

GOVERNMENT
OF
THE DISTRICT OF COLUMBIA

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ZONING COMMISSION

+ + + + +

PUBLIC HEARING

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IN THE MATTER OF: :

:

Title 11, Zoning Regulations :Comprehensive

Text Revisions : Case No.

: 08-06A

:

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Tuesday,

November 12, 2013

Hearing Room 220 South

441 4th Street, N.W.

Washington, D.C.

The Public Hearing of Case No.

08-06A by the District of Columbia Zoning

Commission convened at 6:00 p.m. in the

Jerrily R. Kress Memorial Hearing Room at 441

4th Street, N.W., Washington, D.C., 20001,

Anthony J. Hood, Chairman, presiding.

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ZONING COMMISSION MEMBERS PRESENT:

ANTHONY J. HOOD, Chairman
MARCIE COHEN, Vice Chair
MICHAEL G. TURNBULL, FAIA,
Commissioner (AOC)
PETER MAY, Commissioner (NPS)
ROBERT MILLER, Commissioner

OFFICE OