2 You know, we invest in a lot of
3 different types of transportation, so that the
4 cost of automobile ownership which AAA tells
5 us is more than \$11,000 per year, that's not
6 the price of admission to a job in the
7 District of Columbia. It's not the price of
8 admission to an education, that we have
9 invested in other types of transportation, so
10 that we can have low cost mobility in our city
11 that everyone can enjoy.

12 And that we are a city that has a
13 lot of wonderful parks and open spaces, more
14 per capita than any other city, probably still
15 not enough, but more than many other places.

16 But let's be honest, we have also
17 been known for many, many years as a place
18 that is number one or number two, no lower
19 than number three, as a Metro area for
20 congestion. You know, we are a place that the
21 Texas Transportation Institute gets us on the
22 front page, you know, every year when they do

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1 their ratings.

2 And congestion is something that
3 Washingtonians and people in the Metro area
4 spend a lot of time and energy talking about.
5 So much so that it begins to -- that it has
6 drowned out what is really emerging about
7 D.C., that we are not just the leader in
8 congestion. We are the leader in things that
9 reduce congestion and that increase
10 livability.

11 We are number one in the number of
12 walkable places per capita. And fully 12
13 percent of our residents walk to work. We
14 think that number is actually rising. Biking
15 magazine called us the number one most
16 improved city for biking. We are number two
17 in the country for rail ridership.

18 It's already true that fully 50
19 percent of our citizens commute by something
20 other than vehicles, which is pretty
21 astonishing. So in some ways, the whole
22 notion of alternative transportation is really

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1 changing for us. The alternative might be
2 vehicles, because we have so many other
3 choices.

4 And we're not stopping and resting
5 on our laurels. This is a slide from our
6 center city action agenda and DDOT would
7 probably have a lot more to say about this.
8 But it's intended to illustrate that we are
9 not satisfied just with our Metro system, just
10 with our existing bus system. We really see
11 a future with a lot more transit of every
12 kind, streetcar, BRT, light rail, express bus,
13 many, many more transportation choices and
14 much greater convenience and frequency of
15 service.

16 This is a photo of our streetcar
17 being tested in Prague. And I think a lot of
18 you are aware that any minute now Smartbikes
19 is going to be opening in the District of
20 Columbia. We are the first U.S. city to bring
21 this style of bike-sharing to the United
22 States. Paris is famous for their year-old

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1 program that is now generating more than
2 100,000 additional bicycle trips a day with
3 their system.

4 We have great car-sharing here.
5 More than 700 Zipcars in 26 neighborhoods
6 providing great convenience and choice to
7 citizens.

8 And we are talking about this at a
9 time when things are really beginning to
10 accelerate in terms of change. And I can't be
11 -- I can't tell you that I know what is going
12 to happen with energy. I don't think anybody
13 does know exactly what is going to happen. I
14 mean, if I could lay a bet on what energy
15 prices would be 15 years from now, I might be
16 a rich woman.

17 But we do know that the higher
18 energy prices that we are experiencing are
19 already manifesting themselves in changes in
20 how people choose to travel and to some degree
21 where they choose to live. This is a chart
22 that shows what gasoline prices have been

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1 doing in inflation adjusted dollars. And like
2 I say, even the author of this chart is
3 hesitant to predict what might be happening.

4 The 72 month average retail price
5 chart in the U.S. shows a pretty compelling
6 story about where gasoline prices have been
7 headed. And whatever you think about the
8 future of energy prices, you know, one of the
9 things that is hotly discussed is how much of
10 a role petroleum is going to be playing in our
11 future.

12 There are many people who say that
13 we have passed the peak of production. And
14 whether you agree with them or you think that
15 that time is years away or a decade away, in
16 our lifetimes, maybe very soon, we are going
17 to be facing a time of a lot more uncertainty
18 about energy, a lot more difficulties with
19 extracting that energy.

20 That energy is in places where it
21 is hard to get and sometimes controlled by
22 regimes that aren't so friendly to us. And so

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1 it is certainly not going to be the way it was
2 on the way up that peak oil curve.

3 And the other thing that is
4 different now is that we are stretched so
5 tightly with respect to capacity that any
6 disruption in supply, any disruption that
7 might be weather-related, anything that
8 happens to a key piece of equipment or a key
9 piece of transportation of the structure that
10 is bringing supply to or from can have a very
11 disruptive and costly effect.

12 So that's kind of where we are
13 with energy prices, that alternatives are
14 being -- are absolutely being sought, but we
15 may not know what, if anything, we are going
16 to be able to find as a substitute for
17 gasoline in our vehicles. So we are in for a
18 future that is going to have at least, we
19 know, higher costs and uncertainty, but we
20 also know that the market has already begun to
21 signal support for more compact growth,
22 particularly in neighborhoods that have

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1 convenience.

2 And what is convenience? This is
3 a chart of the growth centers, the activity
4 centers in our metropolitan region. And we
5 have categorized them kind of very broadly as
6 mixed-use urban, employment centers, which
7 Tyson's is one of those, suburban employment
8 centers, like some of the others in Fairfax,
9 emerging employment centers like those in
10 Manassas Park.

11 And you know, they really vary in
12 terms of how convenient they are and how
13 successful we have been in attracting
14 development to those areas. But when you look
15 at those areas, two weeks ago Walkscore came
16 out with the second version where they rate
17 their -- rating not just addresses, but
18 cities.

19 Walkscore is a website and it is
20 intended to be sort of a real estate tool that
21 lets people know how convenient different
22 neighborhoods are. Washington, D.C. ended up

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1 No. 7 on the Walkscore list out of the top 40
2 cities in the U.S. And you know, some of our
3 neighborhoods are 99 and 98 out of 100
4 Walkscore.

5 So the difference isn't that our
6 most walkable neighborhoods aren't so great.
7 They are fantastic. The difference is that we
8 don't have as many walkable neighborhoods as
9 some cities like San Francisco or New York who
10 are higher up on the list. So the green areas
11 are the most walkable neighborhoods. The
12 lighter green still walkable, but less so.
13 And the redder the neighborhoods, the more
14 auto dependent.

15 You know, so our challenge in the
16 city is to make more of this map green and
17 give people more of that convenience. But you
18 can see that what we already have in the city
19 has given us enough walkability that we are --
20 that we have at least snagged the No. 7
21 rating. Certain neighborhoods are more
22 walkable than others.

1 And how they consider walkability
2 or looking at well, what are the things that
3 people need to get to every day and where are
4 they? Grocery stores, libraries, theaters,
5 parks, fitness centers, drug stores, hardware
6 stores, etcetera, and giving them a score
7 based on how near they are to a given address.

8 You know, walkability is our
9 future in Washington and almost everything we
10 are doing in the Office of Planning from
11 retail studies to this update of our Zoning
12 Code is designed to provide more convenience
13 in neighborhoods and give people more choices.
14 And as you are going to hear about today in
15 the rest of this presentation, an important
16 part of that policy is figuring out how we
17 govern the amount of parking that we create in
18 the city.

19 Unlike a lot of other types of
20 building uses, we can't convert a parking
21 space, you know, into another convenient use.
22 It can't be a condo. It can't even be a dog

1 house. You know, once we build that parking
2 and it is there, there is not a lot that we
3 can with it.

4 So if we guess wrong or force more
5 parking than might be necessary in this
6 changing environment, we are stuck with it for
7 a really long time.

8 So I just wanted to end with this
9 illustration. These are one mile walks in
10 different development forms. You know, the
11 city -- the grid to the left is not us, right?
12 Not enough diagonals to be us. But that
13 finely grain gridded street network is
14 something that we do enjoy in many parts of
15 the city and the ability to get to many
16 different destinations conveniently is part of
17 what makes it so great to live in Washington.

18 Our challenge is to bring that
19 convenience, if not necessarily the rigor of
20 the grid to all parts of the city, so that
21 people do have choices, both for
22 transportation and for destinations that they

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1 can easily reach on bike or on foot, as well
2 as accommodating, you know, the automobile,
3 which we will have, but we don't want it to be
4 the only choice that people have in our city.

5 We want to be known as a place
6 where people have all the transportation
7 choices that there are to be had. Thank you.

8 CHAIRMAN HOOD: We're just going
9 to go right through the whole presentation.

10 MS. RICKS: Yeah, I'm going to
11 need light. I don't have the presentation,
12 but I'm Karina Ricks. I'm the Associate
13 Director for Transportation Policy and
14 Planning with the District Department of
15 Transportation.

16 And Harriet is always a hard act
17 to follow, but we are thrilled for all the
18 recognition of the great programs that DDOT
19 has initiated over the recent years, the
20 Smartbike Program, New Transient Initiatives,
21 Pedestrian Planning, Car-Sharing and others.
22 But these great new initiatives can really

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1 only be realized if we give them a competitive
2 playing field and sort of right size the
3 traditional orientation that we have had in
4 recent years toward automobile accommodation
5 and facilitating that particular mode.

6 Parking supply is irrefutably
7 related to auto trip generation. The greater
8 the parking supply, the greater the vehicles
9 miles traveled and the greater the associated
10 air emissions.

11 D.C. is, of course, not the only
12 region to struggle with these issues. Boston
13 and Atlanta have also taken similar steps to
14 look at their air conditions and the
15 relationship with parking. Boston looked to
16 curbing motor vehicle emissions by controlling
17 the growth of parking spaces as a way to
18 decrease the vehicle miles traveled and keep
19 auto usage levels down to a level that can be
20 accommodated by the practical capacity of
21 their local street network.

22 The EPA reviewed this proposal and

1 concluded that it would, indeed, reduce the
2 emissions of carbon monoxide, hydrocarbons and
3 nitrogen oxides below the levels that
4 traditional development would expect.

5 Likewise, Atlanta looked at
6 implementing parking management plans and
7 constraining parking supply as a way to reduce
8 the VMTs in their area and they found that
9 associated emissions were reduced by 3 and 5
10 percent, respectively. So there is a
11 connection. It is something that is
12 important.

13 We are a region that struggles
14 with air quality. We think that this
15 initiative that has begun is something that we
16 should support and DDOT is happy to have been
17 a partner with the Office of Planning and this
18 update.

19 Parking is, of course, expensive,
20 both for those who choose to own cars as well
21 as those who don't. The construction of
22 parking spaces is costly. A simple surface

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1 parking space can cost on average upwards of
2 \$5,000, while an underground space can easily
3 surpass \$40,000.

4 In fact, providing one below-grade
5 parking space per residential unit, a study by
6 the University of Colorado found increased
7 housing costs anywhere from 20 to 40 percent
8 conveyed to the actual buyer.

9 We have done great work in recent
10 years to try and decouple parking costs from
11 residential costs, but the indirect costs are
12 hard to really determine and segregate in that
13 way. The Bureau of Transportation Statistics
14 estimates that there is roughly five parking
15 spaces available for every one vehicle in any
16 urbanized area. Four of which are vacant at
17 any given time.

18 These spaces impose a cost of
19 about \$3,000 a year just to exist and these
20 costs as passed indirectly to the general
21 population. Clearly, these are compelling
22 reasons not to build more parking than is

1 absolutely necessary and to review these
2 Zoning Codes to ensure that they are
3 appropriate.

4 The zoning modernization will
5 support DDOT's mission to create a more
6 balanced system where diversity of modes are
7 equally competitive for trips. As Harriet
8 mentioned, D.C. has the second highest non-
9 motorized split for trips, second only to New
10 York. We have over 50 percent of all trips
11 made in the city made by non-motorized means
12 and compared to our friends in Arlington that
13 we love to compete with, who do quite well,
14 they still only achieve about 32 percent while
15 in Fairfax it's less than 12 percent.

16 This proposal will help expand
17 those non-motorized trips and continue the
18 trend that we think is quite positive. It
19 will right-size the parking supply. It will
20 also promote car-sharing and improve bicycle
21 facilities and amenities. The reduction in
22 parking supply will protect our local networks

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1 from over-saturation and will reduce local
2 traffic impacts.

3 While we hope to see the benefits
4 citywide, the report appropriately recognizes
5 that there is not a one-size-fits-all solution
6 to parking supply. It provides four different
7 approaches and four different transportation
8 and land use contexts. And it also allows
9 some flexibility to respond to market demands
10 and other local conditions.

11 For all these reasons, DDOT hardly
12 supports the adoption of the proposal the
13 Office of Planning has outlined. We are aware
14 that there are concerns, notable that if
15 sufficient parking is not provided off-street,
16 then residents, workers or patrons will seek
17 parking spaces on the local streets, the so-
18 called spill-over effect.

19 This is not an insignificant
20 concern, but neither is it an unsolvable one.
21 DDOT has already successfully piloted two
22 performance-based parking areas, one in

1 Columbia Heights and the other by the
2 ballpark, as well as additional parking pilots
3 in Wards 3 and 4.

4 These pilots are shown tremendous
5 promise in managing the demand of on-street
6 spaces in both residential and commercial
7 settings. We also have several examples of
8 communities that have successfully negotiated
9 to have new developments ineligible for entry
10 into the RPP Program, as the new vehicles from
11 these properties would further put pressure on
12 the residential supply.

13 The residents of new properties
14 know at the time of purchase what their
15 parking travel options are and are able to
16 make informed decisions regarding their
17 housing choice. DDOT will continue to reform
18 the RPP system in our commercial parking
19 management in the years ahead, as we know that
20 these two are in need of modernization.

21 We do wholeheartedly support the
22 proposals concept. There are some details in

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1 the proposed language that we would recommend
2 modification of.

3 The first is the provision that
4 grants flexibility of up to 50 percent more/
5 50 percent less than a minimum or maximum
6 requirements. While we support the
7 flexibility, we are concerned that 50 percent
8 might be too great a variance and propose
9 further review of this number.

10 Furthermore, DDOT doesn't wish to
11 have sole discretion in granting or denying
12 this variance. We recommend that some amount
13 of flexibility be granted as a matter-of-
14 right. But that any amount greater than the
15 threshold require review by the Board of
16 Zoning Adjustment, which is a standing body
17 with prescribed opportunities for public
18 comment and technical review.

19 Secondly, as regards bicycle
20 parking, DDOT robustly supports the intention
21 of the section, but we believe it might prove
22 so complicated in its elaborate calculations

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1 specific to a multitude of uses that the final
2 result may be an unintentional shortage of
3 bicycle parking compared to current
4 regulations.

5 We proposed significantly
6 simplifying the table to broad categories of
7 residential, office, retail, institutional and
8 industrial. Furthermore, it's our
9 understanding that Class A bicycle parking is
10 for spaces within a building or on private
11 space. While Class B bicycle parking is
12 provided on the public space immediately
13 surrounding a building.

14 While the Class A space must be
15 mandated in this code revision and already
16 guarantee that it is delivered, the Class B
17 will require further review to ensure
18 compliance with all public space rules and
19 coordination with other demands of the public
20 space. We therefore recommend that only the
21 Class A spaces be required in the updated code
22 with the Class B spaces as recommended.

1 We look forward to working with
2 the OP staff to hammer out the details of the
3 bicycle parking requirements to ensure that
4 this amenity is provided.

5 The updated code presents a new
6 high water mark for development in the
7 District and a progressive approach to parking
8 that accommodates both market and community
9 concerns. DDOT is proud to have been a co-
10 sponsor of the report leading to this code
11 update. We believe its adoption will lead to
12 even more livable, sustainable and thriving
13 world class city than we enjoy today.

14 MR. PARKER: Can I trouble you for
15 the lights one more time? I've got slides for
16 the recommendations. Good evening. I'm
17 Travis Parker with the Office of Planning.
18 You have heard a lot of great information on
19 what we are here about and why we should be
20 making changes. And now, I'm going to follow-
21 up with a little bit about the how.

22 I'm going to talk very briefly for

1 just a minute or two on the process leading up
2 to this point and then I'm going to go through
3 all 11 recommendations that we have proposed
4 tonight. And I can certainly go through all
5 of them and come back for questions, but
6 certainly if the Commission has questions as
7 we go, I would encourage you to interrupt me
8 and ask them while the slides are up.

9 As far as the process, this
10 parking study, in particular, and the zoning
11 review as a whole, in general, is a product of
12 the Comprehensive Plan. This is an attempt to
13 implement a lot of the policies in the Comp
14 plan. The Comp Plan, as you know, has an
15 entire chapter devoted to transportation. And
16 it encourages a lot of the things that Harriet
17 and Karina talked about, the modal shift away
18 from automobiles, the greener status of other
19 types of transportation and moving in that
20 direction.

21 So with that in mind, in 2007,
22 Office of Planning brought on consultant,

1 Nelson Nygaard, from New York to look at
2 parking in the District of Columbia, both the
3 supply of parking, the existing parking
4 policies and regulations, as well as parking
5 as it is handled by other jurisdictions around
6 the country. And they spent the latter half
7 of 2007 doing that.

8 Then in February of this year, as
9 a part of this zoning review process, OP
10 convened a public working group that included
11 ourselves and Nelson Nygaard and a large group
12 of public participants, including community
13 activists, Casey Trees and several parking
14 interested parties.

15 And we met through the months of
16 February, March and April and that public
17 process culminated in both a report from
18 Nelson Nygaard that laid out all of their
19 research and their recommendations and then
20 both the working group and the Nelson Nygaard
21 report culminated in some -- a set of Office
22 of Planning recommendations on how the parking

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1 chapter should be changed.

2 That subsequently went through
3 review by the Task Force that is reviewing the
4 work of all of the subject areas in this
5 zoning review. We met with them in May and
6 again in July for their comments. And the
7 culmination of all those comments, both from
8 the working group, the Task Force and the last
9 three or four months of public review on our
10 website and through the Public Hearing notice
11 have all been a part of the recommendations
12 that you see here today from the Office of
13 Planning.

14 So with that, I'll start going
15 through the recommendations. The first
16 recommendation that you have heard a lot about
17 tonight is that as a general rule, we should
18 be eliminating minimum parking standards
19 throughout the city, for the reasons that both
20 Harriet and Karina talked about, the increased
21 cost that is associated with providing extra
22 parking, the threats to urban design that

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1 comes from access to and from that parking and
2 the simple matter that large amount of parking
3 and greater amounts of parking lead to greater
4 amounts of auto trips and increased congestion
5 in general.

6 In an ideal world, this would be
7 just a straight rule and parking minimums
8 would be eliminated entirely. But of course,
9 we don't live in an ideal world and there are
10 still concerns of residential spill-over from
11 uses that produce a lot of auto trips and have
12 the potential to impact neighborhoods
13 negatively.

14 And so our recommendation is
15 coupled by a recommendation that we keep
16 parking -- minimum parking requirements in two
17 specific areas. In the lower and moderate
18 density residential areas for non-residential
19 uses, things like churches, schools and any
20 commercial uses that are in residential areas
21 would maintain minimums. And then the same
22 commercial uses in our commercial corridors

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1 that are near those uses, so the C2 areas of
2 the city, in particular.

3 Coupled with parking -- with the
4 first recommendation, the policies that we
5 talked about earlier tonight couldn't be
6 accomplished by reducing the parking minimums
7 alone. The demand for parking, the market
8 demand for parking generally is greater than
9 our standard parking minimums.

10 So the only way to accomplish all
11 the policies that we have been talking about
12 tonight is to couple that with the
13 implementation of parking maximums. And the
14 goal here is that parking maximums would be
15 applied generally, but specifically to the
16 downtown and areas around transportation hubs
17 or at least more stringently in those areas.

18 For those of you who have read the
19 report, you know that we haven't recommended
20 yet any particular parking maximums. There is
21 a lot of work that needs to go into setting
22 these numbers. We don't want to do it

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1 arbitrarily.

2 So the plan from here is to have
3 each of the land use subject areas as we go
4 through, the downtown area, the commercial
5 corridor area, the high density commercial
6 area look at the maximum parking requirements
7 for those specific areas and work on setting
8 those. So you will get those recommendations
9 piecemeal as we look at those individual
10 areas.

11 Recommendation 3 has to do with
12 car-sharing. One of the things that the
13 current code does not do well now is allow for
14 the sharing of parking structures. Each use
15 requires its own parking. So if you have an
16 office space next door to a nightly
17 restaurant, that you know the office only uses
18 daytime and the restaurant only uses
19 nighttime, they each have to provide their own
20 parking and can't use a shared facility under
21 the current code without some sort of relief.

22 The intent of this provision would

1 be to allow uses that have the option, because
2 of different time of day or day of week
3 usages, to share their parking requirement in
4 the same facility. And of course, we have got
5 some ideas about how this would be implemented
6 and we can get -- we will get further into
7 that when the language is written, but it
8 should be, of course, accompanied by an
9 agreement and reviewed by the Zoning
10 Administrator and several other things that
11 are in our report.

12 The fourth recommendation, I
13 think, was mentioned briefly by DDOT is there
14 should be some more matter-of-right relief for
15 the maximums or the minimums. And the thought
16 behind this is that there are often spaces in
17 the city that are or properties in the city
18 that have no opportunity to put parking in.
19 And the vast majority of variance cases are
20 for one, two or three spaces on properties
21 that can't possibly provide parking.

22 Something on the order of 94

1 percent of all parking variances that come
2 forward for this reason are approved over the
3 last, I think that stat holds our, seven or
4 eight years.

5 So the thought being that up to 50
6 percent of the required parking could be
7 waived through a monetary contribution and up
8 to 50 percent, you could go up to 50 percent
9 higher than a maximum requirement through a
10 monetary contribution.

11 The contribution would be used for
12 transportation improvements, hopefully in the
13 local area, but that's certainly up for
14 discussion. And the fee would serve as a
15 disincentive from using it. Obviously, if the
16 fee is set at a price near the price of
17 providing the parking, an applicant is not
18 going to choose to pay for the parking and not
19 get it, unless it really can't be built.

20 Similarly, for the maximums, most
21 applicants will not choose to provide extra
22 parking and pay double for it if it's not

1 truly needed. So this is intended to allow
2 for more matter-of-right options for those
3 situations.

4 Recommendation 5 has to do with
5 car-sharing in the city. And this is
6 something that is more and more common around
7 the city and Arlington has provisions along
8 these lines right now. But the basic concept
9 is that for any parking garage that is built
10 with 50 or more parking spaces, you would have
11 to provide one parking space that would be
12 made available to a car-sharing entity, be
13 that profit, nonprofit, Government, private.

14 But that space would have to be
15 available in perpetuity. We understand that
16 car-sharing entities can't take all the spaces
17 that will be provided to them, so if it's not
18 taken available, it is certainly available for
19 the applicant to use, but it would have to be
20 available with 90 days notice in perpetuity.

21 And those required parking spaces
22 then would not count against any parking

1 maximum.

2 CHAIRMAN HOOD: Mr. Parker, if I
3 could just stop at this point?

4 MR. PARKER: Sure.

5 CHAIRMAN HOOD: We have done five
6 recommendations and I would ask my -- we want
7 to hear from OP, DDOT and the public. But I
8 wanted to ask my colleagues was there anything
9 that just jumped out or if they wanted to take
10 this time, we have done five and a lot of
11 information, if you wanted to pose a question
12 or maybe put something that we can pose a
13 question to OP at this time and maybe get an
14 answer at a later date or a later time. Okay.

15 MS. MILLER: One.

16 CHAIRMAN HOOD: We have one
17 question. Chair Miller?

18 MS. MILLER: With respect to the
19 payment for not providing the minimum parking,
20 what if the entity can't afford to pay? I
21 mean, is that an element in the analysis?

22 MR. PARKER: Well, the thought is

1 that the price of the fee would be less than
2 the price of providing a parking space. And
3 that number would be set by DDOT. So it would
4 be the same as asking for a variance from
5 providing the parking space because they
6 couldn't afford to pave that.

7 I mean, the cost of a paved
8 parking space is not that astronomical and the
9 fee would be set lower than the cost of
10 providing the space.

11 MS. MILLER: Thank you.

12 CHAIRMAN HOOD: No problem.
13 Anyone else? Okay. Thank you.

14 MR. PARKER: And just on that note
15 for the 50 percent, DDOT did mention that, and
16 we did hear that comment from them. And we
17 are certainly willing to talk about that
18 number if that should be a 25 percent number
19 or something lower than 50 percent. That's
20 certainly something that we are open to.

21 Requirement 6 has to do with
22 parking size. Right now, our aisle widths and

1 our general parking space size and width
2 standards are not always compliant with modern
3 DDOT and ITE Standards. This proposal would
4 simply allow us to bring those up to date with
5 -- we would sit down with DOE and the current
6 ITE Standards and bring those up to date.

7 I think we put some of those in
8 our report, but we would make sure that all of
9 those were the most current standards.

10 And right now, there is a limit on
11 the number of compact spaces that can be
12 allowed in a garage and the compact spaces are
13 required to be bunched in groups of five. And
14 that often presents difficulty and leads to
15 variances. We would suggest that up to 50
16 percent of the parking provided in a building
17 could be built at compact space standards and
18 there would be no requirement to bunch them
19 together. They would still have to be marked
20 as compact.

21 No. 7 deals with access to
22 parking. This is something that the working

1 group was very excited about. It has to do
2 with the driveway, the drive access to your
3 parking, be it a parking garage or a parking
4 lot.

5 And the intent of this
6 recommendation is that first preference for
7 access should always be off the alley. If you
8 have an approved alley that is wide enough for
9 travel, your parking should be accessed off
10 the alley. If no alley exists and you have
11 two or more streets, it should be off a
12 secondary street, if possible. And we will
13 work out with DDOT definitions of primary and
14 secondary streets.

15 And only when you have single
16 access should you have a curb cut coming from
17 the front of the property into your building.
18 A later part of this recommendation deals with
19 if you only have the single access and DDOT
20 policy doesn't allow a curb cut, one of the
21 situations where this might arise is the
22 required distance between an intersection and

1 the first curb cut.

2 If your property is more narrow
3 than that distance, that policy would not jive
4 with the requirement to access parking, but
5 you can't access. So in those situations we
6 would recommend that the parking requirement
7 be waived.

8 And then finally, we would update
9 the distance requirements from 25 feet to
10 match the current standard of 60 feet,
11 distance between the driveway and the nearest
12 intersection.

13 Recommendation 8 deals with the
14 location of parking spaces on the lot. And
15 this is -- this has to do with surface parking
16 lot, not structure parking in the form of a
17 garage or a parking garage. But the base
18 recommendation is that parking is preferred in
19 the rear of the building or in the rear yard,
20 would be allowed in the side yard if it is
21 appropriately screened from view of the right-
22 of-way with the reverse of this being,

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1 obviously, no parking lots in front of the
2 building, between the building and the road.

3 In the case of a corner lot,
4 obviously, you have two fronts and two sides
5 and you could put the parking lot on either
6 side, as long as it is appropriately screened.

7 No. 9 is a fairly simple
8 recommendation dealing with refuse on parking
9 lots. This follows a lot of our best
10 practices. Just a standard statement that the
11 parking lot shall be kept free of refuse and
12 debris and a requirement that restaurants and
13 retail uses would have to have at least one
14 trash receptacle on open parking lots.

15 Recommendation 10 gets into the
16 landscaping requirements. We worked a lot
17 with Casey Trees on this and I have some
18 graphics to go through. But the basic
19 standard -- the current practice is for any
20 lot more than 10 parking spaces, you are
21 required to have 5 percent of the lot in
22 landscaping.

1 There is no requirement for trees
2 or for canopy cover. And one of the things
3 that we are seeing is that these surface
4 parking lots are a huge contributor to our
5 urban heat island effect. And so common
6 practice around the city and increasingly is
7 to require canopy cover for trees or excuse
8 me, for surface parking lots.

9 And our proposal would be to
10 require that 10 percent of the parking lot
11 surface be in landscaping and our goal is to
12 have 30 percent of the lot covered by tree
13 canopy. We have gone back and forth with
14 Casey Trees on how to accomplish this. It is
15 our goal to be as simple and straightforward
16 in our regulations as possible and requiring
17 30 percent canopy coverage and be hard to
18 measure.

19 So right now, we are working on
20 appropriate ratio of trees to parking space to
21 try and accomplish the 30 percent canopy
22 coverage in a simple easy to understand way.

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1 And you will see that in some of the future
2 slides. And for those who have read the
3 report there, we get into a lot of other
4 regulations on how far the trees should be
5 from curbs and different things like that.

6 But we have got two example
7 parking lots here. A small one and then I'll
8 get to a much larger one in D.C. This
9 existing parking lot has 27 spaces and right
10 now zero landscaping, zero trees. It doesn't
11 even meet the current requirements.

12 Meeting the current requirements,
13 you could put three trees in with 7 percent
14 landscaping without losing any parking spaces.
15 Those are dead spaces in the corner of this
16 sort of awkwardly shaped parking lot. This
17 accomplishes, like I said, about 7 percent
18 landscaping and about 13 percent canopy
19 covering.

20 By taking one spot out of the
21 middle of this, you can reach the ratio that
22 we are looking at of one tree per five parking

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1 spaces. You reach a standard of 22 percent
2 canopy cover and you cross the 10 percent
3 landscaping range. So we're getting to the
4 landscaping range and getting closer to the
5 canopy cover.

6 And then with that same amount of
7 landscaping and putting trees around the
8 edges, you can reach your 30 percent canopy
9 covering of the parking lot by providing some
10 edge trees. Again, this then would be more
11 than one tree for -- per five spaces. And
12 we're still working on how that ratio would
13 pan out.

14 A much larger lot in D.C., which
15 will remain nameless, because it has no
16 landscaping or trees. If you took a lot of
17 just the existing parking -- excuse me,
18 existing striped medians and landscaped areas,
19 you could fit in about, I think this is 47
20 trees, you could cover about 13 percent of the
21 lot with canopy coverage. And this is about
22 4 percent landscaping.

1 You can see it's not that
2 significant on a lot this large and it would
3 result in about 12 spaces. But keep in mind,
4 this doesn't even meet the current standard of
5 5 percent landscaping.

6 Something like this would be about
7 one tree per five spaces. It gets us to about
8 26 percent canopy cover and about 8 percent
9 landscaping. It results in the loss of about
10 38 spaces from the existing parking lot, but
11 keep in mind about 20 of those would have to
12 go just to meet the current 5 percent.

13 So it is not a significant cut
14 down in the number of spaces. You can fit a
15 lot of trees in between the rows and such and
16 at the end of rows.

17 And then finally, this would be
18 what the parking lot would look like with a 30
19 percent canopy cover requirement. It meets
20 the 10 percent landscaping requirement, 30
21 percent canopy cover. And this actually works
22 out to about one tree for -- per three and a

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1 half to four parking spaces.

2 Here are some sort of grainy
3 pictures that we have. The one on the top
4 left shows the -- shows a typical suburban
5 parking lot with just trees in the medians.
6 That's about a 5 percent canopy cover. The
7 bottom right shows you what a 20 percent
8 landscaping cover and the one on the, excuse
9 me, bottom left, the one on the right is
10 actually showing 50 percent landscape cover.

11 There are communities in our
12 country and as is more common, there are
13 cities that are requiring 50 percent canopy
14 cover. It does take up a lot of space and it
15 can cut down on the efficiency of parking
16 lots. So we haven't tried to go that far,
17 because we know space is at a premium in D.C.
18 And 30 percent was a number that we could
19 reasonably get in without a significant cost
20 in efficiency of parking lots.

21 So that's -- if there is no
22 questions on landscaping, at least for now,

1 I'll go on to the last recommendation.
2 Recommendation 11 is bicycle parking. We --
3 as you heard from DDOT, our general
4 recommendation is that bicycle parking should
5 be required in new buildings throughout the
6 city, residential buildings of 10 or more
7 units and commercial buildings of 5,000 square
8 feet or more.

9 Our current proposal calls for
10 both interior and exterior spaces. Class A
11 would be interior spaces for residents or
12 employees or long-term users of the building.
13 Class B would be outdoor spaces for visitors,
14 customers, bike messengers, etcetera.

15 The proposal in the report largely
16 adopted the Nelson Nygaard chart for
17 determining the bicycle requirements, although
18 we completely agree with DDOT and would be
19 happy to simplify it to just providing
20 requirements for categories of uses,
21 commercial, retail, residential, industrial.
22 And I think that would make a clear and

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1 simpler requirement.

2 And then finally, we would also
3 recommend that any use of -- any commercial
4 building of 50,000 square feet or more that
5 requires Class A spaces would also provide
6 shower facilities for bikers in the city.

7 We have some graphics here. This
8 is from Cambridge, Massachusetts. It shows
9 dimensions and layout of interior bike space
10 and our code could include graphics similar to
11 this about how parking spaces would have to be
12 laid out. This is a picture of a current
13 enclosed bicycle parking space.

14 It can also be done in lockers or
15 in a secluded part of an underground parking
16 garage, as far as Class A.

17 Class B spaces, here are some best
18 practices in Class B. There is no requirement
19 for covering, but here are some ones that are
20 behind a building, in front of a building, to
21 the side of an entrance.

22 And then DDOT currently has some

1 standards for where on public space this type
2 of parking has to be and the types of racks
3 that are acceptable in public space. And DDOT
4 did comment earlier that they would prefer to
5 keep the requirement for Class A and drop the
6 requirement for Class B and make it a
7 recommendation and we're open to that
8 possibility as well. We understand their
9 concerns on that issue.

10 That concludes our presentation of
11 the recommendations. And I'm happy to open it
12 up to the Commission for questions.

13 CHAIRMAN HOOD: Okay. Colleagues,
14 we want to -- again as we stated -- we really
15 want to hear from the citizenry, but let's see
16 if we have some. We don't want to hear from
17 the citizens at 10:30. We want to hear from
18 them much sooner than that, so for right now,
19 I'm sure, unless there is something that is
20 really pressing, and I know I have drilled
21 that home, but if someone has a question that
22 may be germane in general, let's ask that at

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1 this point. Okay.

2 COMMISSIONER TURNBULL: Mr.
3 Chairman, if we can get a copy of the
4 PowerPoint presentation?

5 MR. PARKER: You certainly can.

6 COMMISSIONER TURNBULL: Thank you.

7 CHAIRMAN HOOD: Okay. Anything
8 else? Thank you all. Okay. Let me ask, I
9 have someone representing the Council Member
10 Tommy Wells' office, Neha Bhatt. And is there
11 anyone else representing the Council Member's
12 office? If you can come forward at this time.
13 Ms. Neha Bhatt? Okay. Anyone else
14 representing the Council Member's office or
15 the administration? Okay. Ms. Bhatt, you are
16 listed as proponent. You may begin, Ms.
17 Bhatt.

18 MS. BHATT: I want to convey
19 Council Members Wells' apology, He couldn't
20 be here today, because he is out of town, but
21 he was planning when this -- before this was
22 scheduled to come and testify. So he asked me

1 to deliver this for him. So I'm just reading
2 this as he has written it. So there will be
3 some first person references that refer to
4 him.

5 "Good evening, Chairman Hood and
6 Members of the Zoning Commission. Thank you
7 for holding this important roundtable about
8 the District's Zoning Regulations as they
9 relate to parking requirements. The updating
10 of the Zoning Code is a laudable and Herculean
11 task. I would like to thank the Commission
12 for your leadership in overseeing this process
13 which I know will be lengthy, but educational
14 and fruitful.

15 Parking is a hot button issue all
16 over the city and this discussion about how to
17 set the rules governing parking is very
18 timely. The development boom in the District
19 continues and my ward is no different. I am
20 told 50 percent of all development over the
21 next 10 years is located in Ward 6.

22 In fact, the southeast/southwest

1 neighborhoods just south of Capitol Hill alone
2 will see about 10,000 new residents and about
3 20 to 25,000 new jobs. I have enjoyed working
4 closely with community members and developers
5 in making sure that the projects contribute
6 toward a highly walkable multi-modal mixed-use
7 community experience for current and future
8 residents, workers and visitors.

9 But I am keenly aware that we must
10 proceed very thoughtfully if we are to get the
11 results we want, especially when it comes to
12 the balance of transportation modes. In many
13 ways, parking is the linchpin issue that has
14 cascading effects on all other aspects of
15 quality of life.

16 If very high proportions of the
17 coming new households will require multiple
18 cars, what will that do to the goal for more
19 walkable, transient-oriented communities
20 throughout the city?

21 On the other hand, if we
22 proactively balance the transportation modes,

1 how will that serve neighborhoods and people?
2 The Office of Planning has presented a
3 visionary set of recommendations to update and
4 modernize the parking regulations. The
5 recommendations cover many areas, but I urge
6 adoption specifically of the following
7 recommendations:

8 No. 1, elimination of minimums and
9 installation of maximums. I support removing
10 parking minimums from the code and letting
11 market conditions drive what the minimum
12 number of parking should be. I also strongly
13 support placing maximums -- putting in
14 maximums to make sure parking is not over
15 built in those areas of the city -- in those
16 areas where the city has invested millions of
17 tax dollars to provide multi-modal
18 transportation choices.

19 Predetermining how much minimum
20 parking is appropriate without consideration
21 of market trends and other local conditions,
22 such as transportation choices is not idea.

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1 It distorts the actual market demand for
2 parking and this has negative effects on the
3 effort to mitigate the ill-effects of car
4 domination.

5 Removing minimums does not mean
6 removing the right to build parking, but
7 merely allows the decision of how much to
8 build to be made in real-time, based on
9 current demand trends. Observations and
10 demographic data tell us that D.C. has seen a
11 rise in population in the last few years and
12 the new residents are coming back for the best
13 of urban living, that includes living in a
14 place where they can walk to a local
15 restaurant, bike to work, have easy access to
16 transit and a Zipcar.

17 People want these choices, which
18 are not easily available in the suburbs. They
19 are willing to trade in their cars to get this
20 quality of life. Rising gas prices also add
21 to this willingness to choose other modes.
22 The severe excess of parking at DCUSA tells us

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1 that these decisions about how much parking to
2 build must be made carefully and based on
3 real-time market conditions.

4 No. 2, promotion of car-sharing
5 and shared parking. Allowing the minimum
6 parking requirements to be met by spaces that
7 are shared among multiple uses or destinations
8 is another important reform. Too often we
9 fail to capitalize on the parking inventory we
10 already have.

11 In a mixed-use community, it makes
12 all the sense in the world for an office that
13 doesn't require many spaces in the evening to
14 share the parking with area restaurants whose
15 needs go up during dinner hours. The code
16 shall allow and even encourage this kind of
17 flexibility. Otherwise, we are leaving
18 parking capacity on the table.

19 The benefits of car-sharing are
20 also manifold and are so manifold that it
21 amazes me. Today, the Metro D.C. area has
22 hundreds and hundreds of shared cars. On

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1 average, each shared car takes 15 private cars
2 off the roads. Let me repeat that once more.
3 One shared car takes 15 private cars off the
4 roads.

5 These are cars which households
6 who become car-sharing members give up,
7 because they don't need their own car any
8 more. I strongly support requiring some
9 number of spaces to be made available to car-
10 sharing in buildings that have greater than 50
11 parking spaces.

12 Car-sharing is a real public
13 amenity that effectively meets the goal of
14 reducing car ownership and allowing for more
15 walkable neighborhoods.

16 And finally, No. 3, requiring bike
17 parking. Introduction of bike parking
18 regulations into the Zoning Code is a true
19 marker that we are modernizing a code that has
20 not been open since the 1950s. I'm very happy
21 to see that bike parking is included in the
22 Office of Planning's recommendations.

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1 However, I was disappointed to see
2 that OP only recommends one Class A bike
3 parking space per classroom for grade schools.
4 This is too low and fails to recognize the
5 City Safe Routes to School Initiative which
6 aims to make it safe to walk and bike to grade
7 schools around the city.

8 In fact, the first schools that
9 will be assessed and improved for safe routes
10 will be announced in the next couple of days.

11 I strongly urge the Commission to
12 improve this low requirement. The Zoning Code
13 and the City Initiatives should reinforce each
14 other and for some unclear reason, the OP
15 recommendation on this particular point has
16 missed an opportunity. I recommend that Class
17 A bike parking recommendations be changed to
18 at least three spaces per classroom for all
19 grade levels.

20 If you have further questions,
21 please, feel free to direct them to my office,
22 otherwise, Council Member Wells looks forward

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1 to the process with update of the Zoning
2 Code."

3 CHAIRMAN HOOD: Okay. Thank you
4 very much, Ms. Bhatt. We won't ask you any of
5 those questions.

6 MS. BHATT: Okey-doke.

7 CHAIRMAN HOOD: Thank you. Let me
8 ask one last time, is anyone else representing
9 a Council Member? I don't see anyone
10 representing a Council Member's office. Okay.
11 With that, we will move with our witness list.
12 We usually start with proponents and if I mess
13 your name up, if it sounds close, just,
14 please, come forward.

15 Allen Greenberg, Ms. Cheryl Cort,
16 Joe Cascis? Okay. Joe is not here. So he
17 won't know I messed his name up. And Otto
18 Condo. Otto, Otto. Okay. It's nice to have
19 a Vice Chairman who knows what's going on.
20 Okay. He is not here. What about David
21 Duxbury? Okay. We will begin with Allen
22 Greenberg.

1 MR. GREENBERG: Thank you. Yes,
2 my name is Allen Greenberg. I reside in
3 Dupont Circle and have since 1992. I'm
4 privileged to be here today to testify before
5 you all on the important and visionary changes
6 contained in the District Office of Planning's
7 proposals that pertain to car parking
8 requirements for housing developments, which
9 would implement the Comp Plan Amendment Act of
10 2006.

11 Today the Zoning Commission has a
12 rare opportunity to revise the Zoning
13 Regulations in a way that would substantially
14 improve housing affordability in and provide
15 environmental benefits to the District and
16 would allow the construction of new
17 developments that are as walkable and charming
18 as many of the District's historic
19 developments that were built before today's
20 off-street parking requirements made their
21 construction illegal.

22 After allowing for extensive

1 deliberations and considerable public input,
2 the D.C. Council enacted the Comp Plan
3 Amendments in 2006. Action T3.2(d) from the
4 Revised Comp Plan provides these specific
5 instructions for amending the Zoning Code:

6 "Find ways to unbundle the cost of
7 parking from residential units allowing those
8 purchasing or renting property to opt out of
9 or buyers renting spaces to do the same.
10 These efforts should be coupled with programs
11 to better manage residential off-street
12 parking in neighborhoods of high parking
13 demand, including adjustment to the parking,
14 rather to the cost of residential parking
15 permits."

16 The Office of Planning proposed a
17 very sensible way to implement this by
18 eliminating parking minimums for all housing
19 construction and also for other developments
20 except where it believes a potential for
21 spill-over effects would be greatest.

22 Off-street parking requirements

1 interfere with adoptive reuse of older
2 building and are an anathema to affordable
3 housing. Requiring the construction of
4 parking in excess of market demand has been
5 shown through extensive research to add
6 between \$52,000 and \$117,000 to the price of
7 housing units.

8 An amount that exceeds the entire
9 housing budget of many District minimum wage
10 workers. And it guarantees more car ownership
11 driving, traffic and air pollution if such
12 parking were not mandated.

13 By the way, I could back those
14 figures up. They are not some wild study that
15 I found, so if people want that, the costs are
16 really that large and they are huge.

17 The only reason we are requiring
18 off-street parking with new housing is to
19 reduce the likelihood that such developments
20 will result in much new demand for on-street
21 parking. Off-street parking requirements
22 would be completely unnecessary if the

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1 District adequately managed public on-street
2 parking through accommodation of regulations
3 and market rate pricing.

4 District Department Transportation
5 has recently shown itself to be quite capable
6 of managing on-street parking, so that it does
7 not get overwhelmed as a result of spill-over
8 development. Nothing OP is proposing now for
9 the Zoning Code related to unbundling of
10 parking could have near the spill-over effects
11 of opening a new 41,000 seat baseball stadium
12 with very few off-street parking spaces.

13 But stadium neighbors have been
14 nothing but praise-worthy of the efforts,
15 rather the effects of DDOT's system for
16 requiring baseball fans who choose to drive to
17 the stadium to pay what has been determined to
18 be a market clearing price of about \$20 to
19 park on the street for up to four hours per
20 game.

21 CHAIRMAN HOOD: Let's do this, Mr.
22 Greenberg. Let me stop you right now and I

1 hate to do this to you, Mr. Greenberg. It's
2 just unfortunate you were first.

3 MR. GREENBERG: Okay.

4 CHAIRMAN HOOD: I'm going to give
5 you 30 more seconds.

6 MR. GREENBERG: Okay.

7 CHAIRMAN HOOD: And the only
8 reason why is because I want you to set the
9 tone for everybody else. When we hear that
10 from now on, we need to be ready to start.
11 And what I should have mentioned when I saw
12 your testimony, we will peruse it and read it.
13 You want to hit the highlights, because 3
14 minutes it not an awful lot of time to read
15 your presentation.

16 MR. GREENBERG: Okay.

17 CHAIRMAN HOOD: But let's do this,
18 let me give you 30 seconds to finish it off.

19 MR. GREENBERG: Thank you.

20 CHAIRMAN HOOD: But from now on, I
21 would ask everybody to, please, be cautious
22 and know that you need to stop, because if you

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1 look behind you, you'll see a number of people
2 ready to testify.

3 MR. GREENBERG: I appreciate that.

4 VICE CHAIRMAN JEFFRIES: Mr.
5 Chair, and I just want to say, Mr. Chair, that
6 if people who are coming up to testify, if you
7 could just also just keep an eye on the clock
8 as well, as you are reading, so you can start
9 to prepare yourself to close.

10 MR. GREENBERG: Okay. I
11 apologize. I'll summarize with just a few
12 sentences. There is a requirement to amend
13 the Zoning Code. OP has stepped up to the
14 plate, suggested a very sensible way to meet
15 that requirement. In order for the off-street
16 -- on-street parking to be managed well, I'm
17 convinced that the Office of Planning with
18 Council providing the needed authority can do
19 that and I provide some details in the
20 testimony to show you how that would
21 transpire.

22 CHAIRMAN HOOD: Okay.

1 MR. GREENBERG: I very much
2 appreciate this opportunity and thank
3 everybody for considering, I think, the
4 excellent recommendations of the Office of
5 Planning. Thank you.

6 CHAIRMAN HOOD: Okay. Good.
7 Thank you. Mr. Cort, and if you could hold
8 your seat, we may have questions.

9 MS. CORT: Thank you,
10 Commissioners. I'm Cheryl Cort. I'm the
11 Policy Director for the Coalition for Smarter
12 Growth. I have actually resided in Ward 1
13 since 1988 and I am very proud of my adoptive
14 home. I really love living here. And I am
15 representing my organization, the Coalition
16 for Smarter Growth.

17 And I have actually participated
18 in a lot of these deliberations over the
19 years. I was on the 2006 Comprehensive Plan
20 Task Force which started several years before
21 that and also actively participated in Office
22 of Planning's work group to shape these

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1 parking recommendations. And I'm very pleased
2 to be able to lend my full support to the
3 recommendations on the parking amendments.

4 These revisions affirm what is
5 best about our neighborhoods and our city and
6 help chart a course for a more environmentally
7 sustainable and economically vibrant and
8 inclusive city. I think that what is
9 important is to understand where we have come
10 as a city.

11 In 1958, we instituted the Zoning
12 Code. Urban planners of the day and Harold
13 Lewis, who wrote the Zoning Plan for the city,
14 envisioned a very different future than what
15 we have today. The Lewis plan cited the need
16 to require off-street parking for all new
17 development hoping that for the eventual
18 removal of curb parking and subsequent freeing
19 of the traffic arteries.

20 Lewis anticipated the demise of
21 public transit as a major mode of travel.
22 Universal car ownership, a network of

1 expressways, bringing the downtown and criss-
2 crossing our neighborhoods, and the razing of
3 old buildings to make way for needed parking
4 lots and garages.

5 Given these trends or perceived
6 trends, Lewis called for the adaptation of the
7 physical structure of the city to new forms of
8 living, inability to adapt to new forms will
9 almost inevitably lead to its economic decay.
10 Life in a metropolitan city had come to be
11 dominated by the ownership of the automobile.

12 While today's reality is very
13 different than what Lewis perceived in 1958,
14 today the city is very much transit-oriented
15 with 20 to 50 percent of households not owning
16 cars. The future vision did not come to pass
17 and cities that relied on walking transit and
18 bicycling did not grow obsolete.

19 D.C.'s vitality might best be
20 credited by its compact walkable historic
21 neighborhoods and the rebirth of its transit
22 system. The Metrorail system was, in fact,

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1 built with money that was originally allocated
2 for the freeway, so were anticipated in the
3 1958 plan.

4 Today transit ridership is a major
5 form of access for D.C. residents and workers.
6 A third of D.C. residents ride transit to
7 work. 11 percent walk and over 1 percent
8 bicycle to work.

9 D.C. has the second highest non-
10 driving commute rate in the city -- in the
11 country. And the second highest walk to work
12 rate. Automobile ownership is far from
13 universal. 37 percent of D.C. households
14 don't own a car, according to the 2000 Census.

15 Wards 2, 1 and 8 have the most
16 households who do not own a car, at 47
17 percent. And I put into my testimony a chart
18 showing each ward and the percentage of
19 households that do not own a single car.

20 In Logan Circle 38 percent of
21 residents walk all the way to their jobs, far
22 from universal car ownership is one of many

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1 transportation options for D.C. households.

2 The 2006 Comprehensive Plan is a major
3 departure from the 1958 vision for our city.

4 Rather than viewing row house
5 neighborhoods as obsolete, the 2006
6 Comprehensive Plan affirms the qualities of
7 these historic neighborhoods as something to
8 preserve and enhance. The Comp Plan promotes
9 alternatives to single passenger automobiles
10 and recognizes the city's planning efforts
11 around Metro Stations have focused on
12 responding to the region's growth by guiding
13 growth in the city in ways that minimize the
14 number and length of automobile trips.

15 It also affirms efforts to reduce
16 household expenses on transportation by
17 providing options for car-free or one car
18 living. Unlike the 1950's vision, the Comp
19 Plan sees a vision of investing in new transit
20 service, improving walking and bicycling and
21 better balancing the use of our public rights-
22 of-way.

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1 Another important thing that the
2 Comp Plan does is recognize that we need to
3 grow as an inclusive city. It lays out an
4 ambitious set of policies for affordable
5 housing and relieving the cost of parking
6 requirements is an important opportunity to
7 save costs on housing and provide more housing
8 opportunities, especially in well -- in
9 transit locations.

10 I ask you to read the rest of my
11 testimony. And a lot of it actually is just
12 illustrated through photos. Actually, mostly
13 my neighborhood and what minimum parking
14 requirements do to historic row house
15 neighborhoods and why they are so destructive.
16 Thank you.

17 CHAIRMAN HOOD: Thank you very
18 much. Mr. Duxbury?

19 MR. DUXBURY: Good evening and
20 thank you for allowing me to speak briefly on
21 my experience as a resident of the District of
22 Columbia. I hope that my experience will

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1 illuminate the benefits of a language in our
2 code, which will encourage pedestrian and
3 transit-oriented activities within our city
4 and also highlight the current challenges to
5 those of us who live on a day-to-day basis
6 without automobiles.

7 Almost every day I bike 1.5 miles
8 from my apartment in LeDroit Park to Farragut
9 Square. The commute takes me, approximately,
10 10 minutes. By Metrorail 30 minutes, by bus
11 40 minutes. I have never made the trip by
12 car. This is intentional.

13 The up front purchase of a bicycle
14 is far less than the amount I would spend on
15 transit fare, let alone on parking fees and
16 gasoline. Additionally, there are a whole
17 series of other intangible benefits that
18 biking offers me as a resident.

19 Of course, being a committed
20 bicyclist comes with inherent problems under
21 the current code. During nighttime trips, cab
22 drivers looking for fares and drivers

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1 searching for parking spots often drive
2 erratically without paying attention to
3 bicyclists.

4 On multiple occasions I have had
5 to take evasive maneuvers to avoid being hit
6 by a car pulling out of a spot or a cab driver
7 trying to make a U-turn or a questionable
8 legality. Commuting on our busy avenues and
9 arterial streets can be equally harrowing as
10 drivers often stop to unload passengers and
11 packages in the bike lane.

12 I often times don't have a bike
13 lane to take too and from work due to the
14 current lack of bike lanes in the city,
15 although I do appreciate the initiative that
16 has been taken to encourage increased bike
17 lanes.

18 When I do get to my destination,
19 very rarely do I find a bicycle rack. It took
20 me six months to find the Class A spot in my
21 office and often times there is not Class B
22 parking.

1 My own decision to develop a car-
2 free lifestyle, I believe, reflects a trend of
3 local commuters decreasingly relying on
4 automobiles for their daily commuting needs
5 and increasingly relying on mass transit,
6 bicycles or their own two feet.

7 The present scenario comes from,
8 obviously, a complex web of issues, most
9 prominent which are the recent sharp rise in
10 the cost of gasoline and the regeneration of
11 our vibrant commercial and residential
12 districts.

13 Increasingly friends of mine from
14 the suburbs come to enjoy the wealth of dining
15 and entertainment opportunities that the
16 District has to offer. While many of them
17 initially lamented the Herculean task of
18 finding parking in the city on a Friday or
19 Saturday night, they quickly discovered that
20 mass transit often proved to be faster than
21 circling for parking spots.

22 From our experience, the primary

1 problems stem partially from the lack of
2 parking or primarily from the lack of viable
3 transit opportunities. In particular, the
4 poor and infrequent timing of buses which
5 provide a vital supplement to Metrorail.

6 In conclusion, it seems many
7 residents of the District and its suburbs, at
8 least most of those I know, would embrace
9 transit and pedestrian-oriented habits as
10 those outlined by the current code.

11 My only concern is that the
12 current recommendations don't take -- don't
13 have any standards regarding permeable and
14 impermeable paving. Obviously, that's a
15 pretty large issue.

16 CHAIRMAN HOOD: Finish your
17 sentence.

18 MR. DUXBURY: Okay. That seems
19 like a pretty large issue given water quality
20 issues in the District of Columbia. And I
21 would like to see that addressed.

22 CHAIRMAN HOOD: Okay. Thank you

1 very much.

2 MR. DUXBURY: Thank you.

3 CHAIRMAN HOOD: Let's -- we're
4 going to align as we move forward. If you
5 come up and you're giving us testimony, if we
6 already have your testimony, actually, we do
7 make marks on them, so when we get ready to
8 deliberate things that we would like to bring
9 back up, that would help us out if you let us
10 know whether we have it already or you will be
11 submitting it.

12 Do we have your testimony?

13 MR. DUXBURY: No, you do not.

14 CHAIRMAN HOOD: We don't have your
15 testimony. Okay. All right. Do we have any
16 questions of this panel? Okay. I want to
17 thank you all for your testimony. And I want
18 to backtrack on what I have done.

19 I do have some ANC Commissioners
20 local grass-reelected officials and I omitted
21 to go in order and I want to correct that, at
22 this point. Proponents, the only ANC person

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1 I have on this list that is in support is Mr.
2 William Reynolds from ANC-1C. If you can come
3 forward. No, are you in support? Yeah, you
4 are. If you can come forward and give us your
5 testimony?

6 And you are representing your ANC.
7 I'm going to do the ANCs, organizations and
8 individuals.

9 MR. REYNOLDS: I am not
10 representing the ANC.

11 CHAIRMAN HOOD: Oh, okay, okay.
12 All right. Yeah, he can come later. Let me
13 also go now opponent and the only person I see
14 representing ANC-6B is Mr. Dave Garrison.
15 Okay. We just saw you all recently, didn't
16 we? The last time we were here, so come
17 forward and let's go ahead and deal with that.

18 One I have five in and one I have
19 three in. You know what, I think what I'm
20 going to do is, I'm just going to take all the
21 ANCs regardless of whether you are proponents
22 or opponents. In some of these situations,

1 you just can never win, but that's how we are
2 going to deal with that.

3 Okay. Mr. Garrison?

4 MR. GARRISON: Mr. Chairman and
5 Members of the Commission, I'm David Garrison,
6 Commissioner for ANC-6B01 and Vice Chairperson
7 of ANC-6B's Planning and Zoning Committee. I
8 appear this evening with my colleague, Ken
9 Jarboe, to provide ANC-6B's comments on the
10 Text Amendments 08-06-2 regarding parking.

11 We have a variety of concerns
12 about the parking proposal before you, in
13 particular, as regards to the suggestion that
14 we should dispense with the minimum parking
15 requirements. We realize that you and the
16 Office of Planning hope that by bringing
17 individual topics such as this forward for
18 focus discussions, you will be able to manage
19 your overall process of implementing the
20 Comprehensive Plan Update in an orderly and
21 thoughtful way.

22 Another -- at least as regards the

1 topic of parking, it is difficult to assess
2 the viability and logic of this proposal
3 before you out of context as it is with
4 proposals to implement other aspects of the
5 Comp Plan.

6 Beyond that, your Commission
7 surely would want to know what the city was
8 willing to do in a range of related policy
9 issue decisions regarding parking rules and
10 incentives, such as those overseen by DDOT and
11 DPW.

12 In our considered view, decisions
13 about how the Zoning Code should address
14 parking must be made as part of the large
15 fabric of decisions about goals for the city's
16 neighborhoods.

17 To begin with though, what does
18 the Comp Plan Update in Chapter 2 on Land Use
19 call for? It says "Ensure that parking
20 requirements for residential buildings are
21 responsive to the varying levels of demand
22 associated with different unit types, unit

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1 sizes and unit locations, including proximity
2 to transit. Parking should be accommodated in
3 a manner that maintains an attractive
4 environment at the street level and minimizes
5 interference with traffic flow.

6 Reductions in parking may be
7 considered where transportation demand
8 management measures are implemented and a
9 reduction in demand can clearly be
10 demonstrated."

11 It is not clear to us that this
12 Comp Plan section supports the recommendation
13 before you. Rather, the sort of major policy
14 change envisioned in the proposal to eliminate
15 minimum parking requirements, one that would
16 surely result in increased competition for an
17 already scarce, very scarce resource by all
18 residents, moves well beyond what is required
19 to implement the Comp Plan.

20 In order to achieve the proper
21 balance sought by the Comp Plan, the city
22 needs to consider the full range of Government

1 decisions impacting access by cars to our
2 neighborhoods, including such critical
3 regulatory systems as the Residential Parking
4 Permit Program.

5 If, as proposed here, the Zoning
6 Code were to permit residential projects that
7 had little or no sight -- on-site parking
8 without the city also taking action to
9 restrict the ability of new residents of such
10 projects to get on-street parking permits, the
11 result would simply be less on-street parking
12 options for all residents.

13 In many of our Capitol Hill
14 neighborhoods, we long since have reached the
15 point where demand exceeds the supply of on-
16 street parking spaces. And for those living
17 in townhouses on blocks with no interior
18 alleys and thus no off-street parking areas,
19 parking one's car in the street is the only
20 option.

21 In fact, many Hill residents have
22 already reduced their car ownership to the

1 bare minimum, an accommodation surely to be
2 praised. Introducing more demand into these
3 neighborhoods while supply remains constant
4 would fundamentally and detrimentally affect
5 our ability to access and use our homes.

6 It isn't clear that people who are
7 attracted to already walkable places like
8 Capitol Hill want to abandon their ability to
9 have a car. It appears to us that our
10 residents want to do both to be able to access
11 the nearby amenities by walking and at the
12 same time have the option of driving to other
13 areas of the city and region.

14 And since we have on-street space
15 for residents to park near their homes, we
16 would vastly prefer to use those spaces for
17 residents then for some other use, such as for
18 commuters and tourists.

19 Indeed, if the city wants to
20 reduce the number of cars on the city streets,
21 it should focus on the FAR logic problem
22 presented by commuters. We can see how it

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1 might make sense to use a tiered pricing
2 policy to discourage multiple car ownership
3 among residents and to encourage full use of
4 off-street parking resources including garages
5 in residential areas.

6 But we do not think it wise or
7 effective to attempt to reduce car ownership
8 outright among existing residents by either
9 reducing the supply of parking spaces and/or
10 increasing the demand for parking without
11 increasing supply.

12 We support efforts by the city to
13 reduce dependence on automobiles, especially
14 in areas adjacent to major bus and transit
15 nodes. However, we do not support approaches
16 that would result in significantly reduced
17 neighborhood parking options for existing
18 residents.

19 Until all elements of the city are
20 able to come together around a coordinated set
21 of decisions on parking, we ask that Zoning
22 Commission to withhold action on this

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1 proposal. My colleague, Ken Jarboe, will
2 discuss our comments on the other aspects of
3 the proposal before you this evening. Thank
4 you.

5 MR. JARBOE: Mr. Chairman, Madam
6 Chairman, Members of the Council, I apologize
7 for having not been here the last time and
8 having to leave at the last hearing. I know
9 Commissioner Garrison gave my testimony in the
10 earlier case and I'm sure he did a good job.

11 For the record, my name is Ken
12 Jarboe. I am Vice Chair of ANC-6B. I think
13 you are going to see something a little bit
14 strange tonight, because for the first time,
15 I'm going to oppose my good friend Tommy Wells
16 on this issue.

17 There is a lot that I can support
18 in this -- in these recommendations, but the
19 problem with the complete elimination of the
20 minimums as Commissioner Garrison has said is
21 the major problem here.

22 I represent what APA has awarded

1 as "The Best Neighborhood in America," and I
2 want to keep it that way. My walkability
3 score in my neighborhood is 89. And the only
4 reason it isn't higher is because the grocery
5 stores aren't quite as close as we would like
6 them to be, the Safeway and the Jenkin's Row.
7 If I lived closer to the Safeway, I'm sure I
8 would have a higher -- even higher walkability
9 score.

10 What concerns me is that if I look
11 at a number of the infill projects that were--
12 that have happened over the last 10 years, and
13 most of the Commission Members and Members of
14 the BZA have looked at, I worry about the
15 impact that this would have had on those. If
16 you look at Ellen Wilson, Bryant School,
17 Lennox School, Capper Carrolsburg, Jenkin's
18 Row, what worries me is not so much that you
19 want to cut down on excess parking, it's the
20 blanket elimination of the parking
21 requirements.

22 Mr. Parker mentioned that there

1 had to be some good analysis done to figure
2 out what the maximums needed to be and drill
3 down for all of the specific types of zones
4 and areas. I would suggest that that same
5 type of drill down detailed analysis needs to
6 be done on the minimum side as well, rather
7 than just simply eliminate them in most cases.

8 We have two other quick points
9 that are in my testimony I would like to raise
10 very quickly. One is the idea of being able
11 to buy out the 50 percent, both on the upside
12 and downside. To me, this is a case of unfair
13 distributive cost of benefits.

14 When you have a developer who can
15 buy out at 50 percent from the minimums, you
16 are creating spill overs to the local
17 neighborhood. They don't get any of those
18 benefits, because it goes into a fund and it
19 fits everybody. So there is an unfair
20 mismatch of cost and benefits.

21 The second is the shared car. I
22 support shared car, but you need to write the

1 regulations so that they are broad enough to
2 encompass all types of business models, not
3 just the current business models. For
4 example, can van pools use those?

5 CHAIRMAN HOOD: Mr. Jarboe?

6 MR. JARBOE: Those are my major
7 points. Thank you very much.

8 CHAIRMAN HOOD: Okay. Thank you
9 very much. Again, we have your testimony.
10 Colleagues, any questions? Okay. Thank you
11 both for your testimony.

12 MR. JARBOE: Thank you.

13 CHAIRMAN HOOD: We have two other
14 ANCs, one is a proponent and one is in
15 opposition. I'm going to ask Ms. Gates if she
16 could come forward and I'm going to ask Mr.
17 Reynolds if he could still come forward. I
18 want to -- do we have any other ANC
19 Commissioners that are here and would like to
20 testify? Okay. Do we have any other ANC
21 Commissioners that are here that would like to
22 testify?

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1 Okay. I said that twice. I see a
2 Commissioner from Ward 5 who must not be
3 testifying tonight. Okay. Ms. Gates, if you
4 could begin?

5 MS. GATES: Good evening, Chairman
6 Hood and Members of the Commission. I'm Alma
7 Gates representing ANC-3D05. In Aristotle's
8 The Politics we find the following quote: "A
9 quality of possessions may exist and yet the
10 level be fixed either too high with result in
11 luxury or too low, which leads to the life of
12 penury. It is clear, therefore, that it is
13 not enough for a legislator to equalize
14 possessions. He must aim at fixing an amount
15 midway between extremes."

16 And so the Office of Planning
17 comes to advise the Zoning Commission on an
18 amount of parking that meets the needs of
19 current residential neighborhoods as well as
20 the needs of those coming in vehicles, on
21 bicycles and on foot, while preserving an
22 appropriate amount of green space.

1 This is no easy task as these
2 convergent needs have created the push and
3 pull that accompany change, especially in
4 Metro-centric neighborhoods throughout the
5 city.

6 Let me remind the Members of the
7 Zoning Commission that in January of this year
8 approval was granted for a PUD and Map
9 Amendment for Sibley Hospital that includes a
10 medical office building and a 750 space above
11 ground parking garage. This amount of parking
12 was granted to prevent spill over parking on
13 neighborhood streets.

14 Turning your attention to transit-
15 oriented development areas around Metro stops
16 where a number of new buildings in this same
17 block would exceed both the density and
18 intensity Sibley proposed. In this scenario,
19 OP presents under proposed minimum parking
20 requirements found in Section P.2.1 for low
21 density residential districts only 105 parking
22 spaces would be recommended for the Sibley

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1 MOB.

2 The 645 spaces that would be
3 eliminated under this proposal would certainly
4 result in spill over parking on the
5 residential streets that surround Sibley.

6 Another troubling observation was
7 found under P.3 flexibility in parking
8 requirements. Section 3.2 through 3.4 are
9 ripe for all kinds of irregularities as well
10 as lacking the requirement for sufficient
11 review. No examination has been done by OP on
12 whether or not what is being proposed is
13 sufficient to mitigate the harm to
14 neighborhoods from parking spill over.

15 P.3.2 does not offer District
16 residents an opportunity to present their
17 concerns, but rather leaves all decision
18 making in the outstretched hands of DDOT.
19 Surely the Zoning Commission would not approve
20 the opportunity for DDOT to accept payments in
21 lieu of requirements.

22 I strongly urge the Zoning

1 Commission to return the parking rewrite to OP
2 and the Task Force for further study.

3 CHAIRMAN HOOD: Thank you.
4 Commissioner Reynolds?

5 MR. REYNOLDS: Good evening,
6 Commissioners and it's a pleasure to be here.
7 Again, my name is Wilson Reynolds and I serve
8 as the Chair of the Planning, Zoning and
9 Transportation Committee for Advisory
10 Neighborhood Commission 1C.

11 I come here tonight to speak in
12 support of Case 08-06-2 and I have four
13 suggestions that I wanted to bring to the
14 attention of the Commission, which I'll just
15 discuss briefly and let the comments stand for
16 themselves in writing.

17 The first point is that the
18 purpose of off-street parking minimums, I
19 believe, today are no longer being served.
20 There is an assess if you decouple the number
21 of parking spaces that are privately held with
22 the notion that they control or somehow

1 provide for more off-street parking. I think
2 that notion is no longer evident or applicable
3 to this day. And therefore, the minimum
4 requirements are to be set aside.

5 Second, there is this argument
6 that can be made that when you have a mixed
7 building of owners with parking spaces and
8 without parking spaces, it has been quite
9 established even this evening in the opening
10 remarks the cost of parking is very high.
11 That parking is usually not recovered and the
12 cost of those spaces are distributed among
13 apartments that are both -- have parking and
14 do not have parking, therefore, creating, in
15 effect, a subsidy of non-car owners for car
16 owners.

17 Second, the -- we have one of the
18 few cities where not owning a car is actually
19 a plausibility. It's actually encouraged.
20 However, providing more off-street parking
21 does not encourage ownership of apartments
22 with people that do not want a car. By

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1 allowing at least a mix, we are at least
2 moving in a direction where we are finally
3 addressing a balance of people that want to
4 live in the city with cars and people that do
5 not want to live in the city with cars.

6 And in my last remark that I want
7 to make was last May the Department of
8 Transportation charged ANC-1C with coming up
9 with a series of recommendations for the
10 reconstruction of the 2000, 2100, 2200 and
11 2300 and 2400 Blocks of 18th Street.

12 The most proudest achievement of
13 the PZT Committee of ANC-1C was to be able to
14 establish in doing the drafts and finally
15 voting out through the full Commission a
16 firmly established policy that all of these
17 construction projects that were going to be
18 taking place, these landscaping rules, the
19 entire reconstruction of the street was going
20 to be driven by a policy of being pedestrian
21 friendly.

22 And we have worked from that

1 point. We have taken great pride in taking
2 that position. I think we're one of the few
3 ANCs that have actually worked to reduce off-
4 street parking. Thank you.

5 CHAIRMAN HOOD: Okay. Thank you
6 both. Any -- great job actually. Thank you.
7 Any questions for this panel? Commissioner
8 May?

9 COMMISSIONER MAY: I just had a
10 quick question for Commissioner Gates, which
11 was your calculation of the parking
12 requirement for the Sibley PUD under the new
13 regulations, is that -- that's a recommended
14 level of 105 or is that the maximum level that
15 would be permitted or?

16 MS. GATES: Under the proposed
17 regulations, that is what would be required of
18 Sibley to provide.

19 COMMISSIONER MAY: As the minimum
20 or as the -- I mean, because --

21 MS. GATES: The maximum.

22 COMMISSIONER MAY: The maximum?

1 MS. GATES: Yes.

2 COMMISSIONER MAY: That's the
3 maximum, right. Okay. Thanks.

4 MR. PARKER: We haven't proposed
5 any maximums. That would be a minimum.

6 COMMISSIONER MAY: Okay. Thank
7 you.

8 CHAIRMAN HOOD: All right. Thank
9 you. Thank you both. Let's move right along.
10 Now, we'll go back to the list. And I'm going
11 back to proponents. Steve Hill, I always get
12 -- I have Bill Crews, he says in part, so I'm
13 going to call you.

14 VICE CHAIRMAN JEFFRIES: He's
15 here.

16 CHAIRMAN HOOD: The problem is he
17 is on the opponent side and, you know, we got
18 to -- we need to just come up with another
19 system in the middle, okay. But for right
20 now, for right now, we're going to -- you're
21 leaning towards the opponent, so hold your
22 seat for a second.

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1 Steve Hill, Louise Brodnitz,
2 Geoffrey Hatchard and David Alpert. I think
3 we can get four. Have a seat. I assume you
4 have three. I'm missing one. Okay. Let's go
5 with that. Steve Hill? Is Steve Hill
6 present? Okay. That's who I'm missing.
7 Okay. Louise Brodnitz, let's begin with you.
8 Turn your mike on.

9 MS. BRODNITZ: Hello, and I do
10 have testimony to turn in.

11 CHAIRMAN HOOD: Okay.

12 MS. BRODNITZ: Chairman Hood and
13 Members of the Zoning Commission, thank you
14 for the opportunity to speak out in support of
15 the changes before you tonight. The first and
16 one of the key pieces of the plan to move D.C.
17 toward a more sustainable future.

18 I'm a Georgetown -- my name is
19 Louise Brodnitz. I'm a Georgetown resident,
20 52 years-old, mother of two school-age kids.
21 I guess I'm pretty typical of folks facing the
22 time pressures and parking pressures that you

1 will be hearing about tonight.

2 I live in the city, because I
3 don't want to be dependent on a car to get
4 where I'm going. We have 10 bus routes which
5 run fairly frequently during rush hour, at
6 least. We have the wonderful circulator bus
7 every 10 minutes and the blue bus to the Metro
8 every 10 minutes.

9 Yes, in my experience, these buses
10 are often nearly empty and like everyone else
11 sometimes I do the math and hop in the car
12 when I could take the bus. The city's
13 resources are being spent on a system that is
14 woefully under used. What does this have to
15 do with zoning or parking?

16 It is all about that crucial
17 decision to drive and how Zoning Regulations
18 manipulate people into driving when they have
19 a choice. For too long, zoning required --
20 made available so much parking that buses just
21 couldn't offer a compelling alternative.

22 Most -- more people driving that

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1 could have taken transit, clogged streets and
2 make buses go slower. Empty buses have to run
3 less frequently to have enough riders. Slow
4 and infrequent buses and the promise of
5 parking literally force people into driving,
6 rather than walking or taking transit. It's
7 a classic vicious cycle.

8 Removing parking minimums starts
9 to break that cycle. Parking minimums are not
10 needed. In this car-centric situation, I see
11 houses for sale without parking languish on
12 the market while those with a driveway fly
13 into contract. Developers of housing don't
14 need to be told to provide parking, they know
15 that's what buyers here want.

16 Also, in this car-centric
17 situation, I see two prime lots with open
18 space along pedestrian-oriented Wisconsin
19 Avenue becoming banks with parking dead zones.
20 Neighborhood serving businesses that could
21 have turned that open space into great foot
22 traffic generating street life lost out

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1 because parking won out.

2 Property owners don't need to be
3 told to provide parking. They go for parking
4 over street life too often. The challenge is
5 not to get developers to provide enough
6 parking, the challenge is to change the
7 parameters that push developers to provide so
8 much parking.

9 What I wish we had was great
10 pedestrian-oriented businesses and street life
11 and great transit that people use. I think
12 these zoning changes will start to get us
13 there. Thank you.

14 CHAIRMAN HOOD: Thank you very
15 much. Geoffrey Hatchard? Turn your mike on,
16 please.

17 MR. HATCHARD: I faxed my
18 testimony in, so I believe you have it.
19 Chairman Hood, Co-Chairman Miller and the
20 Members of the Zoning Commission, my name is
21 Geoff Hatchard and I'm currently a proud
22 resident of the Bloomingdale neighborhood of

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1 Ward 5.

2 And I'm speaking in support of the
3 changes to the parking element of the Zoning
4 Regulations that the Zoning Commission will
5 hopefully be voting on this year.

6 I believe supporting these new
7 regulations will help the city attract more
8 residents in a way that will compliment the
9 goals of an increased tax base and minimal
10 spending outlays for infrastructure. The
11 aspect of parking that I hope you will
12 consider is the amount of driving that is
13 associated with parking.

14 If current trends continue, the
15 population of the District of Columbia will
16 increase perhaps by 50,000 individuals over
17 the coming decades. Surely some of these new
18 residents will bring automobiles with them.
19 If they all do, the already busy streets of
20 the city will be pushed to the limit with
21 traffic.

22 The city surely does not want to

1 spend more money on our road infrastructure
2 when we could be using that money on other
3 things, such as schools, recreation centers,
4 aid for the homeless and financial help for
5 our small businesses.

6 Since the city lacks the ability
7 to increase roadway capacity, the only way to
8 avoid this potential is to ensure that future
9 automobile use does not significantly
10 increase.

11 I feel that the city can help
12 encourage these new residents to make an easy
13 transition from the suburban to a more urban
14 lifestyle. We can help them transition from
15 car ownership by offering clear options that
16 will allow these residents the high quality of
17 life they expect.

18 The way to ensure this is to build
19 a city that allows residents to do everything
20 they need and want to do by using their feet,
21 their bicycles and public transportation to
22 get where they need to go.

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1 Great examples of this already
2 exist in neighborhoods like Dupont Circle,
3 Capitol Hill and Georgetown. With the change
4 in growth coming to neighborhoods like
5 Anacostia, Brookland and Deanwood, we can
6 ensure that these neighborhoods develop in
7 ways that make them as exciting and livable as
8 the areas that already thrive without the need
9 for car ownership.

10 To tie this back into the Parking
11 Regulations, I believe that requiring parking
12 minimums would encourage car ownership, which
13 would lead to crowding the streets and stress
14 on the infrastructure that I spoke of earlier.
15 This induced demand is something we can avoid
16 by creating intelligent parking requirements
17 in our Zoning Regulations now.

18 I'm not advocating against car
19 ownership, but I am requesting the city to do
20 all that it can to make it easier for people
21 to live in the city without a car. I believe
22 that by making it easier for people to make

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1 that choice, the city will find that it is at
2 an even greater competitive advantage to
3 places where car ownership is the only choice
4 for residents.

5 Thank you for your consideration
6 in regard to this topic.

7 CHAIRMAN HOOD: Thank you. Mr.
8 David Alpert?

9 MR. ALPERT: Thank you very much,
10 Mr. Chairman, Madam Chairman, Members of the
11 Commission. Listening to the opponents who
12 spoke a few minutes ago, it occurred to me
13 that it sounded as though, from their
14 comments, that the Office of Planning was
15 recommending removing all of the parking in
16 the District of Columbia or at least policies
17 that would significantly decrease the amount
18 of parking.

19 This is not the case. They are
20 not recommending taking away any parking. And
21 they are not recommending -- none of these
22 policies will lead to suddenly the amount of

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1 parking disappearing overnight.

2 And the point I want to make to
3 you is that these changes, while very
4 important, are not going to cause any enormous
5 catastrophe. They are not even going to have
6 a sweeping effect in a very short period of
7 time.

8 The minimum -- removing minimum
9 requirements is just that. Removing minimum
10 requirements. It's not saying that you can no
11 longer build parking. It is simply to say
12 that henceforth buildings can choose if the
13 market demand it to build less parking.

14 They are also suggesting
15 implementing maximums and I wholeheartedly
16 endorse those, because I know that they will
17 choose very wisely as far as those maximums.
18 Plus, if they don't, we can all debate that
19 later when the time comes.

20 But for now, we are talking about
21 minimums. And we know that developers build
22 a lot of parking. In fact, at the Highland

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1 Park Apartments in Columbia Heights, currently
2 they built more than one parking space per
3 unit and so far they have only rented 10
4 percent of those parking spaces.

5 So we know that many developers
6 will choose to put a lot of parking and
7 sometimes they will just build too much.
8 That's why we need maximums. But more
9 importantly, it's not like all the buildings
10 that are going to go in in our city are
11 suddenly not going to ever have any parking.
12 Most of the developers will decide that it is
13 in their best interest to build some amount of
14 parking. Many residents want parking, as
15 several people have mentioned before, and we
16 should give them that option.

17 But it's about having a choice.
18 It's about whether people can choose not to
19 have parking, not to buy parking with their
20 units or with their townhouses or their condos
21 or whether they have to. Based on the cost of
22 these parking spaces being \$40,000 or often

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1 \$60,000 per space, it's not possible to rent
2 those spaces at enough money, in most
3 neighborhoods, to make back that amount of an
4 investment.

5 At \$60,000, if you amortize that
6 amount over time, they would have to rent
7 those spaces for \$250 or more per month, just
8 to make back that cost, and that doesn't even
9 count the maintenance or the staff needed to,
10 you know, maintain the garage and keep up the
11 machines for people to be able to pay or, you
12 know, the gates and all of those things.

13 So as you probably know, most
14 parking spaces don't go for \$250 to \$300,
15 except, you know, right in downtown and a few
16 other places. In those areas, it's going to
17 be -- it's even more expensive to build the
18 underground parking spaces. So even if
19 residents are not forced to build parking
20 spaces, if we don't remove the minimums, they
21 are going to be forced to subsidize some
22 amount of the parking that the developers will

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1 -- would be forced to build and that's simply
2 wrong.

3 Because the key thing that we need
4 to do with our Zoning Code is to ensure that
5 a resident can make a full economic choice
6 between whether they want to pay the cost of
7 driving or whether they want to pay the cost
8 of not driving. Someone earlier talked about
9 bicycling and saving a bunch of money on
10 transit. That's his choice and he should make
11 that choice. Other people want to drive.

12 I actually own a car myself and I
13 paid quite a bit of money on the townhouse
14 that I built -- that I bought recently in
15 Dupont Circle to have some space to park. And
16 that's my choice and I paid the cost of that.
17 And we should make sure that our Zoning Code
18 does not force anyone to make choices they do
19 not want to make.

20 The issue of spill over, which
21 several people have raised, is a serious issue
22 and we should definitely take steps to address

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1 it. But there are ways to do that and the
2 Performance Parking Pilot, such as those that
3 have been tried in the Columbia Heights area
4 and in the Navy Yard National's Ballpark area
5 are the way to do that.

6 Many cities have tried these
7 policies like Pasadena, Portland, Boulder and
8 many others and they have been very
9 successful. In all the cases that other
10 cities have tried these systems, they have
11 managed to manage the on-street parking by
12 ensuring that the people who want to park can
13 have a space to park and the people who don't
14 want to park can save money by not having to
15 pay for the subsidy of others having to park.

16 I'm completely confident that in
17 the District of Columbia we will be able to
18 work out a system that will work well for each
19 neighborhood. It may be just like the pilots
20 that we have now. It may be different. But
21 there are many examples that have worked
22 around the country and we will be able to do

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1 one of those.

2 If you haven't read Professor
3 Donald Shoup's book on the High Cost of Free
4 Parking, I highly recommend it. And one point
5 I specifically wanted to make from Mr.
6 Jarboe's testimony is that he actually
7 specifically advocates devoting revenue from
8 things like parking fees or specifically
9 parking fees to the local communities.

10 Mr. Jarboe mentioned that the fees
11 would not go to the communities.

12 CHAIRMAN HOOD: Thank you. Thank
13 you very much.

14 MR. ALPERT: And we should do
15 that.

16 CHAIRMAN HOOD: Did you --

17 MR. ALPERT: Thank you.

18 CHAIRMAN HOOD: -- provide your
19 testimony in writing?

20 MR. ALPERT: Yes, I provided
21 testimony that I think was included with the
22 Office of Planning original report.

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1 CHAIRMAN HOOD: Okay. Okay.

2 MR. ALPERT: Thank you.

3 CHAIRMAN HOOD: Okay. Good. All
4 right. Thank you. Let me see if we have any
5 questions of this panel?

6 VICE CHAIRMAN JEFFRIES: Just
7 quickly. What organization do you represent,
8 Mr. Alpert?

9 MR. ALPERT: I run a website
10 called Greener Greater Washington, which
11 covers issues such as this.

12 VICE CHAIRMAN JEFFRIES: Oh, okay.
13 Thank you.

14 MR. ALPERT: Thank you very much.

15 CHAIRMAN HOOD: Okay.

16 MS. MILLER: Who was the author of
17 the High Cost of Free Parking that you
18 mentioned?

19 MR. ALPERT: It was Professor
20 Donald Shoup, S-H-O-U-P. He is a professor at
21 UCLA.

22 CHAIRMAN HOOD: Any other

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1 questions? Okay. We want to thank this panel
2 for your presentation. Next, let's move right
3 along, Jason Hesch, Alan De Castro, Gary
4 Peterson and Ralph Garboushian. Hopefully I
5 didn't butcher that too bad. We will begin
6 with Mr. Hesch.

7 MR. HESCH: First, I would like to
8 thank the D.C. Zoning Commission for having
9 this hearing today and recognizing an update
10 in our zoning laws to reduce congestion and
11 promote pedestrian friendly development.

12 Looking at the suburban
13 neighborhood today, we see the effects of the
14 1958 Automobile-Oriented Zoning Code on places
15 such as Rockville. We want -- do we want to
16 continue this type of development? In my
17 judgment, minimum parking requirements has
18 degraded our city's quality of life as a place
19 aesthetically pleasing landscape with asphalt.

20 I live in Tenleytown and I prefer
21 to use public transit if I'm heading downtown.
22 The rationale for this is the limited

1 availability of street parking and expensive
2 parking garages. Proximity to multiple Metro
3 Stations in the downtown core and bus routes
4 that serve my neighborhood, such as the N2 and
5 Circular, provide me with alternatives to
6 driving.

7 But we see along Rockville Pike
8 very clear facts of parking minimums. For
9 those neighborhoods such as Georgetown and
10 Dupont were designed without parking minimums,
11 if I had a choice to live in a neighborhood
12 between Georgetown and the suburban landscape
13 of Montgomery County, I would prefer to live
14 in Georgetown.

15 I recently attended an open house
16 concerning the redevelopment of Tyson's Corner
17 and at that meeting one woman, I noted, as
18 adamantly against planning for the record. In
19 fact, I think she was against any development
20 whatsoever. This has been a trend I have been
21 hearing from residents whenever new
22 development is proposed.

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1 New growth has brought traffic
2 congestion. In the minds of the average
3 citizen, development is the creator of traffic
4 congestion leading to the deterioration of
5 quality of life. I believe this sentiment is
6 in response to the requirement of parking lots
7 with every building bringing cars.

8 From their perspective, they only
9 have seen new development with parking
10 minimums bringing more people and more cars.
11 Thank you.

12 CHAIRMAN HOOD: Thank you. If you
13 could hold your seat. Mr. De Castro?

14 MR. DE CASTRO: Good evening,
15 Commissioners, as well as the rest of the
16 Commission. My name is Alan De Castro. I
17 currently reside at 5th and G Street, N.W., in
18 Chinatown.

19 I'm here to speak in favor of the
20 proposed amendments to the Parking
21 Regulations. I support this proposal as I
22 believe it encourages land efficient

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1 development that supports alternative forms of
2 transportation within the city, including the
3 recommendations to eliminate the minimum
4 parking requirements for new residential
5 developments and the addition of bicycle
6 parking requirements.

7 I spent the first 23 years of my
8 life in a suburban setting in which the car
9 was the only option for transportation. Mass
10 transportation options were essentially non-
11 existent and the great distance between any
12 and all destinations made walking or bicycling
13 dangerous and impractical.

14 For the last three years, I have
15 lived in the D.C. Metro area and have commuted
16 to work via the Metro, approximately, 99
17 percent of the time. About a year ago, I
18 purchased a bicycle for transportation and
19 recreational purposes. And two months ago I
20 made the decision to return my vehicle to the
21 home of my parents.

22 My decision to part with my

1 vehicle was driven by several factors, most
2 noticeably the walkability of my neighborhood
3 as well as the availability of alternative
4 transportation options like Zipcar.

5 I have been privileged enough to
6 be able to live and work in close proximity to
7 Metro Stations. While I do pay a premium to
8 live near a Metro, the costs are more than
9 off-set by the ability to function without a
10 vehicle and the convenience of having both
11 necessary amenities as well as entertainment
12 options within a short walking distance.

13 The high cost of parking in the
14 city directly contributed to my decision to
15 part with my vehicle. The cost of paying for
16 parking in my apartment building and at work
17 alone would have significantly increased my
18 cost of living expenses and it would have
19 provided a marginal, if any, increase in
20 convenience.

21 Coincidentally, the parking garage
22 in my building seems to be under utilized as

1 one out of three spaces consistently sits
2 vacant. I would imagine that some of those
3 spaces may better be utilized as space for
4 resident bicycle parking, an option that my
5 building currently lacks.

6 I believe that these proposed
7 changes to the parking regulations will help
8 to foster a more walkable city environment and
9 encourage less vehicular dependence by giving
10 the market more freedom to choose where
11 additional parking is needed and promoting
12 access to parking that is less disruptive to
13 pedestrian traffic.

14 A personal transition from being
15 car dependent to car-less has been positive
16 and I believe is one that is representative of
17 the decisions many people in a similar
18 situation to mine are making. Thank you.

19 CHAIRMAN HOOD: Thank you. Mr.
20 Petorsa?

21 MR. PETORSA: Good evening, Mr.
22 Chairman, Commissioners. This has been quite

1 a week twice. Let me say I am in support of
2 the recommendations of the Office of Planning.
3 And I think they have done an excellent job in
4 writing their report and raising the issues
5 for you.

6 It has been said that parking is a
7 fertility drug for cars and I would like you
8 to keep that in mind as you consider these
9 proposals. The Capitol Hill Historic District
10 has basically had no minimums, because no curb
11 cuts are allowed within the Historic District.
12 And therefore, we have lived a number of years
13 with no minimum parking requirements and have
14 survived quite well.

15 In fact, the infill buildings that
16 have been built in that time period I believe
17 almost all of them have provided parking
18 voluntarily using the alley system as a way to
19 provide parking and they are providing at
20 least 1:1 parking in all of the cases I can
21 think of.

22 Now, we do have a parking problem,

1 especially in the evenings and at night on
2 Capitol Hill and I think it is going to take
3 some innovative ways to deal with that. In my
4 written testimony, I have suggested how the
5 parking permit system could be revised to
6 perhaps deal with those problems.

7 But I do believe that every
8 dwelling should be able to have -- should have
9 one parking space, whether it is on the street
10 or off the street. And beyond that, I think
11 there should be a cost for having additional
12 parking.

13 You have heard a lot about
14 minimums and maximums and in my testimony,
15 written testimony to you, I discuss the
16 advantages and disadvantages of minimums and
17 maximums. Frankly, a minimum provide an
18 oversupply of parking or can provide an
19 oversupply of parking and maximums, if not
20 property calculated, can provide an
21 undersupply of parking. So there is a plus or
22 minus to both of them.

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1 I would also suggest to you that
2 you could consider having both minimums and
3 maximums for pieces of property. In other
4 words, based on some system calculations, a
5 piece of property would be required to have 25
6 parking spaces, but it could have no more than
7 50, something like that. So you can combine
8 the two systems. They don't have to be -- it
9 isn't an either or situation with minimums and
10 maximums.

11 And then I would like to say
12 finally, I'm concerned about the coordination
13 here, because dealing with parking sort of
14 requires a holistic approach to parking and
15 not all of it relates to zoning. And what I'm
16 concerned about is the zoning piece will get
17 far ahead of the rest of the pieces and we
18 won't end up with all of them dovetailing at
19 the end.

20 And so I would like to suggest to
21 you that you keep your eye on how the other
22 pieces are going and keep prodding DDOT and

1 WMATA and who else -- whoever else is involved
2 so that when we do get to the end of the day
3 on parking, that all of the pieces come
4 together. Thank you very much.

5 CHAIRMAN HOOD: Okay. Thank you
6 very much. Mr. Garboushian? Hopefully I
7 didn't butcher that.

8 MR. GARBOUSHIAN: Garboushian.

9 CHAIRMAN HOOD: Garboushian.
10 Okay.

11 MR. GARBOUSHIAN: Thank you.
12 Chairman Hood, Members of the Commission,
13 thank you for this opportunity to testify. My
14 name is Ralph Garboushian. I live car-free in
15 Ward 6. I'm a volunteer for the Washington
16 D.C. Chapter of the Sierra Club and currently
17 serve as its Transportation Chair.

18 We have submitted detailed
19 comments in support of the Office of
20 Planning's draft parking recommendations. The
21 Sierra Club is the nation's oldest and largest
22 grass roots environmental organization. With

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1 more than 750,000 members nationwide,
2 including more than 3,200 here in the District
3 of Columbia.

4 The Washington D.C. Chapter of the
5 Sierra Club has a long history of advocating
6 for a balanced transportation system that
7 minimizes the impacts of transportation on the
8 environment and neighborhoods, respects
9 pedestrians and bicycle users and maximizes
10 investments in transits.

11 Global warming, the relentless
12 marches of urban sprawl, energy and security
13 and consumer sentiment demand that we make a
14 major shift in our region's transportation
15 investments towards high quality transit,
16 streets that are safe for pedestrians and
17 bicyclists and transit-oriented development in
18 mixed-use neighborhoods.

19 Simply put, business as usual
20 should no longer be an option.

21 Unfortunately, the District's
22 current Parking Regulations are business as

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1 usual of the worst kind and run contrary to
2 these policy goals. The current outdated
3 Parking Regulations and their minimums, which
4 are better suited to an automobile dependent
5 suburb of 1958 have considerably harmed the
6 District's urban fabric and are largely
7 responsible for our city's glut of cars and
8 the air pollution, visual pollution and noisy
9 and unpleasant neighborhoods.

10 The draft parking recommendations
11 from the Office of Planning represent the
12 sensible reform of these outdated regs. Four
13 key points in support of the draft parking
14 recommendations.

15 First, neighborhoods within
16 L'Enfant City, especially designated Historic
17 Districts, such as Capitol Hill, already
18 function largely along the lines of the draft
19 parking recommendations. Indeed, under
20 current Parking Regulations, it would be
21 illegal to construct the District's most
22 vibrant and best loved neighborhoods.

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1 Second, plentiful parking
2 encourages people to drive and robs
3 neighborhood retail corridors of customers and
4 vibrancy.

5 Third, parking requirements add
6 considerable expense to new housing and are a
7 major impediment to the creation of affordable
8 housing.

9 Fourth, the District's competitive
10 edge over its local competitors is its
11 urbanity and it is amenity rich in livable
12 communities. A mobility focused on
13 automobiles and parking has already eroded
14 much of this competitive advantage. The draft
15 recommendations will help reverse this
16 troubling trend.

17 Let me just give you two quick
18 anecdotes from my daily life. My office is on
19 the 1200 Block of H Street, N.W. One block
20 from Metro Center. This block, which is not
21 a very long block, has six curb cuts to access
22 parking garages and alleys and it creates a

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1 major hazard for pedestrians.

2 Why is there so much parking in a
3 location that is served by three subway lines
4 and dozens of bus lines? And second, at home,
5 I live on a residential block on Capitol Hill
6 that consists mostly of single-family row
7 homes, but includes two apartment buildings
8 of, approximately 8 to 12 units each.

9 Both buildings blend in nicely
10 with neighboring houses and while people who
11 do not need or cannot afford a three bedroom
12 house to live in a desirable, trend accessible
13 neighborhood. Neither building provides
14 parking for its residents. If they were built
15 today under current parking rules, each would
16 be forced to provide multiple off-street
17 parking spaces.

18 It would make no sense to build an
19 underground garage for such small buildings
20 and it certainly makes no sense to build a
21 surface parking lot in such a dense
22 neighborhood. Indeed, the surface parking

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1 lots that exist in my neighborhood are
2 terrible eyesores that detract considerably
3 from this otherwise fantastic urban fabric.

4 Thank you for this opportunity to
5 testify in support of the Office of Planning's
6 very sensible and much needed draft parking
7 recommendations.

8 CHAIRMAN HOOD: Okay. Thank you.
9 Colleagues, any questions? Chair Miller?

10 MS. MILLER: Mr. Petorsa, when you
11 say that every dwelling should have one
12 parking spot either on their property or on
13 the street, how do you envision the on-site
14 parking spot? I mean, the parking spot on the
15 street that they could rent it from the city
16 and it would be reserved for them or what do
17 you mean?

18 MR. PETORSA: I would -- what I
19 mean is that they would have a zone parking
20 permit and they would be able to park
21 somewhere in the neighborhood. It wouldn't be
22 a dedicated spot. Does that answer your

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1 question?

2 MS. MILLER: Yes. Thank you.

3 CHAIRMAN HOOD: Any other
4 questions? Okay. I want to thank this panel.
5 Okay. Next proponent, Alice Speck, Jeff
6 Speck, Ken Archer and Abby Hall. We're going
7 to begin with Alice Speck. Oh, okay. And you
8 know what, I have to apologize. I should have
9 called you earlier, actually before the
10 Council Members. I have to apologize. I
11 really do.

12 MS. SPECK: Can I start?

13 CHAIRMAN HOOD: Begin.

14 MS. SPECK: Okay. My name is
15 Alice Speck. I am a D.C. Ward 1 resident and
16 a new mom who finds it more convenient not
17 owning a car. I have nothing against cars,
18 car ownership or car owners. But it so
19 happens that life in the city, at least in my
20 neighborhood, is easier without the cost of a
21 car, the cost of car ownership and the other
22 burdens that it presents.

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1 My husband, Jeff, and I live in
2 the U Street neighborhood, which is well-
3 served by both buses and Metro. For more
4 distant trips and major grocery shopping
5 outings, I use Zipcar, which is truly a
6 Godsend and eliminates any excuse I would have
7 to go out and buy my own vehicle.

8 We literally have 20 Zipcars
9 within a 10 minute walk of our house. We
10 thought that having a baby might change our
11 feelings about the need for car ownership, but
12 it has only resulted in a little more Zipcar
13 use. We have chosen doctors, pharmacies and
14 other services based on their accessibility
15 via Metro.

16 If you multiply our situation by
17 the number of families in the District, you
18 can see how encouraging transit use and
19 walking over driving and parking results and
20 residents spending more time, more of their
21 money locally to benefit D.C.'s businesses and
22 tax base.

1 And of course, not owning a car
2 has allowed us to invest more money in our
3 home, our garden and in the many restaurants
4 and stores in our neighborhood. Other
5 people's car payments are our disposable
6 income. I can speak personally about the
7 burden imposed by D.C.'s current suburban
8 style parking requirements.

9 When my husband and I designed our
10 house for an empty lot on Florida Avenue, we
11 had to petition the Zoning Board of Appeals to
12 waive the requirement that we provide an off-
13 street parking space on our tiny 500 square
14 foot building lot. This lot was in a block of
15 two dozen historic homes, not one of which has
16 an off-street parking space.

17 The existing City Code required us
18 to remove a historic granite curb and
19 eliminate public on-street parking space in
20 order to create our own private parking space.
21 You can understand that we didn't want to do
22 this. Luckily our petition was successful,

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1 but our decision to go before the Board, the
2 Board of Zoning Appeals, delayed the
3 construction of our new house by nine months.

4 Not all people who want to build
5 houses in the city have the patience,
6 resources or the desire to wait nine months to
7 waive this anti-urban, anti-transit and anti-
8 pedestrian on-site parking requirement.

9 Our neighborhood has its share of
10 new houses that following the rules have
11 blighted the historic streetscape of driveways
12 -- with driveways and garage doors. We can
13 argue about whether such incompatible
14 construction should be legal. All I'm saying
15 is that it shouldn't be required. Thank you.

16 CHAIRMAN HOOD: Thank you very
17 much, Mrs. Speck. Jeff Speck?

18 MR. SPECK: It's a tough act to
19 follow. Good evening, Commissioners, I'm Jeff
20 Speck. I also live at 990 Florida Avenue in
21 the District. I'm a certified city planner at
22 AICP. I have spoken before this Commission

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1 before a few years ago when I was an expert
2 witness on the topic of Foreign Based Codes,
3 a concept that I am encouraged to see has
4 become more popular in recent years, thanks in
5 no small part to the enlightened leadership of
6 Harriet Tregoning in the Planning Department.

7 I was until a year ago the
8 Director of Design at the National Endowment
9 for the Arts where I oversaw the Mayor's
10 Institute on City Design and I spent a lot of
11 time talking to Mayors about this very issue,
12 among many others.

13 Currently, I am a private city
14 planner. My clients include the cities of
15 Charleston, South Carolina and Grand Rapids.
16 And I also work for private developers who,
17 believe me, know enough to ask for the parking
18 that they require.

19 As someone who does this for a
20 living, it's actually rare for me to do this
21 as a citizen in my own community. I found
22 that most clients typically value planner's

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1 advice in direct proportion to how much they
2 pay for it and I'm hoping that is not the case
3 tonight.

4 I'm hoping to talk big picture to
5 you. You know the details. Many other people
6 can speak to these issues better than I can.
7 The specifics of the issues. The studies have
8 been done. The experts have weighed in. Your
9 own professional staff has made its proposals
10 and now you are being asked to act.

11 As I used to do with many of the
12 big city Mayors I have advised, I find it's
13 always useful to return to fundamental
14 principles of planning. These are principles
15 tested and proven over time.

16 So in one minute, here are some
17 planning principles. Most of you already know
18 these, but it's a convenient time to repeat
19 them. The more parking you provide or require
20 to be provided, the less residents will choose
21 to walk. The more parking you provide or
22 require to be provided, the less residents

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1 will choose to take transit.

2 The more parking you require, the
3 more you will, in fact, devalue investments
4 you have made in transit. The more parking
5 you require, the dirtier air you will have and
6 the more asthma your citizens will have. The
7 more parking you require, the more child
8 obesity and early onset diabetes you will
9 have.

10 The more parking you require, the
11 more difficult it will be to build affordable
12 and attainable housing at a cost where it can
13 be afforded by its target audience. The more
14 parking you require, the more difficult you
15 would make it for the city to meet its
16 obligations regarding limiting contributions
17 to climate change and dependence on foreign
18 oil.

19 I could go on and on and tell you
20 more things you already know, more facts. I
21 will take the liberty of ending with a more
22 personal statement. World class cities, the

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1 cities that people choose to visit on vacation
2 when they can be anywhere in the planet, these
3 world class cities do not have minimum parking
4 requirements.

5 It is remarkable that Washington,
6 D.C. has become the great success and the
7 great destination that it is in spite of its
8 suburban style, distinctly not world class
9 parking requirements. It is with great
10 excitement and even joy as a D.C. citizen,
11 D.C. resident and D.C. worker to imagine how
12 great this city could be if this body has the
13 courage to enact this measure and others like
14 it. Thank you for your time.

15 CHAIRMAN HOOD: Thank you both.
16 And let me stop and ask my colleagues now, do
17 we have any questions of Alice and Jeff Speck?

18 VICE CHAIRMAN JEFFRIES: Other
19 than just how's the house?

20 MR. SPECK: It's great. You have
21 to come see it.

22 VICE CHAIRMAN JEFFRIES: Yeah, I

1 pass it all the time. I'm your neighbor.

2 MR. SPECK: Knock on the door and
3 we'll give you a tour.

4 VICE CHAIRMAN JEFFRIES: Okay.

5 CHAIRMAN HOOD: Any --
6 Commissioner May?

7 COMMISSIONER MAY: A question.
8 Thanks and I always knew parking was the root
9 of all evil. The -- no, the question I had
10 was you used the term world class cities
11 which, by the way, I hate the term, but I get
12 the idea. So what other cities are you
13 talking about that don't have minimums?

14 MR. SPECK: Well, Venice doesn't
15 even have a Gondola parking minimum.

16 COMMISSIONER MAY: Thank you very
17 much.

18 MR. SPECK: But I was thinking of
19 cities like Rome and Florence and I know Italy
20 well, New York, of course. I know that -- and
21 frankly, my -- I have worked in even cities
22 like Jersey City that have eliminated their

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1 parking requirements and replaced them with
2 parking maximums. I think Harriet can
3 probably name others.

4 COMMISSIONER MAY: That would be
5 useful to know.

6 MR. SPECK: The -- is it submitted
7 in the -- it has been submitted in the report.

8 COMMISSIONER MAY: Okay. All
9 right. Thanks.

10 CHAIRMAN HOOD: Okay. Good. And
11 we're not trying to get you out of here, but
12 I know you may want to go on home a little
13 earlier. Again, we apologize for that
14 oversight earlier. Thank you both.

15 Okay. Next, Mr. Archer, and I
16 appreciate your indulgence. Ken Archer.

17 MR. ARCHER: I would like to
18 express my strong support for the proposed
19 Parking Regulations. I have chosen to live in
20 Georgetown, because it is attractive, walkable
21 and it is possible to make all of our trips
22 without driving.

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1 My wife and I walk or ride the bus
2 for all of our shopping and entertainment and
3 take the bus to work. In this October when
4 our first child is born, we will bring him
5 home on the D6 Bus from Sibley Hospital to
6 Georgetown.

7 We're not alone in this.
8 Georgetown is increasingly made up of young
9 families looking for the attractive and
10 walkable character that is, unfortunately,
11 only available to those who can afford to live
12 in one of the few neighborhoods built before
13 parking minimums were imposed in 1958.

14 Since the 1958 parking minimums
15 effectively made neighborhoods like Georgetown
16 illegal, newer neighborhoods developed since
17 then have been unable to provide the benefits
18 that draw people to this city, ensure long
19 commitment to neighborhoods and thus ensure
20 the stable property values we enjoy in
21 Georgetown.

22 Given the many benefits that my

1 neighborhood offers, because our space is not
2 consumed by large amounts of parking, I
3 wholeheartedly support the proposals to remove
4 parking minimum requirements from residential
5 and most forms of commercial development and
6 enact parking maximums.

7 1958 parking minimums not only
8 turned people away from the city by making
9 future Georgetowns, Dupont Circles and
10 Kaloramas illegal, they turn away even more
11 people from the city because of contribution
12 of residential parking minimums to the lack of
13 affordable housing in D.C.

14 D.C.'s one parking spot for
15 apartment or condo policy adds 10 to 20
16 percent to the cost of housing. Such
17 artificial rent inflation and mortgage
18 inflation hits the people who need to save
19 money by living in non-car dependent
20 neighborhoods the most.

21 There are few actions that would
22 show the commitment of the D.C. Government to

1 affordable housing more than by rejecting
2 residential parking minimums and enacting
3 residential parking maximums.

4 Continuation of the 1958 parking
5 minimums will not only continue to make
6 walkable attractive neighborhoods illegal and
7 out of reach to most residents, it would also
8 lead to the erosion of the historic
9 neighborhoods that we have left in D.C. by
10 forcing infill of surface parking into our
11 neighborhoods.

12 My wife and I plan on taking our
13 children on long walks throughout Georgetown
14 and neighboring areas as we have done for 10
15 years in this city. If D.C. policies
16 increasingly turn those walks into walks
17 across curb cuts and surface parking lots
18 requiring even more dodging of cars and
19 crosswalks, then we will see that D.C. doesn't
20 want our family and others like us here.

21 Some residents and some of my
22 Georgetown neighbors are worried that adoption

1 of the parking recommendations of the Office
2 of Planning will move more parking into our
3 neighborhoods. This is a reasonable concern,
4 but ultimately an unnecessary one, because
5 free or cheap parking always leads to more
6 traffic not less.

7 Furthermore, not addressed in this
8 recommendation is the need for parking meters
9 in the neighborhoods, exempt for zone
10 residents, so that neighborhood parking is no
11 longer free. I fully support meters on my
12 street one block off Wisconsin Avenue and many
13 of my neighbors would as well.

14 Eliminating parking minimums is
15 not about privileging walkers, bikers and
16 transit riders over cars. It's about
17 privileging people by allowing the largest
18 number of people possible to enjoy attractive
19 residential and commercial options that one
20 only finds in the city.

21 How people choose to access our
22 city neighborhoods is a choice not a given.

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1 Increasingly, of course, we see people
2 choosing to take forms of transportation other
3 than driving.

4 CHAIRMAN HOOD: Thank you very
5 much.

6 MR. ARCHER: Thanks.

7 CHAIRMAN HOOD: Good timing. Abby
8 Hall?

9 MS. HALL: Thank you. My name is
10 Abby Hall. I'm a resident of Ward 4. I want
11 to thank the Commission for the opportunity to
12 share my thoughts on why I'm in support of the
13 recommended changes to the Zoning Code.

14 There are a lot of reasons. I'll
15 just talk about a few here. One right off the
16 top, a lot of people have already talked about
17 implications for traffic reduction. I work
18 downtown and I bike 4 miles every day to work.
19 And for that personal reason, I would be happy
20 to see fewer cars on the road that we know
21 would be correlated with fewer spaces for
22 those cars to park in.

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1 But beyond that, just sort of
2 discouraging auto dependence and incentivising
3 the use of our existing wonderful transit
4 system and the investments that the city has
5 already made is an important part of these
6 recommendations.

7 In addition to all of the forms of
8 transportation demand management, like shared
9 parking and things that companies and
10 businesses can already do, like providing
11 transit subsidies to reduce the incentive
12 basically to drive a car. As a lot of people
13 have talked about, people have the choice.
14 And we have wonderful transit in this city and
15 we should make that a better choice for people
16 by making parking a harder choice or by
17 driving a harder choice.

18 The recommendations, I think, also
19 have great implications to make this a more
20 walkable and pedestrian friendly city,
21 recommendations about alley access to parking,
22 providing that in the rear and the side, I

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1 think, are important and I appreciate the
2 thoughtfulness of the Office of Planning in
3 including those details in the
4 recommendations.

5 Again, I'm a biker. I don't have
6 a car. I think the bus is sort of slow from
7 my house and it's often full, which is a good
8 thing, but parking is the most efficient and
9 certainly the cheapest way for me to get
10 around the city. So I especially appreciate
11 the bike parking recommendations.

12 A lot of people I work with and I
13 know think I'm either crazy for biking or they
14 are somewhat envious that I do bike every day,
15 but say that they would never do it. One,
16 because they find that it is unsafe. And they
17 also think in the hot summer, you know, they
18 want to shower, they don't want to bike around
19 and it's sort of disgusting.

20 So some of these -- you know,
21 people need intangible incentives to bike.
22 And Government requirements really help get at

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1 that. And bike parking is big part of it.

2 There are a lot of ads around D.C.
3 I have noticed recently in the bus stalls for
4 biking. And I think that these changes to the
5 parking requirements will sort of go in
6 concert with the recommendations that the
7 Government is already making that people get
8 on a bike.

9 And one last issue that was
10 mentioned briefly earlier are the implications
11 of these changes for the health of our rivers.
12 There are clear links between impervious
13 surfaces and storm water runoff. By limiting
14 the number of new surface parking spaces that
15 we add to the city will decrease
16 imperviousness, which will result in less
17 runoff and less combined sewer overflows and
18 improved water quality overall for the
19 Anacostia River, Potomac River and Rock Creek.

20 I suggest the sustainability work
21 group seriously consider inclusion of
22 standards for landscaping and parking lots

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1 that be functional storm water management
2 landscaping features as well as considerations
3 for pervious parking or pervious pavement
4 materials.

5 CHAIRMAN HOOD: Okay. Thank you.

6 MS. HALL: Thank you.

7 CHAIRMAN HOOD: Thank you both.

8 Let's see if we have any questions for you.

9 Okay. Thank you both for your testimony.

10 Okay. Lindsley Williams and Mr. Sher is a
11 little different from Mr. Crews. He is on the
12 proponent side with a few opposites, so I'm
13 going to call Mr. Sher.

14 You've been around a while, Mr.
15 Sher, so you knew which side to get on, so you
16 can come forward. Paul Tummonds and
17 Christopher Zieman. We could start with
18 Lindsley Williams.

19 MR. WILLIAMS: Good evening, Mr.
20 Chairman, Members of the Commission, good
21 evening, Ms. Miller, good evening to the
22 Office of Planning, Department of

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1 Transportation, leaders, all OZ staff. I'm
2 here tonight to testify on the parking
3 requirements that are the subject of this
4 evening's discussion.

5 I have reviewed both the concept
6 report and the Notice of Hearing. I came down
7 in part to give you my views, but also to
8 listen to views that others were expressing.
9 This leads to a comment I have about the
10 process, but I want to pause at this point to
11 just say how much I appreciated the opening
12 remarks of both Ms. Tregoning and Ricks to
13 sort of set the context for why we are here
14 and what we are trying to achieve.

15 You have me correctly noted as
16 being a person that is in support of this
17 process and where it is heading. And I offer
18 that sort of endorsement. At the same time,
19 if we thought of this as a racetrack, I'm
20 going to be waiving a yellow flag. And the
21 reason is that I think it is heading in the
22 right direction, but I have some serious

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1 concerns which I have tried to identify in the
2 remarks that I have provided to you.

3 Now, my process suggestion, so
4 that I don't have to run out of time is, Mr.
5 Chairman, that you ask OP and DDOT to provide
6 you with their further calibrations they
7 talked about, some adjustments in their
8 recommendations, in a defined time frame. And
9 I'm hoping that defined time frame will
10 loosely coincide to what staff can tell you
11 will be the time it takes to produce the
12 transcript for the hearing that can be posted
13 on the website.

14 Then what I would like to do is to
15 be given the opportunity, and I think many of
16 the others here would like it, to be able to
17 offer further comments that could come into
18 you in writing only, so that we can basically
19 all have the benefit of the entire width of
20 the conversation and provide you an additional
21 set of views.

22 I hope that that could be done. I

1 don't know what the exact timing would be, but
2 I think it means keeping the record open for
3 a month or so.

4 Now, as to the context of the
5 case, it flows out of the existing '58
6 Amendment Regulation, those were amended in
7 '84. I had something to do with that when I
8 was in another capacity. We have the Comp
9 Plan Amendments of 2006 and the Zoning Update
10 process.

11 I see the goals and directions as
12 ones being provided by the Comp Plan partly
13 mentioned by Ms. Tregoning and Mr. Parker, but
14 I summarize as location, location, location,
15 use, use and use, density, intensity,
16 propensity or the obverse of that and form,
17 form and form, high and thick, low and thin
18 and in between.

19 Parking and loading that turn out
20 to be need by that, not required, needed are
21 byproducts of what is or comes to be
22 established in that form in the context of

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1 what is going on in the city around it. How
2 big, how much communication, capacity is how
3 much transportation capacity, what is the
4 presence or availability of Zipcars,
5 sidewalks, the absence of them, all these
6 kinds of things.

7 Parking to me should flow out of
8 what is decided for the overall urban form
9 that is to be taken by the decisions of other
10 parts of this and it should be then studied
11 and flow. Essentially --

12 CHAIRMAN HOOD: Mr. Williams, we
13 have your testimony, believe me. We have your
14 testimony.

15 MR. WILLIAMS: Bingo.

16 CHAIRMAN HOOD: Thank you. Mr.
17 Sher?

18 MR. SHER: Mr. Chairman, Members
19 of the Commission, Ms. Miller, my name is
20 Steven E. Sher, the Director of Zoning and
21 Land Use Services with the Law Firm of Holland
22 and Knight. I'm good and I'm fast, but I

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1 can't get it all in in five minutes, so I'm
2 going to ask you, please, to look at what I
3 have submitted to you.

4 What you have before you is
5 annotated in colors, color copy award today.
6 And what is in red are essentially the
7 comments that I have made on the proposal that
8 you have before you as enunciated by,
9 principally by, the Office of Planning in its
10 July report, but also as is set forth in the
11 Notice of Hearing, which goes back to June.

12 I would like to hit some very
13 specific points and then jump to the
14 conclusions at the end. We are generally
15 supportive of letting the market determine how
16 much parking is provided. Parking is
17 generally expensive to provide and most of it
18 was more than what they need to build, but
19 they also have to be able to build enough to
20 satisfy what they perceive the market demand
21 to be.

22 A point that I don't think has

1 been brought up before, changing the parking
2 for non-residential uses in residential areas
3 to a square footage based standard from number
4 of seats, number of teachers, or other unit of
5 measurement is something that I don't believe
6 has been adequately studied.

7 I don't know whether that means
8 you are going to wind up with more parking or
9 less parking. You had the example of the
10 Sibley Hospital thing which suggested it be a
11 lot less parking required than what was
12 otherwise provided, but I think you need to
13 look at that in terms of square footage versus
14 other unit of measurement.

15 It's impossible to evaluate the
16 maximum question without knowing what areas
17 are going to be subject and what the maximums
18 are. If I'm allowed one space or a million
19 spaces, it makes a big -- a great deal of
20 difference and I can't sit here and tell you
21 how I feel about that until I know what the
22 specific proposal is.

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1 The question or the proposal to
2 require Zipcar, car-sharing spaces in parking
3 areas of a certain size, you want to exempt
4 residential parking garages or parking areas
5 from that limitation. You have had any number
6 of cases where we have talked about the
7 security concerns of having a secure garage in
8 the basement of an apartment house and
9 requiring them to put a Zipcar space in there
10 and that's a problem.

11 In terms of one thing that appears
12 in a couple of places, you really ought to
13 look at making sure that the regulations do
14 not preclude the use of mechanical or other
15 types of parking arrangements, lifts,
16 elevators or what have you. I don't think the
17 regulations have made it clear as to, for
18 example, accessibility or size of spaces.

19 We had one case where the system--
20 the pallet that the car went on wasn't 19 feet
21 long. It was 18.5 feet long. We had to come
22 in and get relief for that. So you just need

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1 to think about that in the overall scheme.
2 Even though I know the number is going down to
3 18, what if it's 17.5?

4 The question of parking for
5 bicycles. One other thought that you should
6 be -- have in your mind here is that the
7 Council has enacted legislation earlier this
8 year, effective February 2008, requiring
9 bicycle parking. And you need to look at that
10 set of requirements versus the set of
11 requirements that you have got here. I think
12 these are generally more restrictive, but
13 you've got two different sets of requirements
14 and God help us, I don't want to talk about
15 height, but why do we have to have two
16 different sets of requirements?

17 In terms of conclusions, the
18 details of much of what is proposed aren't
19 known, so it's therefore hard for us to
20 comment on the specifics of some of these
21 things. There are a lot of changes proposed
22 in the Notice of Hearing which we have been

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1 told is not the focus of this hearing. You're
2 talking conceptual, not detail, but you've got
3 to give that closer scrutiny and attention
4 when you ultimately get to trying to figure
5 out how the rubber meets the road. Probably
6 a bad analogy, given the subject.

7 The changes which decrease
8 requirements and add greater flexibility to go
9 out and provide less parking or to it in more
10 creative ways are generally good things. The
11 reverse is also true. Changes which increase
12 requirements and provide less flexibility are
13 generally not good things.

14 The delegation of authority to
15 DDOT without guidance or standards is
16 problematic. If delegation is retained, the
17 Zoning Amendment should not take effect until
18 DDOT has adopted rules that may clear to the
19 public how the Zoning Regulations are going to
20 be applied to the extent that DDOT is going to
21 apply them.

22 The notion of not fixing things

1 which are not broken should be adhered to.
2 There are things which are not justified and
3 which seem to be changed for the sake of
4 change or perhaps because other jurisdictions
5 do them and therefore the District should
6 also. And I'm a little bit concerned about
7 that.

8 And lastly, the reliance upon best
9 practices studies needs to be tempered by
10 whether these are truly best practices or
11 whether they are predominant practices which
12 may or may not be better than what we have in
13 our current regulations now.

14 CHAIRMAN HOOD: Thank you, Mr.
15 Sher.

16 MR. SHER: Thank you very much.

17 CHAIRMAN HOOD: Thank you.

18 MR. SHER: Well, that was pretty
19 good.

20 CHAIRMAN HOOD: Okay. Mr.

21 Tummonds? Paul Tummonds?

22 MR. TUMMONDS: Good evening, Mr.

1 Chairman, Members of the Commission,
2 Chairperson Miller, I'm Paul Tummonds a Zoning
3 and Land Use attorney with Pillsbury Winthrop
4 Shaw Pittman.

5 I'm also here this evening in my
6 capacity as DCBIA's representative on the
7 Comprehensive Zoning Regulations Rewrite Task
8 Force. DCBIA supports the general policies of
9 removing minimum parking requirements,
10 encouraging shared parking, the creation of in
11 loop fees related to provision of parking
12 spaces, establishing clearly articulated
13 bicycle parking requirements and incorporation
14 of parking spaces for car-sharing companies
15 within new developments.

16 As noted in the Office of
17 Planning's report and discussed here this
18 evening, the maximum limits on the amount of
19 parking spaces that may be provided in a
20 project will be discussed during each of the
21 working group processes for the various
22 individual land use categories.

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1 The Zoning Commission will need to
2 provide a great amount of scrutiny to the
3 recommendations of these working groups in
4 order to help ensure that all of the
5 developments are able to provide an
6 appropriate amount of parking spaces to
7 satisfy market demand as well as achieve the
8 goals of creating truly transit-oriented
9 developments.

10 In regard to specific proposals in
11 the OP report, we agree with OP's proposal to
12 change the calculation for minimum parking
13 requirements to a square footage basis, rather
14 than one based on number of employees, staff
15 or some other measurement -- means of
16 measurement.

17 On the Task Force, we continually
18 talk about how we are seeking to satisfy the
19 Comprehensive Plan's goals of creating Zoning
20 Regulations that provide greater clarity and
21 ease of understanding and interpretation.
22 Calculation of a minimum parking requirement

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1 based solely on the square footage of that
2 use, whatever that use may be, will help
3 achieve those goals.

4 We also believe that the amount of
5 parking spaces that are required for colleges
6 and universities should be addressed solely
7 through the Campus Plan process. This is a
8 process that we are discussing in the current
9 institutional working group. The Campus Plan
10 process is better suited to address issues
11 related to parking provided on campus and
12 related impacts on the surrounding
13 neighborhoods.

14 In fact, the Zoning Commission's
15 ability to have that flexibility to review
16 parking requirements right now for campus as
17 a whole has allowed the Zoning Commission to
18 adopt some of the policies sought through this
19 revised Zoning Requirement we're talking about
20 now, mainly a maximum number of parking
21 spaces.

22 The Georgetown University Campus

1 Plan currently has a parking cap. And I think
2 that it does work to address off-campus
3 parking-related issues in the Georgetown
4 neighborhood.

5 That's it. Thank you for the
6 opportunity to listen to my issues and I'm
7 here to answer any questions you may have.

8 CHAIRMAN HOOD: All right. Thank
9 you very much. Mr. Zieman?

10 MR. ZIEMAN: Thank you. My name
11 is Christopher Zieman. I am a resident of the
12 Parkview neighborhood and, just by the way, I
13 also bike and use transit and don't own a car.

14 VICE CHAIRMAN JEFFRIES: Where is
15 the Parkview neighborhood?

16 MR. ZIEMAN: Parkview
17 neighborhood? It's in Ward 1 next to the
18 Armed Forces Retirement Home between the Armed
19 Forces Retirement Home and Georgia Avenue.
20 Okay. And I support OP's recommendations on
21 the parking revisions.

22 Now, listening to everybody before

1 me, I was trying to come up with things that
2 nobody else had said before, which is rather
3 difficult. But a few things that kind of came
4 to my mind is that parking price and parking
5 supply, everybody attributes to parking, but
6 it's actually the most important factor in
7 whether or not somebody will choose to drive
8 or take transit or some other mode.

9 Now, that being said, our region
10 is growing and D.C. is, obviously,
11 geographically restricted by Maryland and
12 Virginia, so we need to think about how we are
13 going to use space and how people are going to
14 get around. Now, with the average car
15 ridership being 1.1 persons, cars, obviously,
16 take up a lot of space per person.

17 Now, when we think of our region
18 growing, a lot of these new residents are
19 going to want to drive, but a lot of them also
20 won't want to drive. Now, D.C. has the
21 advantage of being an authentic urban city and
22 having an authentic urban feel, based on the

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1 density of walking, and this advantage will
2 attract and does attract many of those who
3 wish to live without having to drive, as you
4 have already heard tonight.

5 Now, in addition, I think a topic
6 that has escaped this debate is other impacts
7 of parking. For example, environmental. In
8 D.C. there is very little industry. For
9 example, this is, obviously, no Gary, Indiana.
10 But we are still at a non-attainment zone for
11 -- non-attainment for ozone. Now, air
12 pollution might improve with better fuel
13 efficiency of cars, but this hasn't happened
14 yet compared to the 1950s.

15 It also ignores other effects like
16 water pollution. For example, all the
17 pollution that drifts off of engines and tires
18 that gets washed into our rivers without
19 filtration. It also ignores the 26 pedestrian
20 fatalities last year. It ignores the impact
21 on neighborhoods where developers have to
22 sacrifice building amenities to construct the

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1 parking that is required, that they don't
2 necessarily need.

3 It also ignores the space that is
4 taken up for extra lanes on roads instead of
5 creating outdoor seating or parks.

6 So revising the Zoning Code has OP
7 and DDOT recommend, obviously, won't solve
8 these problems overnight, but it will set us
9 up to prevent us from making the same mistakes
10 that we have been making for the past 50
11 years. And by the way, a few other cities in
12 America that have already chosen to eliminate
13 parking minimums are San Francisco, Portland,
14 Oregon, New York City, obviously, and downtown
15 Milwaukee, Wisconsin.

16 CHAIRMAN HOOD: Thank you very
17 much. Colleagues, any questions?

18 MS. MILLER: I have one.

19 CHAIRMAN HOOD: Chair Miller?

20 MS. MILLER: For Mr. Tummonds. I
21 want to know why you think it's preferable to
22 calculate minimum parking requirements to

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1 square footage rather than number of
2 employees/staff or other means of measurement?

3 MR. TUMMONDS: Right. You know,
4 you as the Chairperson of the BZA have seen
5 many cases that come through and mostly they
6 are the cases that are school cases where
7 parking is based on, you know, two spaces for
8 every three teachers or if you have a
9 gymnasium of X number of seats. That -- I
10 think, a lot of the we hear from the community
11 is like I don't know what you are -- how many
12 parking spaces you are supposed to have,
13 because I don't know how many teachers you
14 have.

15 I don't know how many seats you
16 have in your gymnasium. You know, once we
17 establish what is an appropriate amount for a
18 school, you have to provide X number of spaces
19 for a school of 100,000 square feet, I think
20 that that provides the measure of clarity,
21 ease of understanding that will allow the
22 school to determine what that is, so then they

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1 don't have to go through the basis of well, I
2 had -- is it full-time teachers? Is it part-
3 time teachers? They don't overlap.

4 And then the community can say I
5 know how many parking spaces you are supposed
6 to have and you either have it or you don't
7 have it.

8 MS. MILLER: Okay. Thank you.

9 CHAIRMAN HOOD: I just wanted to
10 add that I think that Mr. Williams brought up
11 some points and I'll ask staff and Office of
12 Planning to be thinking about this towards the
13 end and we're going to probably try to see
14 what next steps and how we're going to move
15 once we get the text. But we need to come up
16 with a time frame. We need to ask that, how
17 long until we get a transcript and how long
18 we're going to leave the record open.

19 I'm sure my colleagues have had
20 questions all night we have not to some degree
21 asked and there's some other stuff that we
22 need to flesh out. But we need to figure out

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1 and I just want both sides to be thinking that
2 as we move forward, because I'm sure -- I
3 don't know if we need another hearing, whether
4 we do it as a meeting.

5 Those are the things that I want
6 us to nail down once we hear from the public.
7 Okay. Any other questions of this panel?
8 Thank you very much for your testimony.

9 Steven Jones, Sam Feldman, Heather
10 Whitlow and Glen Harrison. Okay. Do we have
11 Steven Jones at the table? Okay. Mr. Jones,
12 you may begin.

13 MR. JONES: Good evening, Chair
14 Hood, Chair Miller and the Members of the
15 Commission. Thank you for this opportunity to
16 testify on this important issue. My name is
17 Steve Jones and I think I'm the only one so
18 far that has identified themselves as a native
19 Washingtonian. So I was born here and lived
20 here all my life.

21 I currently live in Foggy Bottom/
22 West End. And I'm speaking tonight in an

1 individual capacity, but it reflects years of
2 experience working with developers and
3 financiers of real estate, as well as a member
4 of the Comprehensive Plan Task Force.

5 Recently, I have been working with
6 a group to help develop underwriting standards
7 on -- to value the effect of green building
8 practices. A lot of people have spoken to
9 some of the things I wanted to mention
10 tonight, but primarily I wanted to speak about
11 the elimination of the parking minimums.

12 I think they are an efficient and
13 an effective way of determining parking
14 requirements. I think the market will do a
15 much better job of determining what the
16 minimum parking needs are. A developer will
17 have problems getting financing if he does not
18 meet, he or she, the parking demand, because
19 it represents both an enhancement for tenants
20 and potential buyers, but also could represent
21 a source of revenue for the project.

22 So I think the market will do a

1 very good job of determining what minimum
2 parking requirements there are.

3 In terms of the effectiveness of
4 minimum standards, I think one of the things
5 that minimum parking requirements don't take
6 into account is the conversion of the use of
7 a space. So for example, in a neighborhood
8 like Mount Pleasant, you have people who have
9 garages that have been converted to storage
10 space or accessory apartments or work shops
11 and their cars are sitting on the streets.

12 So the spill over effect that we
13 were trying to deal with is also impacted by
14 how people who have met the requirements are
15 using the space. So the standards address the
16 creation of space. They don't address the use
17 of the space.

18 So therefore, I am supporting the
19 elimination of the minimum parking
20 requirements.

21 The other thing I would like to
22 say is that with regard to that, I personally

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1 had to deal with unbundled and bundled parking
2 spaces. And when I was presented with a
3 \$45,000 price for a parking space in downtown
4 D.C., I did a lot of thinking about my need
5 for a parking space. Whereas, when it was
6 bundled into the purchase price of the
7 condominium, there was less thought on my part
8 around whether or not I needed a parking
9 space.

10 And finally, in some ways I don't
11 think the Office of Planning has gone far
12 enough. For the last 50 years, we have been
13 pretty aggressive about supporting automobile
14 use and subsidizing its use. I think we can
15 be equally as aggressive in supporting transit
16 access.

17 In talking with a senior executive
18 at a major brokerage firm, he has identified
19 that his investors are really very interested
20 in public -- access to public transit in the
21 buildings they are investing and purchasing.
22 Thank you for the opportunity to testify.

1 CHAIRMAN HOOD: Okay. Thank you.
2 If you can just hold your seat, we may have
3 some questions. Sam Feldman? Sam Feldman?
4 Okay. That's who is not here. Okay. Heather
5 Whitlow?

6 MS. WHITLOW: Okay. Good evening,
7 Members of the Commission. My name is Heather
8 Whitlow. I'm the Director of Planning and
9 Design at Casey Trees, a nonprofit here in the
10 District to restore, enhance and protect the
11 tree canopy. Thank you for the opportunity to
12 testify.

13 According to data compiled by the
14 D.C. Office of the Chief Technology Officer,
15 there are more than 8,100 surface parking lots
16 in the District. Together these lots occupy
17 2,100 acres or 5 percent of the land area of
18 the city.

19 While parking is a necessary
20 aspect of the urban environment, surface
21 parking lots generate over 2 billion gallons
22 of storm water runoff every year, exacerbate

1 the urban heat island phenomenon, contribute
2 to poor air quality and add little to the
3 fabric of our communities.

4 Recommendations to eliminate
5 parking minimums and establish parking
6 maximums will help ensure that we do not over
7 build these surface parking lots.

8 Particularly in areas where we have made the
9 investment in alternative forms of
10 transportation.

11 We applaud the Office of Planning
12 and the parking working groups' decision to
13 take this important step. But a necessary and
14 complimentary piece of creating livable and
15 sustainable neighborhoods is changing how
16 surface parking lots are designed. As we all
17 know, land is at a premium in the District, so
18 we need to promote site designs that are
19 functional, attractive and environmentally
20 sound.

21 To this end, the D.C.
22 Comprehensive Plan specifically recommends

1 encouraging the use of shade trees and
2 landscaping in surface parking lots.
3 Currently, Zoning Regulations require that
4 landscaping with trees and shrubs cover a
5 minimum of 5 percent of the total area of the
6 parking lot.

7 The regulations do not
8 specifically require trees nor do they provide
9 guidance to ensure that the trees planted will
10 survive and thrive. The result is that only
11 7 percent of our 2,100 acres of surface
12 parking are shaded by trees.

13 Trees and greenery are key
14 components of safe walkable neighborhoods that
15 we strive to create. Trees shade, add beauty,
16 provide habitat, increase the value of
17 properties and businesses and clean our air
18 and water. Trees in parking lots serve to
19 mitigate some of the negative effects of the
20 paved surface.

21 In the summer surface temperatures
22 on unshaded asphalt can reach over 120 degrees

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1 fahrenheit. The hot pavement transfers heat
2 to the air that flows over it causing air
3 temperatures in and around parking lots to be
4 20 degrees fahrenheit hotter than surrounding
5 areas.

6 Trees can reduce this effect by
7 providing shade and cooling the air through
8 evapotranspiration. Reducing parking lot
9 surface temperatures also has the added
10 benefit of prolonging the life of the pavement
11 which reduces maintenance costs.

12 Air quality also suffers as a
13 result of the heat buildup from our parking
14 lots. On warm days, gasoline evaporates from
15 cars parked in the sun and these vapors
16 combined with other air pollutants produce
17 ozone or smog, the pollutant that has been
18 responsible for 10 code orange days and three
19 code red days so far this summer.

20 Not only do trees reduce
21 temperatures, which helps to limit the
22 formation of smog, but they also directly

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1 remove pollution from the air. Tree canopy
2 overhanging parking lots also slows and
3 captures rainfall reducing the amount of
4 runoff that contributes to flooding and
5 carries pollutants like oil, sewage and trash
6 into our rivers.

7 Trees can also be included in
8 areas of vegetation that are specifically
9 designed to manage storm water, like the
10 bioretention areas at the old Convention
11 Center site downtown.

12 Casey Trees applauds the Office of
13 Planning's efforts to update the parking lot
14 landscape regulations to include a requirement
15 for trees, including the regulations on par
16 with those of cities like Chicago, Atlanta,
17 Sacramento and Portland.

18 Atlanta requires one tree for
19 every eight parking spaces. Portland requires
20 one large tree for every four. Sacramento
21 requires 30 to 50 percent of the lot to be
22 shaded by tree canopy, depending on the lot

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1 size.

2 We are committed to working with
3 the Office of Planning and with the Zoning
4 Commission to determine a reasonable tree
5 requirement for Washington, D.C. The parking
6 policy recommendations include much needed
7 provisions to ensure that trees have adequate
8 protection to survive the harsh conditions
9 found in parking lots.

10 These include requiring a minimum
11 size for newly planted trees and providing a
12 minimum setback from curbs and wheel stops to
13 reduce damage from vehicles. The
14 recommendations also set a minimum volume of
15 soil required for each tree. This helps
16 ensure that trees can endure the heat and will
17 yield larger healthier trees because the
18 ultimate size and longevity of trees is
19 directly dependent on the amount of soil that
20 tree roots can access.

21 Again, I just wanted to reiterate
22 that Casey Trees is committed to working with

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1 the Office of Planning and the Zoning
2 Commission to develop Parking Regulations that
3 include a reasonable tree requirement and
4 ensure the trees have adequate space and
5 protection to grow.

6 It will be important to draft Tree
7 and Landscape Regulations that compliment one
8 another and fit well with the District
9 Department of Environment's new Storm Water
10 Regulations that are forthcoming.

11 We also recognize that requiring
12 too much landscape could result in an increase
13 in the amount of land necessary to accommodate
14 parking, so a balance must be struck.

15 Thank you for your time and I have
16 copies of my testimony and a handout with
17 pictures that has a lot of the stuff that I
18 just gave.

19 CHAIRMAN HOOD: Okay. Thank you
20 very much. Glen Harrison?

21 MR. HARRISON: Thank you, Members
22 of the Commission for allowing me to give my

1 testimony this evening. My name is Glen
2 Harrison. I'm the Safety Education
3 Coordinator with the Washington Area Bicyclist
4 Association. And we represent thousands of
5 bicyclists in D.C. and also thousands of
6 bicyclists in Virginia and Maryland that bike
7 to work to D.C. work places.

8 I would personally like to thank
9 Ms. Tregoning for setting the example and
10 giving up her parking space for bike parking.

11 We -- I come here tonight to
12 support better bike parking through the
13 efforts of the D.C. Zoning Commission. You
14 are now considering updates to D.C.'s Parking
15 Regulations. These changes will ensure our
16 city grows to be even more bikable, walkable
17 and green.

18 You may recall, as has already
19 been mentioned this evening, that the D.C.
20 Council passed legislation that would
21 dramatically improve bike parking at
22 commercial and residential developments

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1 throughout the city. This legislation must
2 now be incorporated into the Zoning Code.

3 Among the changes being proposed
4 are doubling the amount of bike parking
5 required in commercial garages, requiring bike
6 parking in new residential buildings and
7 mandate bike parking at schools, recreation
8 centers, transit centers and houses of
9 worship.

10 While most of these proposed
11 changes are good, we feel that a few things
12 have been left out. So the Washington Area
13 Bicyclist Association is also recommending
14 that bike parking should be added to libraries
15 and outdoor recreation centers, car-sharing
16 lots that have bike parking and car-sharing
17 poles should have hoop racks included.

18 The number of bike racks per
19 classroom at schools should be doubled.
20 Building managers of commercial spaces should
21 not be allowed to ban bikes from offices, if
22 the office manager approves. Bike parking

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1 spaces in commercial buildings should be tied
2 to square footage if car parking requirements
3 are reduced.

4 And we would also like to see the
5 enforcement of bike parking requirements. For
6 example, at DCUSA we would like to see where
7 our tax dollars are spent that bike parking is
8 also included and if bike parking is not
9 visible from the facility, that signage be
10 included to direct users to that benefit.

11 At the same time, the Zoning
12 Commission is also considering a significant
13 revision to the vehicle parking requirements.
14 These could have positive impacts on
15 bicycling. These changes would make our city
16 more pedestrian and bicyclist friendly by
17 reducing the number of parking lots and
18 driveways, which give particular hazards to
19 bicyclists.

20 This would also require more bike
21 parking and car-sharing spaces. And this
22 would stop city resources and money from being

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1 diverted to parking. Often underground spots
2 are very expensive. This would also make some
3 housing more affordable by not requiring
4 developers to build a minimum amount of
5 parking.

6 The location and amount of parking
7 has a big effect on driving habits, traffic,
8 air quality and the urban fabric of our city.
9 The D.C.'s current Parking Regulations have
10 resulted in huge parking lots and garages that
11 encourage more driving and traffic. Thank
12 you.

13 CHAIRMAN HOOD: All right. Thank
14 you very much. Colleagues, any questions?
15 Commissioner May?

16 COMMISSIONER MAY: Yeah, I had a
17 question for Ms. Whitlow. What were those
18 statistics at the very beginning of your
19 testimony again?

20 MS. WHITLOW: 8,100 surface
21 parking lots that occupy 2,100 acres, which is
22 5 percent of the land area. And that comes

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1 from DCOCTO, the GIS Department.

2 COMMISSIONER MAY: Okay.

3 MS. WHITLOW: They have parking
4 lots as a separate layer.

5 COMMISSIONER MAY: Yeah, for a
6 minute I thought you said 8,100 parking
7 spaces.

8 MS. WHITLOW: No.

9 COMMISSIONER MAY: I was like no,
10 that's not right. Okay. Thanks.

11 MS. WHITLOW: Right.

12 VICE CHAIRMAN JEFFRIES: Mr.
13 Harrison, are you going to provide us your
14 written testimony?

15 MR. HARRISON: I have submitted
16 written testimony here, but I have extra
17 copies.

18 VICE CHAIRMAN JEFFRIES: Oh, okay.

19 COMMISSIONER TURNBULL: Mr.
20 Harrison, when you were talking about the
21 schools and bikes for schools, you talked
22 about doubling?

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1 MR. HARRISON: Yes.

2 COMMISSIONER TURNBULL: Well, it
3 just seems strange. In the Office of Planning
4 report, when they talk about bikes, and I'm
5 looking at their little chart. It says for
6 schools whether it is K through 5 or 6 through
7 12, they are talking about one for each
8 classroom?

9 MR. HARRISON: That's right. And
10 that --

11 COMMISSIONER TURNBULL: One bike
12 space for each classroom?

13 MR. HARRISON: One bike space for
14 each classroom, which --

15 COMMISSIONER TURNBULL: So you are
16 saying two?

17 MR. HARRISON: Two for each
18 classroom at least.

19 COMMISSIONER TURNBULL: Doesn't
20 that still seem kind of low for kids to ride
21 their bike?

22 MR. HARRISON: It is. It's a

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1 minimum.

2 COMMISSIONER TURNBULL: I mean,
3 two -- I mean, what do you do, fight in the
4 school yard as to who gets to ride their bike?

5 MR. HARRISON: Well, I think we
6 have to -- we do have to consider two, you
7 know, maybe different grade level school
8 versus elementary may have a lower ridership,
9 where middle schools may have a very higher --
10 high ridership. And so as a bare minimum, we
11 would recommend two.

12 COMMISSIONER TURNBULL: God, I can
13 remember riding to school. There was probably
14 25, 50 bikes involved.

15 MR. HARRISON: Unfortunately, it's
16 not that case today, but we hope that it will
17 be.

18 COMMISSIONER TURNBULL: Okay.

19 COMMISSIONER MAY: Yeah, that's
20 definitely not the case today. The bike rack
21 at my son's school is --

22 COMMISSIONER TURNBULL: Are you

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1 considered a nerd if you ride your bike or is
2 that --

3 MR. HARRISON: Absolutely not.

4 COMMISSIONER MAY: No.

5 COMMISSIONER TURNBULL: A kid, a
6 kid, I'm not talk -- I mean, is it -- is there
7 a stereo -- is there some kind of an image of
8 riding a bike to school as not cool any more
9 or what?

10 MR. HARRISON: I don't think it's
11 that common any more. It's certainly not
12 within the city.

13 COMMISSIONER TURNBULL: Yeah.

14 MR. HARRISON: But the racks that
15 are provided at the school are definitely much
16 less than what is needed and it becoming more
17 and more of an issue, I think.

18 COMMISSIONER TURNBULL: Okay.

19 MR. HARRISON: Because more --

20 COMMISSIONER TURNBULL: There's
21 not enough racks.

22 MR. HARRISON: Right, there are

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1 not enough racks at the schools.

2 COMMISSIONER TURNBULL: Okay.

3 Thank you.

4 MR. HARRISON: I mean, maybe at
5 some of them there are, but the ones that I'm
6 familiar with, they are not. And there is
7 also a federal program currently being
8 implemented in D.C. called "Safe Routes to
9 School" which encourages more biking and
10 walking to school to curb early onset obesity
11 rates and also to improve air quality and also
12 to reduce congestion.

13 COMMISSIONER TURNBULL: I didn't
14 mean to make a big point out of it. It just
15 sounded -- like when I see the Office of
16 Planning report and I see one and you say it
17 ought to be doubled and that's two, it just
18 struck me as kind of humorous.

19 VICE CHAIRMAN JEFFRIES: I mean, I
20 would have to say -- what could be more
21 important, I mean, to start training young
22 people to -- the whole notion of using

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1 bicycles. I mean, I think it's a very
2 important thing, so I'm looking forward to
3 your written testimony.

4 MR. HARRISON: Thank you.

5 CHAIRMAN HOOD: Any other
6 questions? I want to thank you all for your
7 testimony. Okay. Moving right along, we're
8 getting near the end of proponents. Matthew
9 Yglesias, Drew Pusateri, hopefully I
10 pronounced it correctly or you can correct me
11 when you come forward, Brian O'Looney and
12 Ellice Perez. Did I call five or did I -- oh,
13 one is helping, okay.

14 All right. Let's go with Matthew
15 Yglesias. Anyway, help me pronounce it. I
16 could think of three ways I could pronounce
17 it.

18 MR. YGLESIAS: Yglesias.

19 CHAIRMAN HOOD: Yglesias.

20 MR. YGLESIAS: Thank you.

21 CHAIRMAN HOOD: I was close then,
22 wasn't I? I was in the ball --

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1 MR. YGLESIAS: Yes. The first
2 time you had it right.

3 CHAIRMAN HOOD: I was in the
4 ballpark?

5 MR. YGLESIAS: Yeah, totally.

6 CHAIRMAN HOOD: Okay. Thank you.
7 I will listen to you as opposed to my
8 colleague to my right, Mr. Etherly. You may
9 begin.

10 MR. YGLESIAS: Thank you,
11 Commissioners. Thank you for the opportunity
12 to talk here. I know it is late, so I don't
13 want to just repeat things that other
14 proponents have said. And I wanted to address
15 specifically the question of creating buffers
16 around -- you know, buffer zones that would
17 have exemptions from the minimums, because I
18 think that I strongly support the spirit of
19 the recommendations and I want to urge the
20 Commission to adopt them and to depart as
21 little as possible from the idea of
22 eliminating minimums.

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1 The concern, of course, is with
2 spill over parking. But I would hope the
3 Commissioners would also consider the spill
4 over consequences of parking minimums. I'm
5 living without a car in a row house
6 neighborhood, but near to the commercial
7 corridors on 14th Street and on U Street.

8 Not having a car, I depend heavily
9 on the availability of businesses I can walk
10 to on those corridors. Of course, it is
11 possible for me to go outside the neighborhood
12 to take the Metro, to take the bus, but it's
13 very advantageous to me when stores open near
14 to my house and I can go buy things there.

15 And so I want to be able to come
16 in and to open businesses there. And when you
17 say that well, to open a business you need to
18 build a parking garage or to own a business
19 you need to buy a very expensive lot next door
20 to your business and put a parking lot there,
21 that discourages people from opening these
22 things.

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1 And it says that a lot of our
2 valuable land where we need grocery stores,
3 for example, or places where people can buy
4 clothing are instead being used up as parking
5 spaces. And it has severe consequences for
6 the quality of life for people who are living
7 without cars, which I believe is the majority
8 of the people in that neighborhood.

9 So I don't think that, you know,
10 in the name of protecting people who live near
11 retail corridors we should be, in fact, trying
12 to harm the interests of many of us who want
13 to see businesses and services come in there.
14 There are ways to manage demand for on-street
15 parking through modifying the residential
16 parking system.

17 And as we have seen in the area
18 around the stadium, there has been an enormous
19 amount of success with doing that. The spill
20 over consequences of a baseball stadium are
21 potentially enormous, but the Department of
22 Transportation seems to be well-able to deal

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1 with those kinds of things.

2 And I think that's all I'll say.
3 Thank you for the opportunity to speak.

4 CHAIRMAN HOOD: Okay. Thank you
5 very much. Mr. Pusateri?

6 MR. PUSATERI: It's Pusateri.

7 CHAIRMAN HOOD: Pusateri?

8 MR. PUSATERI: Yes, sir.

9 CHAIRMAN HOOD: Thank you.

10 MR. PUSATERI: I would like to
11 thank the Members of the Commission for
12 allowing me to speak tonight. I'm probably
13 the newest member of the District of Columbia
14 here tonight. I just moved here at the
15 beginning of the summer from Ohio, but I do
16 plan on being here for a while. I wanted to
17 be able to come out here tonight and speak my
18 peace as it were.

19 I live near the convention center.
20 I'm not in possession of a car. I live with
21 my partner. She is in possession of a car.
22 We both went our separate routes in terms of

1 that and are now living with the consequences.

2 You know, Zoning Boards and
3 Planning Boards, such as yourselves, have the
4 really difficult, I guess, job of trying to
5 nudge cities like this in a specific direction
6 by providing incentive or disincentive to do
7 certain things or in this case to own certain
8 things. And I don't think there is any
9 denying that.

10 Having minimum parking standards
11 is an incentive for car ownership. Having
12 outside -- having on-street parking is
13 actually subsidization of car ownership. And
14 it is not a particularly fair one at that,
15 but, you know, we're talking about parking
16 minimums today.

17 I think it would -- I don't think
18 we need that incentive. As Ms. Tregoning had
19 said earlier, there are pretty specific and
20 unique, I guess, energy and environmental
21 challenges that face us going forward. And so
22 again, you guys have the, I guess, decision to

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1 make of whether to encourage car ownership.

2 And by making this decision, by
3 eliminating minimums, you are not discouraging
4 car ownership in any meaningful way. And I'm
5 sure there are people in this room that would
6 like to see that happen, would like to see
7 maybe a tax on all parking spaces and, you
8 know, that's again not up for discussion
9 tonight, but maybe we could stop incentivising
10 car ownership by making the changes that are
11 proposed in this.

12 And I would strongly encourage
13 that. There may well be spill over effects.
14 They won't be negative effects, ancillary
15 negative effects from the elimination of
16 minimums, but those do need to be weighed
17 against where, you know, we want to go as both
18 the city and the nation in terms of
19 environmental and energy challenges.

20 My very last point would be that
21 in terms of the car-sharing and this is a more
22 specific point. In terms of the car-sharing

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1 section of the plan, I just would like to say,
2 I guess, a very tight and concise definition
3 of what car-sharing entities are just from the
4 fear that that could potentially be abused by
5 people that were saying, you know, me and her
6 are sharing a car and I want to be able to
7 park, you know, using those spaces.

8 So thank you.

9 CHAIRMAN HOOD: Thank you very
10 much. Brian O'Looney?

11 MR. O'LOONEY: Hello. My name is
12 Brian O'Looney. I'm a partner with Torti
13 Gallas and Partners and I have spoken on the
14 issue of parking before the -- a few times.
15 I ask your permission to show this PowerPoint
16 today.

17 In it, I am showing some of the
18 buildings I have personally worked on and
19 actually the last time I was here before this
20 Board was to get these buildings entitled. I
21 hope you are happy with what the result was in
22 Columbia Heights.

1 The unintended consequences of
2 parking requirements, minimum requirements are
3 set to provide excess spaces even when parking
4 is free. Parking is then provided for free at
5 most destinations as cost hidden. Bundling of
6 the cost of parking causes higher prices for
7 everything else and skews challenge choices
8 towards driving, as said before.

9 Two mistakes in parking policy,
10 keeping curb parking free or cheap and
11 requiring lots of off-street parking. We all
12 know this.

13 I'm going to talk a little bit
14 about our lessons from Columbia Heights. You
15 know, the lack of knowledge related to TOD
16 parking is a problem. There are no definitive
17 TOD parking ratios that exist out there.
18 There is no information. There is no
19 definitive understandings that exist of
20 market-rate parking. Almost all the info is
21 on suburban free parking and even that is not
22 reliable data.

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1 The only data that is reliable
2 according to Mary Smith who wrote Shared
3 Parking is office, not even retail for
4 suburban free parking locations.

5 So lenders tend to require, out of
6 concern and caution, conventional parking
7 ratios and TODs. Developers tend to build
8 TODs as conventional parking ratios. This
9 causes higher development costs and parking
10 costs are a major cause of housing and
11 affordability.

12 This is the hole we dug for Kenyon
13 in Columbia Heights. This is what we had to
14 do. The Metro Tunnels are below that little
15 bit there. If we fail with parking maximums
16 and under supply parking, the solution is
17 simply to raise prices and build more
18 potentially.

19 But if we fail with parking
20 minimums and over supply parking, as we have
21 at Columbia Heights, the result is greater
22 risk and financial stress for the people

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1 willing to invest in the District of Columbia.

2 Why throw more money into useless
3 holes in the ground? There is 500 to 700
4 spaces that aren't being used in this project.
5 That's \$20 million that could be spent on
6 something else.

7 So these are the costs of parking
8 from our experience and if you would like,
9 I'll be happy to go over this more in depth
10 later, but I won't bother the numbers. But
11 this is roughly what you pay for when you are
12 building a space of parking, depending on the
13 type of construction you use.

14 I won't go into this slide either,
15 unless you ask, if you want more information
16 on this. But this simply describes that the
17 most expensive component in housing costs is
18 parking. Particularly in the District when
19 you are building a lot of it underground.
20 Kitchens cost \$15,000 to \$20,000. A bathroom
21 is \$7,000. A parking space in the District is
22 \$35,000 to \$50,000. Okay. It's too much.

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1 It's causing our housing to be unaffordable.

2 We also should not just think
3 about parking costs in terms of housing. It
4 also adds cost to our commercial properties.
5 This is downtown Bellevue Washington where
6 they require building owners to include
7 parking costs as a separate line item in
8 leases.

9 Because it is unbundled, as the
10 gentleman said before, people think twice
11 about spending the money that makes the
12 parking usage more efficient and if you
13 unbundle the parking from leases, you will get
14 more efficient usage of the parking that you
15 provide. And you can learn a little bit more
16 about that from that.

17 The results in Bellevue Washington
18 is that the drive alone commute rate fell by
19 30 percent from 81 percent driving alone go 57
20 percent when they implemented this simple
21 policy.

22 And you asked about precedents

1 earlier related to jurisdictions that abolish
2 minimum parking requirements and here is the
3 list. Coral Gables, Florida; Eugene, Oregon;
4 Fort Myers, Florida; Fort Pierce, Florida; the
5 entire nation of Great Britain; Los Angeles;
6 Milwaukee; Olympia, Washington; Portland,
7 Oregon; San Francisco, California; Stuart,
8 Florida; Seattle and Spokane, Washington.

9 Thank you very much.

10 CHAIRMAN HOOD: Thank you very
11 much. Yeah, I think before we forget, we want
12 to get copies of that presentation.

13 VICE CHAIRMAN JEFFRIES: Yes, give
14 us a copy.

15 MR. O'LOONEY: Yes, some of it is
16 already in the --

17 CHAIRMAN HOOD: It's already in.
18 Okay.

19 MR. O'LOONEY: -- report, but
20 there is a couple of the pages that aren't,
21 but we'll make sure you get it.

22 CHAIRMAN HOOD: Okay. Ellice

1 Perez?

2 MS. PEREZ: Thank you. Good
3 evening. My name is Ellice Perez. I'm the
4 General Manager for Zipcar here in D.C. If
5 you become a Zipcar member, we will be sharing
6 a car.

7 VICE CHAIRMAN JEFFRIES:
8 Excellent.

9 MS. PEREZ: Zipcar came to D.C. in
10 2001 and we had a couple thousand members and
11 about 50 cars. And today we have over 32,000
12 members and 750 cars. Earlier today you were
13 hearing that there is a ratio, a normal ratio
14 of 1.1 people to 1 car. We have a ratio of 43
15 people to one Zipcar. I was very pleased and
16 very honored to hear all the wonderful
17 anecdotes and the stories of all the many
18 Zipcar members you hear tonight, but allow me
19 to combine all of the stories and give you the
20 combined impact that everyone has.

21 So believe it or not, we have been
22 able to change everyone's behavior. They may

1 not know it. They are Zipcar members, but we
2 have. Zipcar members drive an average of
3 2,500 less miles a year after joining Zipcar.
4 That's 100 less gallons a gas a year and a
5 national impact today all over the United
6 States is 215,000 tons less or carbon
7 emissions in the United States.

8 Zipcar members from all of our
9 surveys and this is both internally managed
10 surveys and externally as well are using -- 46
11 percent of our members report an increased use
12 of public transportation, that obviously for
13 here in D.C. is an increase in earnings for
14 WMATA, but it's also increased savings for our
15 members.

16 People ask how Zipcar, a car-
17 sharing company can reduce congestion, but it
18 is because of the statistics you heard
19 earlier. For every one Zipcar, we take 15
20 cars off the road. It's actually 14.9, but we
21 can round it up.

22 So that is because this 20 percent

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1 of our members sell their personally owned
2 vehicles and 40 percent of our members
3 postpone or halt a purchasing decision for
4 either their primary or secondary car. So you
5 can understand that these are some amazing
6 statistics and that while I very much am moved
7 by the stories that I heard tonight, and I
8 love to hear them, and I can tell you my own,
9 I -- you can very much appreciate the combined
10 impact that all of our car-sharing members
11 have here.

12 Zipcar is very much in support of
13 the proposed regulations here tonight, because
14 it encourages citizens to rethink car
15 ownership and that's what we do.

16 And we have a couple different
17 situations where we do this on a very open
18 facing way. Last November and then this
19 March, we encouraged a car donation campaign.
20 So there were over -- almost 70 cars were
21 donated within a couple of months. And we
22 give free Zipcar memberships and hundreds of

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1 dollars in driving credit.

2 We work with WABA as well, so you
3 get a free membership with WABA. And
4 currently, today, we are in the middle of a
5 low car diet, so we encouraged 30 people to
6 sign up and lose 2,000 pounds for the duration
7 of a month and learn how to live without a
8 car. And it's pretty amazing how you can help
9 people cross that threshold of going low-car
10 or car-free.

11 So it's very interesting actually
12 all the different statistics as well as the
13 impact on the financial of the developers,
14 because we have a lot of developers calling me
15 today asking if I can put a Zipcar in their
16 building, because it's a tenant amenity and
17 they recognize that it is a way to distinguish
18 their building from another one.

19 There is also a developer that I'm
20 working with right now that is -- that has
21 pulled together an analysis. They realize
22 that they can build less parking and bring in

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1 Zipcars and that will save them thousands and
2 thousands of dollars, all in support of the
3 numbers that you showed tonight.

4 So back in 2003, which is shortly
5 after we started, we had about an average of
6 100 people joining per month, rethinking car
7 ownership. But today in 2008, we have over
8 1,000 members joining per month. And you will
9 -- I'm sure you will be one of them starting
10 tomorrow.

11 So this is all possible because of
12 the many different aspects of the
13 transportation options here. We wouldn't be
14 so successful if it weren't for our partners
15 at WMATA and the Metrorail, Metrobus, the
16 biking options and the lanes around here as
17 well and the fact that it's such a walkable
18 city.

19 So we are very much in support of
20 this forward thinking regulation, because it
21 really encourages people to rethink car
22 ownership. Thank you.

1 CHAIRMAN HOOD: Thank you very
2 much. Colleagues, any questions?

3 MS. MILLER: I have a question.

4 CHAIRMAN HOOD: Chair Miller?

5 MS. MILLER: I just wanted to ask
6 you about Zipcar in residential garages.

7 MS. PEREZ: Um-hum.

8 MS. MILLER: Because I think that
9 somebody, a witness, before you said that that
10 was a security concern.

11 MS. PEREZ: Um-hum.

12 MS. MILLER: And I have heard that
13 said at the BZA when we have talked about that
14 kind of condition or something. And you seem
15 to characterize it as an amenity instead. And
16 so I'm wondering if you could address just
17 whether there is a security concern or whether
18 that can be addressed?

19 MS. PEREZ: Sure. We work with
20 each of our properties, so that we are working
21 with the preferences that they have. A lot of
22 the different properties have parking spaces

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1 within their garage. And so the Zipcar member
2 if they have a reservation on a car will have
3 to show their Zipcard and then access the car.
4 And they may have to go through the concierge
5 to then be able to go into the garage.

6 So it's also, depending on the
7 garage, if you have a key code on the card, on
8 the key pad, and something that -- the
9 information that we would provide on the
10 reservation information. We are also working
11 on technology, so that you can actually just
12 scan in your Zipcard. That would open the
13 garage door and then you would be able to
14 access the Zipcar inside.

15 So there is a lot of different
16 ways that we can work with the property, so
17 that it suits their needs.

18 MS. MILLER: Thank you.

19 MS. PEREZ: Sure.

20 CHAIRMAN HOOD: I think I had a
21 question for you, but I think it was answered.
22 I'm going to ask Chair Miller what was said,

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1 because I don't want to be redundant. I had
2 an issue about security and I think that was
3 what you were addressing.

4 MS. PEREZ: But if --

5 CHAIRMAN HOOD: Was -- I don't
6 want to be redundant.

7 MS. PEREZ: -- you would like me
8 to --

9 CHAIRMAN HOOD: Because time is of
10 the essence.

11 MS. PEREZ: Sure.

12 CHAIRMAN HOOD: But let me ask you
13 then, the -- we have heard in the past the
14 developer is not able to do the Zipcar,
15 especially when it's in a garage, because of
16 security issues. And I heard you mention, you
17 don't have to talk on any specific developer,
18 that the developers are coming after you --
19 coming to ask you to do Zipcar.

20 MS. PEREZ: Right.

21 CHAIRMAN HOOD: Have you ever
22 experienced issues about Zipcar with security

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1 problems being in the garage?

2 MS. PEREZ: No, not to my
3 knowledge.

4 CHAIRMAN HOOD: So it's doable?

5 MS. PEREZ: Security problems with
6 related to?

7 CHAIRMAN HOOD: Well, access.

8 MS. PEREZ: The one challenge is
9 that it needs to be -- the garage needs to
10 have 24/7 access. And so some -- there are
11 some garages and some of our parking vendors
12 we are not able to put cars in their garages,
13 because they don't have 24/7 access. So they
14 may not have the concierge at the desk after
15 hours or they may not have the key code.

16 So that's something that actually
17 is, one of our parking vendors, working on.
18 And we are working on the technology, so that
19 we can provide that opening when there is a
20 limitation.

21 CHAIRMAN HOOD: Okay. And that
22 would not be to the community at large. It

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1 would just be those who are in the building?

2 MS. PEREZ: Exactly. No, no, no,
3 no. It is for all Zipcar members. So even a
4 Zipcar member who is in New York that comes
5 down and has a reservation on any car, you can
6 use a Zipcar in any of our Zipcar safe --

7 CHAIRMAN HOOD: No, but, I mean,
8 if it's in a building, a private building, you
9 know, a residential building and I don't live
10 in that building, so I would not have access
11 to the Zipcar?

12 MS. PEREZ: No. All Zipcar
13 members can access all Zipcars.

14 CHAIRMAN HOOD: Okay.

15 MS. PEREZ: So that --

16 CHAIRMAN HOOD: Well, yeah, I
17 understand that. But I'm saying if it's -- if
18 we are in a private residential building and
19 we go into that building and the Zipcar is in
20 a controlled garage --

21 MS. PEREZ: Um-hum.

22 CHAIRMAN HOOD: -- and I live in

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1 the neighborhood and I want to come down and
2 use the Zipcar, have you experienced where
3 that has been an issue or a problem?

4 MS. PEREZ: No, not to my
5 knowledge.

6 CHAIRMAN HOOD: Okay.

7 MS. PEREZ: But to clarify, so
8 there -- if there -- a property did want to
9 have a dedicated car just for their building,
10 they can do that, but it costs more money.

11 CHAIRMAN HOOD: Okay. Thank you.

12 COMMISSIONER MAY: I think the
13 point that may not be getting across is that
14 we have run into that in several cases where
15 developers of residential buildings that are
16 not going to have retail parking or any other
17 public access to their building are saying
18 that they can't do Zipcar, because it means
19 that just any old Zipcar person can come in
20 and go into their garage.

21 But you haven't --

22 MS. PEREZ: We have never

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1 experienced any problems with that.

2 COMMISSIONER MAY: Okay.

3 CHAIRMAN HOOD: That's for all of
4 us to --

5 COMMISSIONER MAY: No, I'm not
6 trying to --

7 CHAIRMAN HOOD: -- mix up my
8 question.

9 COMMISSIONER MAY: Right.

10 CHAIRMAN HOOD: So I wouldn't go
11 exactly where you were going, but you are
12 exactly right.

13 COMMISSIONER MAY: Right. So next
14 time we hear that, we have to --

15 CHAIRMAN HOOD: Exactly. That's--

16 COMMISSIONER MAY: Where I was
17 going.

18 CHAIRMAN HOOD: -- the question.

19 COMMISSIONER MAY: Right.

20 CHAIRMAN HOOD: Yeah. Thank you
21 very much.

22 COMMISSIONER TURNBULL: Well,

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1 ma'am, you heard it tonight. I mean, you
2 heard one of the attorneys representing --

3 COMMISSIONER MAY: I believe it
4 was Steve Sher.

5 COMMISSIONER TURNBULL: Well, I
6 didn't want to say his name, but --

7 COMMISSIONER MAY: Well, I did. I
8 thought I would just clarify that.

9 COMMISSIONER TURNBULL: But
10 anyway, but you heard his comment.

11 MS. PEREZ: Yes, I did.

12 VICE CHAIRMAN JEFFRIES: Yes.

13 MS. PEREZ: And that's not unlike
14 some that I have heard before, but the reality
15 is that we have never had any problems with
16 that in residential or secured garages,
17 because we work with it, the building or the
18 property to work with what their preferences
19 are. So and --

20 VICE CHAIRMAN JEFFRIES: And if
21 they are not keeping it 24/7, then it's more
22 costly. I mean, what percentage of your

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1 customers or your clients, you know, have a
2 secure dedicated spot in a garage that does
3 not have 24/7 access?

4 MS. PEREZ: Um, less than half a
5 percent.

6 VICE CHAIRMAN JEFFRIES: Okay,
7 okay.

8 MS. PEREZ: And those are more in
9 outlying areas.

10 VICE CHAIRMAN JEFFRIES: Okay.

11 CHAIRMAN HOOD: I'm sure all of us
12 will await to hear that again. Okay. Thank
13 you very much.

14 MS. PEREZ: Thank you.

15 CHAIRMAN HOOD: Okay. The last
16 two people I have on the proponent list are
17 Lance Brown and Patrick Lynch. Is there
18 anyone else? You can come forward. Anyone
19 else? Okay. Next we will go right to the
20 proponent -- I mean, the opponents. And we
21 will begin with Lance Brown.

22 It looks like, colleagues, we are

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1 going to be able to ask a few questions on the
2 back end with the Office of Planning, so we
3 are running a little ahead of time. It's not
4 12:00 yet.

5 MR. BROWN: I'm representing
6 myself.

7 CHAIRMAN HOOD: Mr. Brown, okay,
8 Lance Brown.

9 MR. BROWN: Good evening, Members
10 of the Commission. I'm glad I got the
11 opportunity to say something here. I will be
12 brief. Most of the points that I would like
13 to make have been made.

14 I am a Sierra Club member. I am a
15 resident of Ward 6. And I own a car. I
16 bicycle. I use mass transit. And I do have
17 the choice whether to use my car or not and I
18 do use it. But I didn't come to D.C. so that
19 I could drive wherever I wanted to go.

20 What this community has to offer
21 is options that are close by and can be
22 accessed by other means. I support the

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1 eliminating minimums. And like I said,
2 everybody has covered that, so I'll skip over
3 that, but make the point that I am very much
4 in support of the main tenant of this change.

5 One thing I wanted to touch on
6 that hasn't been covered much is the in lieu
7 fees, as I'll call them, where you can pay a
8 fee when your situation does not accommodate
9 providing the parking that is required in the
10 places that there are minimums.

11 This has been characterized as
12 something like a bribe and I don't think
13 that's a fair characterization. And maybe
14 that's because clarification is required in
15 the regulations. It needs to be put back into
16 the very geographically constrained area that
17 it came from, not into a general fund that can
18 be applied 10 miles away within the District.
19 It needs to be an amenity. It needs to drive
20 amenities, be they city run parking garages or
21 lots or litter pick up, sidewalk improvement,
22 whatever. It needs to be geographically

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1 constrained to where it was assessed.

2 I also support having the in lieu
3 fees be used for, 100 percent as opposed to up
4 to 50 percent, small properties, so that you
5 are not dropping someone's requirement from
6 two spaces to one space and they still have to
7 accommodate a driveway or some other means of
8 accessing that small space.

9 Finally, I support car-sharing. I
10 am a Zipcar member, but I am an infrequent
11 user, because there is ample parking in so
12 many of the places I want to go. And I would
13 be perfectly all right with there being a
14 little more scarcity of parking or having to
15 pay a fee to use parking when I truly need to
16 drive.

17 But right now, there is a lot of
18 free parking wherever I want to go and in a
19 lot of cases I can drive my own vehicle for
20 free practically. Thank you.

21 CHAIRMAN HOOD: Thank you very
22 much. Patrick Lynch?

1 MR. LYNCH: Good evening. My name
2 is Patrick Lynch. I'm a resident of
3 Washington, D.C. and hold a master's degree in
4 city planning. I appreciate the opportunity
5 to testify before the Commission today,
6 because I know that Parking Regulations are an
7 important issue, not only to drivers, but also
8 to the 37 percent of D.C. households who do
9 not own a car.

10 Parking Regulations are not just a
11 tool to control the supply of parking. They
12 also have deep influences on the look and feel
13 of the neighborhoods, the way people get
14 around and the cost of goods and services.
15 Decisions by the Zoning Commission on this
16 issue will have a profound impact on the
17 future of the city.

18 Now, I wholeheartedly support the
19 Office of Planning's proposal. I'll skip some
20 of my testimony, because it repeats some of
21 what has already been said. But what I would
22 like to address is the idea that minimum

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1 parking requirements deal with spill over
2 parking.

3 I don't think that's an accurate
4 characterization. Minimum requirements demand
5 the construction of off-street parking. But
6 since off-street parking in the city is
7 usually in a garage, it is more expensive than
8 curb side parking. That means people will
9 always look for curb side spaces first, even
10 if they are far away.

11 The point is shoppers and
12 commuters do not park in residential
13 neighborhoods, because there is not enough
14 off-street parking. They park in residential
15 neighborhoods because it is cheaper. Building
16 more off-street parking as minimum
17 requirements require will not solve the
18 problem.

19 The only thing that will solve the
20 problem is better management and pricing of
21 curb side spaces.

22 And to sum up sort of the

1 arguments that everyone has made tonight, I
2 hope the Zoning Commission understands what is
3 at stake. That if the current parking
4 regulations make it difficult, if not
5 downright illegal to build walkable
6 environmentally friendly neighborhoods.

7 They encourage more people to own
8 and drive cars in the city making congestion
9 inclusion worse and they force new development
10 to waste money and space on asphalt and
11 garages, even when parking is unnecessary.

12 Minimum parking requirements have
13 inflicted this harm on our city for over 50
14 years, even though they are a terrible
15 solution to the problem they are intended to
16 solve. D.C.'s parking policy needs reform.

17 As a resident who wants walkable, affordable
18 and environmentally friendly neighborhoods
19 that remain livable, no matter how high gas
20 prices rise, I urge the Members of the Zoning
21 Commission to accept the Office of Planning's
22 proposal. And thank you for listening.

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1 CHAIRMAN HOOD: Thank you. Sir,
2 you can identify yourself and begin.

3 MR. ANDRES: Yes, good evening,
4 Members of the Commission. My name is Erwin
5 Andres and I'm a District resident and I'm
6 also a principal with Gorove/Slade Associates.
7 We are a transportation, planning and
8 consulting firm.

9 We, as a firm, have worked with
10 many developers, institutions, federal
11 agencies and also major destinations, so with
12 respect to the projects that we have worked
13 on, they range from small projects to much
14 larger projects.

15 It has been our -- like I said, it
16 has been based on our review of the Office of
17 Planning's recommendations, we are in support
18 of them. They are very innovative. They are
19 very progressive and they are also in line
20 with some of the transportation demand
21 management measures that we are implementing
22 in our development projects and that we are

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1 coordinating with with the District Department
2 of Transportation.

3 So we see that these
4 recommendations are headed in the right
5 direction. What we would like -- what I would
6 like to do this evening is confirm our support
7 of the recommendations, but also provide some
8 caveats or some comments with respect to some
9 of the recommendations that have been
10 identified.

11 With respect to parking maximums
12 and parking minimums, we believe that the
13 removal parking minimums is a good thing. One
14 thing that we would like some more
15 clarification on at some point in time is that
16 when you relook at parking requirements for
17 retail, we have run into situations where
18 different types of retail require different
19 types of parking demand.

20 So if there is a way we can
21 identify maybe more categories for retail, for
22 example, home improvements stores that were --

1 where you require a vehicle to transport 2 x
2 4s as opposed to your local grocery store. So
3 that's one item.

4 Another item that we want to bring
5 up is with respect to identifying actual
6 maximums. This program of identifying
7 maximums and maximum parking requirements, we
8 would like them to be based on local
9 experiences. This model has some similarities
10 to what New York City is doing and what San
11 Francisco is doing and to what other
12 jurisdictions are doing.

13 Their densities are different.
14 Their transit services are different. So you
15 know, I think if we are going to set maximums
16 or if maximums are going to be set for the
17 District, they should be -- they should
18 correspond to what the District is granting to
19 this.

20 Some of the other comments I have
21 is with respect to parking in general.
22 Automated parking is what -- is potentially a

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1 new innovation that should also be taken into
2 account. The concept of shared parking we
3 wholly support. It's one of the concepts that
4 we have incorporated in making sure that the
5 Verizon Center is as successful as it is
6 today.

7 The concept with respect to
8 increasing some of the landscaping. We agree
9 with the concept, we just want to make sure
10 that there are provisions that allow for
11 reducing some of the landscaping and to allow
12 for clearer sight lines. Obviously, some
13 circulation within some of the parking lots
14 might be obstructed by some of the additional
15 landscaping. So if there are provisions to
16 protect that, we're okay with that.

17 And the last comment I want to
18 make is that there was recommendations with
19 respect to access to parking lots. Whether
20 there be access by -- on the frontage or
21 secondary streets or from the alleys, if they
22 are to be accessed by the alleys, we just want

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1 to make sure that there are effective
2 circulation methods to get to those alleys.

3 If you are visiting a retail
4 establishment and there -- and if their access
5 to parking is in the alley and you don't know
6 that, what will result is that you will have
7 unnecessarily -- unnecessary circulation in
8 the neighborhood that you might want to cut
9 down on.

10 But other than that, in my
11 conclusion, we do support the recommendations
12 and we look forward to the future development
13 of that. Thank you.

14 CHAIRMAN HOOD: Okay. Thank you.
15 Colleagues, any questions? Anybody have any
16 questions of this panel? Thank you very much
17 for your testimony.

18 Okay. Next, we're going to
19 opponents. And I have just four, so I'm going
20 to call all four that I have and then those
21 who are not on the list can come up after this
22 first panel. George Clark, Federation of

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1 Citizens Associations, Marilyn Simon,
2 Friendship Neighborhood Association, Barbara
3 Zartman, Committee of 100, and Bill Crews.
4 Okay. He is in support some, but he is on the
5 opponent side.

6 UNIDENTIFIED SPEAKER: I have a
7 question for you. If I say I'm with the
8 Department of Public Policy Control --

9 CHAIRMAN HOOD: Why don't you get
10 on the microphone? Why don't you wait until
11 you get on the microphone and then when we get
12 to you, we'll adjust it if you are a
13 representative of an organization. Okay.
14 Let's -- Mr. Clark?

15 MR. CLARK: Chairman Hood,
16 Chairman Miller, Members of the Commission,
17 I'm George Clark pleased to testify here
18 before you as President of the Federation of
19 the Citizens Associations. I'm also pleased
20 to be a member of the Task Force, as a number
21 of people in this room. And so some of my
22 observations are made from inside the Task

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1 Force process.

2 But I want to divert a little from
3 my text, based upon some things that have and
4 haven't been said tonight. And the thing that
5 really hasn't been said at all has to do with
6 the assumption that things will be hunkey-
7 dorey for everybody in the city as a result of
8 eliminating and changing the parking
9 requirements.

10 And I tee off of the Committee for
11 Smart Growth's dismissive statement in it's
12 report that even if people don't live near a
13 Metro, they probably live within a quarter
14 mile of a bus line. That's offensive on a
15 number of grounds, especially to members of my
16 associations.

17 As is well known, poor and
18 minority neighborhoods are under-served by
19 Metro and most rely in city neighborhoods on
20 surface transportation.

21 Secondly, the statement cavalierly
22 consigns large swaths of the city to a half

1 mile hike, irrespective of considerations of
2 age, health and safety associated with the
3 time of commuting, people coming home late
4 from shift work might not to walk -- might not
5 want to walk that quarter mile.

6 That's before you get to stopping
7 on the way home for groceries and picking up
8 the kids at daycare. And perhaps most
9 offensive is the adverb probably. While they
10 put in a lot of support about what they think
11 is important to them, they wave their hand to
12 consign certain areas to their fate without
13 even a backward glance.

14 The other thing that I have been
15 amazed at tonight and Ms. Tregoning's
16 presentation really teed it up was we are the
17 second most walkable city in the country. We
18 are No. 7 out of 40 on how friendly we are
19 environmentally. And we have many people, new
20 residents, old residents in the city who have
21 testified here tonight about a way -- the way
22 they are able to live in this city, the

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1 lifestyle they want and they are doing it
2 well.

3 And somehow they have managed to
4 do that in the face of these onerous parking
5 minimums. I am shocked. We have heard
6 testimony from many, many people in this room
7 about how they are able to live in this city
8 and the way they want. And that's in the face
9 of parking minimums. Can you believe that?
10 I can't.

11 And it really gets to the heart of
12 the Office of Planning's proposal here. And
13 I do want to say that we endorse the comments
14 you will hear from the Committee of 100. We
15 endorse the comments you will hear from
16 Marilyn Simon, from the Friendship
17 Neighborhood Association. She will talk about
18 the elimination of parking minimums and where
19 that is really happened and where it hasn't.

20 But the other odd thing I find
21 about the Office of Planning proposal here is
22 that, you know, they really say a couple of

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1 different things here that are contradictory.

2 The first and most glaring
3 contradiction is that OP says we need to
4 eliminate minimums, because it will be good
5 for the city. It will eliminate cars and
6 traffic. Environmental concerns are
7 important. I have a hybrid. I with David
8 Bardene imposed impervious surfaces for
9 parking lots and for parking spaces. We
10 understand that that's what is going on here.

11 But what I don't understand is how
12 then OP says don't worry about this, because
13 eliminating parking minimums won't matter,
14 because developers will build enough spaces
15 anyway. So we are to under grow this great
16 process, this great experiment to eliminate
17 minimum parking, which hasn't been done in any
18 city in the United States except in small
19 areas, any city of our stature or size and we
20 are going to do that why?

21 I don't understand why. We are
22 saying don't worry about it. We're going to

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1 have minimums anyway.

2 The other thing that I have heard
3 here tonight is that, you know, we should be
4 on the cutting edge and eliminate parking
5 which nobody -- minimums which nobody else has
6 done, because it's really a good idea. And
7 you know, we need to be on the cutting edge.

8 Well, I don't think we need to be
9 on the bleeding edge. And I really think
10 another thing we have kind of heard here
11 tonight is that some people think that we
12 ought to eliminate parking minimums, because
13 somehow that means we are going to have more
14 people bike and that's a good thing.

15 And you know, my daughter lived
16 for nine years in New York City. She didn't
17 own a car. She biked everywhere. She biked
18 across the Brooklyn Bridge every day to work.
19 Do I not like bikers? No, that's not the
20 issue. But what I don't understand is what we
21 really seem to have here is social
22 engineering.

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1 We are saying people ought to do
2 this. They ought to bike more. They ought to
3 do that. I mean, we ought to do a lot of
4 things. Maybe we ought to eat only organic
5 food. Is that what zoning is for? And that
6 is really a point that I want this Commission
7 to consider.

8 And I do think that my time is up
9 and so I will stop now.

10 CHAIRMAN HOOD: Thank you very
11 much, Mr. Clark. Ms. Simon, Marilyn Simon.

12 MS. SIMON: Thank you. My name is
13 Marilyn Simon and I will be speaking on behalf
14 of the Friendship Neighborhood Association.
15 The Office of Planning is recommending
16 sweeping changes in the Parking Regulations,
17 but in recommending the elimination of most
18 minimum parking requirements, OP has ignored
19 the basis for minimum parking requirements to
20 protect the District's neighborhood from spill
21 over parking.

22 However, the issue of spill over

1 parking cannot be ignored. OP's proposal will
2 eliminate entirely D.C.'s already low minimum
3 parking requirements and this will affect a
4 very large number of D.C. neighborhoods and a
5 very large number of households.

6 I have submitted this map, which
7 you should have, which shows the low and
8 moderate density neighborhoods that will be
9 affected by OP's elimination of minimum
10 parking requirements. The area shown in pink
11 are those areas. This actually under
12 represents the percentage of households
13 affected since the density in these areas
14 tends to be higher than the density in the
15 rest of the low or moderate density zones
16 which is shown in the sand color on the map.

17 This will impact a large number of
18 households and we cannot, as OP suggests,
19 simply eliminate the minimum parking
20 requirements now and then address the spill
21 over problems later that we cause. Existing
22 spill over issues are very well documented.

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1 They are shown in D.C. studies and it was a
2 recurrent theme in the 2006 comprehensive
3 plan.

4 OP has provided no basis for
5 eliminating the minimum parking requirements.
6 They called their recommendation progressive
7 or best practices, but a review of the Parking
8 Regulations in the other jurisdictions cited
9 in OP's study, including some of the cities
10 you heard about tonight, like Portland, San
11 Francisco and Milwaukee shows that those
12 jurisdictions have at most eliminated only
13 some of the minimum parking requirements and
14 only in very limited geographic areas.
15 Usually only in the downtown employment zone.

16 Most of those jurisdictions have
17 minimum parking requirements that are equal to
18 or exceed D.C.'s very low current minimum
19 parking requirements. In fact, for Arlington,
20 Virginia, there is a minimum parking
21 requirement of one space for every residential
22 unit, even in the residential buildings right

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1 by the Metro Stations.

2 Arlington's minimum parking
3 requirement is 2 to 4 times the District's
4 minimum parking requirement. My July 28th
5 letter shows a chart and a table that compares
6 D.C.'s minimum parking requirements for
7 residential uses with those in the other
8 jurisdictions cited by OP.

9 Since none of the cities have
10 adopted OP's recommendations, it is very
11 difficult to see how this could be considered
12 best practices. Also, to the extent that
13 these cities have even adopted these
14 recommendations in very limited areas, OP has
15 not presented any evaluation of those programs
16 to show that they had any of the desired
17 effects.

18 To justify the elimination of
19 minimum parking requirements, OP also pointed
20 to other jurisdictions that might have used
21 poor methodology to set their minimum parking
22 requirements and come up with minimum parking

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1 requirements that were too high. But OP did
2 no analysis of D.C.'s very low minimum parking
3 requirements.

4 Certainly an observation that some
5 jurisdictions might have used the wrong data
6 to set their minimum parking requirements
7 would not justify a recommendation to throw
8 out all of our minimum parking requirements.
9 In fact, four residential uses, D.C. current
10 minimums are set well below the current level
11 of D.C. vehicle ownership.

12 OP did not include information on
13 vehicle ownership per household in their
14 report, only the total number of vehicles.
15 There is a chart in my report comparing
16 vehicle ownership with the minimum parking
17 requirements in D.C.

18 Most importantly, OP seems to
19 assume that if developers do not include
20 adequate off-street parking in new
21 development, the residents will own fewer
22 vehicles rather than relying on off-street

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1 parking. A critical underlying assumption is
2 that our city has a robust transportation
3 system that can meet most of the needs of D.C.
4 households.

5 However, our transportation system
6 is largely a commuter system. It is very
7 efficient at bringing commuters from some
8 residential areas into downtowns employment
9 core, but it is less effective as a substitute
10 for private vehicles for many purposes for
11 many households. It's absurd to assume that
12 families living a quarter of a mile from a bus
13 stop will find it sufficient to take their
14 children to their activities, shop or visit
15 relatives in the metropolitan area.

16 For many D.C. households, access
17 to a private vehicle will be desirable and we
18 have not seen any evidence that --

19 CHAIRMAN HOOD: Thank you, Ms.
20 Simon.

21 MS. SIMON: -- will be less.

22 CHAIRMAN HOOD: Thank you very

1 much.

2 MS. SIMON: Thank you.

3 CHAIRMAN HOOD: We have your
4 submittals.

5 MS. SIMON: Yes.

6 CHAIRMAN HOOD: Okay. We have so
7 many submittals, I have lost my sign in sheet.
8 Let's see, okay, Ms. Zartman.

9 MS. ZARTMAN: Thank you and good
10 evening, Mr. Chairman and Members of the panel
11 and staff. I'll skip through some of the
12 prepared text in light of the hour and the
13 level of fatigue that I'm sure you must all be
14 feeling. It's always tough to be the closing
15 hitters in this kind of a line up.

16 First, I would like to convey the
17 committee's clear sense that they hope you
18 don't take a vote tonight on the proposals
19 that have been sent to you in the Public
20 Hearing Notice. The language of the Public
21 Hearing Notice says if you support this, they
22 will be authorized to codify the Commission's

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1 determination into legally sufficient form.
2 That doesn't give an awful lot of room for
3 changing the policy between now and the only
4 additional meeting we are aware of, which is
5 when this has been codified into regulatory
6 language.

7 And I think there is an awful lot
8 that needs to be resolved between now and that
9 time, including sharing more fully with the
10 people with the consequences that these
11 actions might be.

12 I too have worked with the work
13 groups and with -- I am a member of the Task
14 Force. But I have to say that I come away
15 with a sense that the objective in this
16 parking exercise is in part the laudatory one
17 of improving the environment of eliminating
18 traffic jams, but there is a consistent thread
19 as has been said earlier, that there is a
20 desire to make ownership an operation of a
21 private motor vehicle more difficult.

22 And that's something that I think

1 has no place in zoning or, quite honestly, in
2 public policy. We were talking before about
3 some social engineering and I think it comes
4 closer to that than it does to zoning.

5 The Committee of 100 opposes
6 elimination of minimums. If somebody would
7 just ask me a question at the end of this, I
8 will cite you chapter and verse of
9 illustrations of how this can be handled very
10 badly and have terrible consequences.

11 VICE CHAIRMAN JEFFRIES: Can you
12 get a little closer to the mike? Thank you.

13 MS. ZARTMAN: Normally, people
14 don't have trouble hearing me. I'll try that
15 then. Perhaps the most troubling part overall
16 is the lack of discussion of Historic
17 Districts. It was briefly mentioned by Mr.
18 Petorsa, but this is critically important and
19 it is limited to a place saver in this Public
20 Hearing Notice.

21 Historic Districts are critically
22 important. They also offer you a metaphor for

1 what you -- for what happens when you
2 eliminate parking minimums. There are no
3 parking minimums in Historic Districts for
4 historic buildings. So you have got your
5 experiment on the streets. You see what
6 happens when you don't require any minimum
7 parking.

8 There is spill over parking. My
9 word, it's a lot more than spill over. It is
10 saturation parking. It is cars circling
11 blocks and blocks and blocks looking for a
12 street space. Sometimes those are the cars of
13 the property owners trying to get back from
14 doing their grocery shopping, but there are no
15 requirements.

16 Somebody spoke earlier of all the
17 new curb cuts in Georgetown. I have attended
18 every old Georgetown Board Design meeting,
19 save a handful, for a dozen years. There has
20 been one new curb cut authorized. And that
21 one was done over the objection of the old
22 Georgetown Board.

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1 So we are not seeing huge impacts
2 of parking in terms of the walkability of our
3 neighborhoods, people are not throwing up huge
4 numbers of curb cuts. It's critically
5 important and I can't imagine how it hasn't
6 been treated in what is being proposed to you
7 and to the public in this Public Hearing
8 Notice.

9 And there are some particular
10 language concerns I have in the Public Hearing
11 Notice itself. The P.1 is very loose language
12 in terms of new construction. What about
13 rehabilitation, additions, renovations? The
14 application requirements of P.1.1 and beyond
15 do not make clear that these provisions apply
16 to anything but new buildings.

17 What about mixed-use projects?
18 What about PUDs? What about the existing regs
19 with regard to museums and CBRFs unaddressed
20 so far? I have touched on the problem with
21 the Historic Districts. We, too, question the
22 consistency of saying variation from

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1 prescribed standards of parking is wrong, but
2 if you want to do it anyhow, you can just pay
3 some extra money and it will be right.

4 We will avoid commenting further
5 in light of the time on many of these aspects.
6 We would simply ask that you give careful
7 attention to the work done by Friendship
8 Neighborhood Association. There are really
9 important questions asked in that analysis and
10 I would think none of you would want to go
11 forward without comprehending what that
12 analysis translated into for the people of the
13 District.

14 Now, if somebody wanted to ask me
15 that question, I would be happy to --

16 CHAIRMAN HOOD: Thank you very
17 much, Ms. Zartman. If you can hold your seat,
18 somebody just may ask a question. Now, Bill
19 Crews, you mentioned that you were
20 representing?

21 MR. CREWS: Well, I just find it
22 curious that if you have a website, even

1 though you are an individual, that you get
2 five minutes or if you are a professional
3 corporation, that you get five minutes, but I
4 do come here speaking for myself, so I don't
5 want to -- although I do have a blog, I don't
6 want to, you know, be overindulgent at all,
7 but I just find that curious in terms of --

8 CHAIRMAN HOOD: So now you're down
9 to 2 minutes. You used a minute. All right.
10 You get 3 minutes. You know the regs. You
11 know the regulations.

12 MR. CREWS: Well, I just find it
13 curious.

14 CHAIRMAN HOOD: Okay.

15 MR. CREWS: But thank you for this
16 opportunity, Chairman Hood, Chairman Miller
17 and Members of the Zoning Commission and the
18 staff. I do -- I have previously provided my
19 written testimony and hopefully you have it
20 in front of you and I will, in light of the
21 time, in many ways skip over what I do have.

22 Again, my name is Bill Crews. I'm

1 a resident of the Capitol Hill neighborhood in
2 the District and a former Advisory
3 Neighborhood Commissioner for Single Member
4 District 6C07, as well as a former Zoning
5 Administrator for the District of Columbia,
6 and I am a member of the Task Force for the
7 zoning revision.

8 This hearing tonight is the first
9 of many, perhaps as many as 20 in -- on
10 various subject areas as defined by the Office
11 of Planning. And I appreciate your
12 willingness to start this journey. I urge you
13 to be realistic in the effort and time that
14 will be required to successfully complete the
15 journey.

16 Zoning Regulations are designed to
17 provide both orderly growth and protection or
18 private property values. For many residents
19 of the District, our home values represent the
20 bulk of our personal assets. The D.C. Code
21 section 6-641.02 states that the purpose of
22 Zoning Regulation is among other purposes to

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1 create conditions favorable to safety,
2 protection of property and with a view to
3 encourage stability of Districts and of land
4 values therein.

5 People do depend upon Zoning
6 Regulations to control development uses and
7 impacts that negatively reflect upon their own
8 property values. Good zoning provides some
9 certainty and limits external forces and uses
10 on residents' property. Good zoning helps
11 protect property values and quality of life
12 within our neighborhoods.

13 And while there is little
14 disagreement on the need to revise the current
15 Zoning Regulations, they are internally
16 inconsistent, hard to administer and in many
17 ways outdated, the revision is an extremely
18 important action that needs thoughtful
19 consideration, because it threatens that
20 certainty and those limits.

21 Having said that, I do commend the
22 Office of Planning staff for the job it is

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1 attempting to do and I also commend the Office
2 of Zoning for the work it is also doing to
3 improve the functionality of the process.

4 Zoning, under my experience in
5 three different jurisdictions, creates
6 tensions. It creates tensions between
7 developers and neighbors. D.C. has become an
8 even greater city in the past few years and
9 does not need to subsidize development and
10 certainly should not allow developers to get
11 away with not paying the full price for their
12 impacts of their development on their
13 neighbors.

14 Time and time again the developers
15 make the money and the neighbors suffer the
16 consequences. I am sensitive to the need to
17 reduce vehicular use, especially commuter
18 traffic and I believe in so-called Smart
19 Growth and the changes in the lifestyle that
20 that growth will require. But these changes
21 cannot happen overnight or with the simple
22 passage of new Zoning Regulations.

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1 Transitions, especially for
2 families needing private vehicle use must be
3 developed to reduce the burdens to be fair.
4 I'll let you look at the rest of my testimony,
5 especially the part that, and I appreciate Ms.
6 Ricks being here, the coordination between the
7 private property and the public space.

8 CHAIRMAN HOOD: Okay. Thank you
9 very much. Colleagues, any questions of this
10 panel?

11 MS. MILLER: I have a question.

12 CHAIRMAN HOOD: Chair Miller?

13 MS. MILLER: I'll ask Ms. Zartman
14 a question. For people who are listening, I
15 think everyone heard two different
16 perspectives about the lack of minimum parking
17 in Historic Districts. Mr. Petorsa said it
18 was not a problem on Capitol Hill. And you
19 said it's a huge problem in Georgetown.

20 My question is could the problem
21 in Georgetown be more related to the proximity
22 to retail and the lack of Metro more than the

1 Historic District?

2 MS. ZARTMAN: There is a lack of
3 Metro, that's a fixed reality. We are,
4 however, served with a highly uneven amount of
5 bus parking. We've got the circulator, which
6 everybody loves. You've got the little blue
7 bus which another group of people like.
8 You've got slow moving Metro buses that the
9 students at Ellington and elsewhere take in
10 their cross city commutes back home. And some
11 people take downtown to work every morning.

12 The problems are certainly with
13 the intense commercial development along Water
14 Street, along Wisconsin and along M, but it is
15 beyond that. Take the place I live, it has
16 132 townhouses on what used to be property of
17 the Visitation Convent. Those 132 townhouses
18 were built with parking for two cars, one way
19 or another available for every unit.

20 Imagine what that would have been
21 like had there been no minimum requirement.
22 In this case, the market was at a good point

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1 and the parking was provided and the units
2 could be sold. But you take that, you take
3 the development of the Pepco site down on
4 Water Street, the incinerator building, which
5 is mixed-use and not clearly addressed in
6 these proposed regs, these are huge impacts.

7 It's not an infill house here or
8 there. These are major undertakings for which
9 sites are still available, though I won't show
10 anybody my list.

11 MS. MILLER: Thank you.

12 CHAIRMAN HOOD: Any other
13 questions? Mr. Clark, you were going down a
14 road of the question I would either ask
15 tonight or later, but you talked about doable
16 for, I'm not sure exactly, because I can't
17 find your testimony, but I wrote it on your
18 testimony, but you talked about being germane
19 and doable for all areas.

20 Because one of the issues, you
21 said did it fit? Could you elaborate a little
22 more? You were going into -- and I think your

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1 time had expired.

2 MR. CLARK: What I'm talking about
3 is that there are certain parts of the city
4 that are not well-served either by bus line or
5 by Metro. And where the public transit
6 alternative is not really a good one. I mean,
7 I'm talking primarily about Ward 7 and 8,
8 because that's where I have heard about it
9 from.

10 And I think that that is an issue
11 and I think that if we have, as we have been
12 lucky to have, continued development in so
13 many spots in that part of the city, and if
14 what we decide is that we don't need any
15 parking minimums and we hear that gee whiz,
16 it's, you know, a good idea if we can lower
17 the prices on all houses if we eliminate
18 parking, and if we are going to leave it
19 totally up to the market, where does that
20 leave us in terms of things?

21 And the other thing is that's for
22 new development. But we are talking about

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1 people who are living there right now. And
2 that's really part of what we are talking
3 about. And we're saying well, you know, too
4 bad. And that's really, I didn't see any
5 analysis on this subject from the Office of
6 Planning.

7 CHAIRMAN HOOD: Okay.

8 MR. CLARK: And I think it
9 deserves some analysis.

10 CHAIRMAN HOOD: And I will concur
11 and hopefully while I can remember, we will
12 make sure we ask for that as we move forward.
13 So we'll ask the Office of Planning, if it has
14 not already been done, I will tell you it may
15 be in here, I may have missed it, but I would
16 agree wholeheartedly on that. Thank you.

17 Any other questions for this
18 panel?

19 VICE CHAIRMAN JEFFRIES: I have
20 just a question for Mr. Clark. I mean,
21 obviously, a lot of the commentary tonight was
22 around sort of a market driven approach to

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1 providing, you know, off-street parking. So
2 in cases of Ward 7 and 8, particularly for new
3 construction, I mean, wouldn't the market sort
4 of dictate?

5 I mean, if someone is moving to
6 Ward 7 and clearly sees that they are half a
7 block -- half a mile away from a Metro and you
8 have a development there, I mean, obviously,
9 a developer putting up a building that does
10 not have parking is probably not going to be
11 able to sell those units.

12 I guess I'm trying to understand
13 what the --

14 MR. CLARK: I'm not sure that that
15 is right. I mean, what we have heard is that
16 okay, we want to have -- we have heard this
17 decoupling idea. We have heard the decoupling
18 idea and we have heard that if we -- parking
19 is very expensive to build. And if we say you
20 don't have to build it, I'm not quite sure
21 that the developers are in the eleemosynary
22 spirit here of saying okay, well, I'm going to

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1 provide you parking anyway, even though it
2 costs me more money.

3 I think I could ask both Marilyn
4 Simon and Bill Crews to talk about
5 developments where, in fact, with lower --
6 where developers that said hey, I don't want
7 to build any parking, even with the minimums
8 we have. So this is not a hypothetical or
9 theoretical idea. It is happening in the city
10 right now.

11 VICE CHAIRMAN JEFFRIES: Yeah, I
12 just -- you know, it's interesting. And I'm
13 very sensitive to the fact of the population
14 that has shown up here tonight and that there
15 is probably other populations that will feel
16 very differently about, you know, what we are
17 talking about here.

18 And I do know some of the
19 population that they are moving to Ward 7 and
20 8. I think they are going to want parking in
21 a new development. I mean, you know, that's
22 just -- so it -- I just -- and they are going

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1 -- and they are not going to be interested in
2 buying.

3 My suspicion is that they are not
4 going to be interested in buying something
5 that does not provide that. So I guess my
6 point is, I guess, I'm just trying to get you
7 to, you know, walk with me around this whole
8 business of, you know, having it market-
9 driven.

10 MR. CLARK: Well, let me talk
11 about one other thing here.

12 VICE CHAIRMAN JEFFRIES: Okay.

13 MR. CLARK: And that is Ms.
14 Zartman referred to it a little bit in her
15 testimony, and that is because of what I
16 finally call the one brick rule. She calls it
17 the three brick rule in D.C., that when we
18 have renovation what is the answer going to
19 be?

20 What's the answer going to be in
21 those circumstances when we already may not
22 have parking available in some circumstances.

1 What's the situation going to be? Is that --
2 I mean, the odd thing I find here is that the
3 Office of Planning says let's have it market
4 driven for minimums, but when it comes to
5 maximums, man, those developers will pave
6 every square inch of this city if we let them,
7 so we've got to have a maximum.

8 VICE CHAIRMAN JEFFRIES: It's just
9 that, you know, I have been on this Commission
10 for going on five years and I've just seen
11 many wards, like Ward 5 and Ward 7 and Ward 8,
12 come here and they are not so much in favor,
13 I mean, some of the people, about, you know,
14 we see developments that I feel are over
15 parked.

16 And we comment here, you know, I
17 think you have over parked, even though there
18 is a minimum. One per one space -- unit. But
19 I guess what I'm saying is that there are
20 wards -- I mean, people come here and they are
21 not so much in favor of, you know, someone
22 looking to take care -- take away their car.

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1 So I guess what I'm saying is the
2 market seems -- I'm getting the sense the
3 market is going to dictate. If you are in
4 Columbia Heights or Shaw or Dupont Circle and
5 the market is going to dictate sort of how
6 those developers develop their buildings.

7 But in other wards, I mean from
8 where I sit, it seems as if again it's going
9 to still be market driven. Those people in
10 those neighborhoods are going to really
11 dictate, you know, how the developers really
12 deliver a particular project.

13 And what you are saying is that
14 you don't think that's the case?

15 MR. CLARK: Well, I have heard
16 from people in those wards and that's why I
17 said what I said.

18 VICE CHAIRMAN JEFFRIES: Okay,
19 okay.

20 MS. SIMON: I can also give
21 examples of buildings where developers were
22 knowingly going to provide less parking than

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1 the number of cars that they think that the
2 residents are going to have, because they have
3 said that well, if the residents have more
4 cars, they could just park on the neighborhood
5 streets.

6 So you could have a building, for
7 example, one that is being proposed for
8 Harrison and Wisconsin Avenue which is going
9 to have a .7 parking ratio. It is higher than
10 the .5 that is required, but less than a .9
11 that the residents will probably have. And
12 when asked if the residents will be willing
13 not to have resident parking permits, the
14 developer said no way. These residents are
15 going to park in the R-2 neighborhood on the
16 streets.

17 VICE CHAIRMAN JEFFRIES: I am very
18 sensitive of the spill over --

19 MS. SIMON: Yeah.

20 VICE CHAIRMAN JEFFRIES: -- issue
21 that you have brought up. I think we have
22 seen that up here.

1 MS. SIMON: We also had a major
2 commercial project which they proposed having
3 -- this is Linens and Things, Borders,
4 Maggiano's and Eddy Bauer, they didn't want to
5 provide any parking spaces.

6 VICE CHAIRMAN JEFFRIES: Yeah.
7 Just this month alone, we have seen cases. So
8 I appreciate your testimony.

9 CHAIRMAN HOOD: All right. Any
10 other questions of this panel? I want to
11 thank this panel. We appreciate your
12 testimony. Is there anyone else who would
13 like to testify in opposition of what is
14 proposed here tonight?

15 Okay. All right. What I would
16 like to do, colleagues -- Commissioner Grant,
17 wanted to get up and say a few words to us.

18 MS. GRANT: I got 3 minutes?
19 Okay. Good evening, Chairman Hood and
20 Chairwoman Miller and everyone else on the
21 Commission. Briefly, my name is Janee Grant.
22 I am an Advisory Neighborhood Commissioner in

1 the Woodridge Area for 5A11 and did have a
2 discussion on this matter of parking with my
3 constituents.

4 And interestingly enough, it
5 wasn't so much about the minimums or maximums
6 as much as it was more about spill over. And
7 while I'm not trying to imply that one size
8 fits all, having a cookie cutter solution
9 which is somewhat -- which tends to be so much
10 driven by market rate is of aid. Note that
11 I'm not giving carte blanche to developers to
12 use market rates as a scapegoat.

13 That being said, it's about
14 strengthening and improving the infrastructure
15 and administrative stuff to be able to use
16 what OP has provided. I was on the -- I did
17 serve with the working group for parking.

18 And that being said, my comments
19 are probably now more so with the side that
20 are in favor, but the reason for that is
21 because everyone who spoke up here actually
22 gave their hardships, which they felt existed.

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1 And so, therefore, I'm hoping that OP will
2 take into consideration those things that were
3 given.

4 I definitely sided very much with,
5 I think, Mr. Sher and even the other gentleman
6 from -- Mr. Andres, so I'm definitely very
7 much in line with that.

8 That being said, it's again, about
9 the infrastructure and it's about the
10 administrative stuff. The P.3.2 the
11 transportation fund, how does that get
12 enforced and how is that administered? Does
13 the highest bidder get to dictate what -- as
14 it relates to their forgiveness for parking or
15 more or less?

16 P.3.5, having DDOT give their
17 great weight. I'm not necessarily -- I have
18 not really seen where DDOT provided an
19 independent study, so that would not -- that
20 would definitely need to be taken into
21 consideration about their ruling.

22 That being said, I do think that

1 it would be beneficial to have developers come
2 back to the community, if market changes are
3 an issue, and when they get a decision from
4 the Board to actually go forward with their
5 project, so therefore a preliminary, but then
6 to come back to us, because things change and
7 we need to know if parking is going to be
8 available provided what we agree to.

9 P.7 that -- P.7.113 green spaces
10 is well-intended, but it's a parking lot, not
11 meant to be a park. So with all of the, I
12 came in a little bit late, last minute changes
13 OP did, I thought 10 percent was extremely,
14 extremely generous and would actually rather
15 have some of that space be allotted to
16 bicyclists racks and motorcycles. I think 10
17 percent is just over more than what they
18 really need in terms of landscaping.

19 With the recommendation from the
20 Nelson Nygaard, not in favor of the price
21 gouging as it relates to grandfathering of the
22 RPP permits, so I hope we come up with a

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1 better way of looking at that, because you
2 don't know if it's going to be by family or
3 address.

4 I am in favor of -- and the
5 community was in favor of shared parking, so
6 if a commercial business is in a residential
7 area and they are 9:00 to 5:00 normally, you
8 know, if there is a nighttime business that we
9 definitely do have in my Single Member
10 District, allowing that to be shared and so
11 then that comes back here again to the
12 administrative part and the infrastructure of
13 making that more feasible and how do you do
14 that to make it more permissible?

15 While I'm appreciative of the
16 initiative to lessen emissions, which has
17 ignited the push to all -- to have more
18 alternative transportation, I am -- me being
19 a native of New York, where transportation is
20 all over, and what I mean by that is you have
21 transportation for what, every two to three
22 blocks, and it runs at all hours of the night.

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1 D.C. has a great footprint, but
2 what is needed is more in terms of WMATA and
3 hours. And enforcement is needed by the auto
4 makers dealers. So I don't want to be pinned
5 by saying I'm not pedestrian friendly when I
6 am.

7 CHAIRMAN HOOD: Okay. Thank you
8 very much. Colleagues, any questions of
9 Commissioner Grant? All right. Thank you
10 very much.

11 MS. GRANT: Thank you for allowing
12 me.

13 CHAIRMAN HOOD: Okay. We have an
14 option. I'm going to throw this out to my
15 colleagues. We can ask some questions. I
16 originally thought, you know, we can go to
17 11:50, so we can catch the public
18 transportation home or I have a schedule here
19 that we can go by and we can read and digest
20 some of what we heard tonight.

21 And I have a schedule of Office of
22 Planning and the Office of Zoning has

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1 graciously written out a schedule for us. But
2 we will have another opportunity. Actually,
3 we will have two other, two or three other
4 opportunities to ask questions on this
5 particular issue.

6 So what I wanted to know tonight
7 is if you wanted to proceed and ask a few
8 questions or did you want to digest and make
9 sure we get public transportation home?

10 VICE CHAIRMAN JEFFRIES: I think
11 we should end this.

12 CHAIRMAN HOOD: We should what?

13 VICE CHAIRMAN JEFFRIES: We should
14 end this tonight. We have digested quite a
15 bit.

16 COMMISSIONER MAY: I just want to
17 understand a little bit more about the process
18 from here. If you can talk about that --

19 CHAIRMAN HOOD: Okay.

20 COMMISSIONER MAY: -- before we
21 go. I agree, ending it is not a bad idea,
22 because, you know, my list of questions was

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1 going to be too long.

2 CHAIRMAN HOOD: You usually don't
3 have many.

4 COMMISSIONER MAY: Yeah, that's
5 right.

6 CHAIRMAN HOOD: Yeah, okay. So
7 anyway.

8 COMMISSIONER MAY: I haven't asked
9 many so far.

10 CHAIRMAN HOOD: No, okay, because
11 we have -- anyway. We would like to have a
12 little fun.

13 COMMISSIONER MAY: I'll write them
14 down.

15 CHAIRMAN HOOD: It's getting late
16 anyway. Let me tell you what they have worked
17 out, Office of Planning, Office of Zoning.
18 The record will remain open until August the
19 29th at 3:00 p.m. And then at our September
20 the 8th meeting, the Zoning Commission
21 Members, we could give guidance to the Office
22 of Planning on how we are going to proceed and

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1 ask some of our questions.

2 And I would also like to invite
3 Chair Miller to either write and submit them
4 or either join us that night. I know you have
5 a BZA the next day, so I don't know how that
6 would work for you, but you could give it to
7 us in writing, that would be great.

8 And also the Office of Planning
9 will take -- after that, the Office of
10 Planning will take two to three months to
11 draft language and advertise for public
12 comment. And then we will come back at
13 another meeting and do proposed action. And
14 then we -- you know, some proposed rule
15 making, so, of course, the -- it will be
16 published. Is it 30 days or 45?

17 30 days for further public
18 comment. So by that time, we should really
19 have narrowed exactly what we -- how we see
20 proceeding forward with what we are proposing.
21 And then people -- the public will have
22 another chance to comment before we do final.

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1 VICE CHAIRMAN JEFFRIES: That's
2 what I wanted to know. So there will be
3 another opportunity for public comment?

4 CHAIRMAN HOOD: There will be
5 another opportunity for public comment, yes.

6 MS. MILLER: Two more.

7 CHAIRMAN HOOD: Two more.

8 VICE CHAIRMAN JEFFRIES: Two more.

9 CHAIRMAN HOOD: It looks like it's
10 two more, yeah.

11 VICE CHAIRMAN JEFFRIES: Okay.
12 Proposed action, I mean, we go about the --
13 what meetings will there be public comment?

14 CHAIRMAN HOOD: Well, it won't be
15 at our September 8th meeting. It will be
16 written comment between now and --

17 VICE CHAIRMAN JEFFRIES: Okay.

18 CHAIRMAN HOOD: -- August the 29th.

19 VICE CHAIRMAN JEFFRIES: Got that.
20 Got that.

21 CHAIRMAN HOOD: Which you know I
22 don't like doing stuff in the summertime, but

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1 that's what we have to do.

2 VICE CHAIRMAN JEFFRIES: Right.

3 CHAIRMAN HOOD: And then when we
4 come back after we do proposed action, after
5 we have our conversation and deliberation on
6 September the 8th --

7 VICE CHAIRMAN JEFFRIES: Where
8 there is no public comment.

9 CHAIRMAN HOOD: No, it will be
10 just what we --

11 VICE CHAIRMAN JEFFRIES: Right,
12 right.

13 CHAIRMAN HOOD: -- would have done
14 here tonight. Then after that, OP will take
15 that and come back. We will provide guidance
16 to the Office of Planning and then they will
17 come back.

18 VICE CHAIRMAN JEFFRIES: Okay.

19 CHAIRMAN HOOD: And is it,
20 approximately, two to three months for draft
21 language and advertisement to the --

22 VICE CHAIRMAN JEFFRIES: Public,

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1 okay.

2 CHAIRMAN HOOD: And there will be
3 public comment again.

4 VICE CHAIRMAN JEFFRIES: Okay.

5 MS. SCHELLIN: Chairman Hood, if I
6 may? The difference is that normally there is
7 no public comment before you take proposed
8 action after -- you know, other than the
9 hearing. So this way, we felt that the public
10 would have an opportunity to actually comment
11 on the text that OP will come back with after
12 you give them guidance. And then once -- if
13 you take proposed action, then there will be
14 a second opportunity for them to comment once
15 the proposed rule making is actually
16 published.

17 So they will have actually two
18 more instead of one.

19 CHAIRMAN HOOD: Okay.

20 Commissioner May, did that -- does that help
21 you and Mr. Jeffries and the rest of us?

22 COMMISSIONER MAY: Yeah. You

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1 know, what I'm wondering about on the 8th when
2 we provide this, I guess, what is -- you know,
3 what I'm wondering is what's OP going to do
4 between now and the 8th? And is that just
5 going to be a reaction to comments tonight?
6 Can we encourage some, you know, attempt to
7 address the concerns about things like the
8 spill over and so on?

9 I mean, you know, I could run
10 through a list of things that I think are --
11 that I believe are issues that should be fully
12 examined. You know, to some extent they have
13 been already, but I think in some areas there
14 is probably a little bit more that needs to be
15 done. There may be some areas they haven't
16 really thought of.

17 Not so much giving guidance, just
18 sort of seeking some information. Almost as
19 if this were a, you know, set down discussion,
20 you know.

21 CHAIRMAN HOOD: Let's do that
22 right quick. So you can run through -- we're

1 not going to deliberate, but you can run
2 through.

3 COMMISSIONER MAY: Yeah. No, I
4 just wanted to --

5 MS. SCHELLIN: Chairman Hood, I
6 could also add in our discussion, OP was
7 planning on providing some comments, I
8 believe, from the hearing, what they have
9 heard, some of the questions that have been
10 brought up that you guys asked to be
11 addressed.

12 So that August 29th, I was
13 including their comments, too.

14 CHAIRMAN HOOD: Right.

15 VICE CHAIRMAN JEFFRIES: But I
16 wanted to say, I mean, we're going to be --
17 this Commission will be -- is that someone
18 else? I think you have your mike on. My
19 understanding is that September 8th, when we
20 have our discussion, after we have absorbed a
21 lot of the commentary we got tonight, I mean,
22 we're going to give this to the Office of

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1 Planning.

2 They will have the opportunity. I
3 mean, they were here. They heard a lot of the
4 commentary and so forth. And it would just
5 seem to me that, you know, they have some
6 things to do without us having to give a lot
7 of direction tonight.

8 CHAIRMAN HOOD: Commissioner May,
9 can you just -- let me just do this, so we can
10 proceed, because we will be here until --

11 COMMISSIONER MAY: Yeah, I could
12 have been done by now.

13 CHAIRMAN HOOD: Yeah.

14 VICE CHAIRMAN JEFFRIES: You would
15 be done?

16 COMMISSIONER MAY: Yeah.

17 VICE CHAIRMAN JEFFRIES: Okay,
18 okay. So it's not a long list, okay.

19 COMMISSIONER MAY: No, no, it's --
20 I'm going to --

21 VICE CHAIRMAN JEFFRIES: Which is
22 just long as Office of Planning understands

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1 that the other Commissioners will probably
2 come back on September 8th.

3 COMMISSIONER MAY: Say that again.

4 VICE CHAIRMAN JEFFRIES: Well,
5 I'll have comments on September 8th.

6 COMMISSIONER MAY: Oh, I will,
7 too.

8 VICE CHAIRMAN JEFFRIES: Okay.

9 COMMISSIONER MAY: But I'm not
10 going to --

11 VICE CHAIRMAN JEFFRIES: Okay.

12 COMMISSIONER MAY: -- stop now.

13 CHAIRMAN HOOD: Let's move
14 forward. Thank you.

15 COMMISSIONER MAY: The -- no. The
16 issue that -- to me seems to be a very big
17 concern, obviously, is, you know, relying on
18 the market versus trying to establish
19 minimums. And, you know, I think that even
20 with the material we have received so far, I
21 think there is more work that needs to be done
22 and it has to be a bit more comprehensive in

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1 terms of the overall picture, not just what is
2 affected by zoning.

3 But the residential parking permit
4 process is the thing that I have a lot of
5 questions about and how that ties into -- as
6 well as the performance parking, which is
7 referenced repeatedly, but I think needs to be
8 -- we need to understand that a little bit
9 better.

10 The in lieu fees scheme I think
11 also needs to be fleshed out a little bit
12 more, specifically how those fees actually get
13 set. And then the -- you know, what the fees
14 can actually be used for. And then finally,
15 what the sort of mechanism is for collecting
16 and paying that out, because there are
17 probably some legal authority issues that need
18 to be clarified there.

19 Because we want to make sure that
20 it just doesn't simply become a subject of
21 negotiation every time around or that the
22 money is being used for things that benefit,

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1 say, commuter transportation issues as opposed
2 to neighborhood transportation issues or
3 things like that.

4 So and then there are some
5 planning issues that I think that these tie
6 into. There is an effort to address or align
7 the zoning with DDOT's standard issues with
8 things like curb cuts. And I know that's a
9 big planning issue for laying out new
10 developments and for how those things happen.

11 I think there are more things that
12 need to be aligned from a planning point of
13 view. And I'm talking about particularly
14 about certain housing types. You can probably
15 guess which one in particular I'm concerned
16 about where it is -- you know, there are no
17 backyards any more. There is only alley and
18 then there is parking underneath the house.

19 And I think that that ties in
20 somehow. I'm not sure exactly how, but I
21 think that --

22 CHAIRMAN HOOD: Let's do this,

1 Commissioner May.

2 COMMISSIONER MAY: Yes.

3 CHAIRMAN HOOD: Can we kind of
4 speed it along?

5 COMMISSIONER MAY: I'll speed it
6 up. Okay.

7 CHAIRMAN HOOD: Let's get to the
8 point.

9 COMMISSIONER MAY: You should have
10 put me on the clock.

11 CHAIRMAN HOOD: Give Commissioner
12 May one minute, please.

13 COMMISSIONER MAY: And that's
14 about it.

15 CHAIRMAN HOOD: Every time. Okay.

16 COMMISSIONER MAY: Thanks.

17 CHAIRMAN HOOD: Thank you,
18 Commissioner May. Let me do this, any other
19 comments? Commissioner Turnbull?

20 COMMISSIONER TURNBULL: Mr. Chair,
21 the only thing out that I would add is that in
22 the submittals that we do have, although we

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1 had a lot of representatives here from
2 neighborhood organizations, community, we did
3 not -- there are several such as the NCPC did
4 not have anybody here. And they are on record
5 with a submittal.

6 The AIA had comments and so there
7 are several things that they had. So I think
8 there is a lot as Mr. -- as Commissioner May
9 was saying, there is a lot of things to sift
10 through here. And to -- I have a running
11 checklist of how those things sort out. So
12 we're going to need a little bit of time to go
13 through all this.

14 CHAIRMAN HOOD: Exactly. And I
15 want to make sure, because we -- what we were
16 handed tonight when we walked in, there's no
17 way we could have read that and the
18 information we got. So we will enjoy the
19 month of August and we will get parking experts
20 when we come back.

21 Anything else?

22 VICE CHAIRMAN JEFFRIES: That's

1 it.

2 CHAIRMAN HOOD: Let me end. Mr.
3 Parker, you had something you wanted to say?

4 MR. PARKER: No, I'm fine.

5 CHAIRMAN HOOD: Okay. Let me end
6 by thanking the Director of the Office of
7 Planning, Ms. Tregoning, for all the work they
8 have done. Let me thank, I don't want to say
9 -- I guess Assistant Director Ricks, District
10 Department of Transportation.

11 MS. RICKS: Associate.

12 CHAIRMAN HOOD: Associate. I'm
13 sorry, Associate Director Ricks. Also the
14 Office of Zoning Staff as always, especially
15 Ms. Sharon Schellin. And also the public and
16 the citizens for providing us this testimony.
17 This is the first of many, many series and we
18 can only improve as we move forward.

19 So I appreciate everyone's
20 participation tonight. And if I left -- and
21 also, on behalf of the Chair of the Board of
22 Zoning and myself, did you want to end and say

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1 a few words?

2 MS. MILLER: No.

3 CHAIRMAN HOOD: Okay. I want to
4 thank everyone for their participation tonight
5 and this hearing is adjourned.

6 COMMISSIONER TURNBULL: Mr. Chair,
7 I would just like to add to that --

8 CHAIRMAN HOOD: Okay.

9 COMMISSIONER TURNBULL: -- a
10 special thanks to Chair Miller from BZA,
11 because she also have a BZA hearing, a
12 meeting, special meeting tomorrow.

13 CHAIRMAN HOOD: Oh.

14 MS. MILLER: From 8:30 all day.

15 CHAIRMAN HOOD: All right. All
16 right.

17 MS. MILLER: Um-hum. Thank you.

18 CHAIRMAN HOOD: Okay. Thank you.
19 Good night.

20 (Whereupon, the Public Hearing was
21 concluded at 10:43 p.m.)

22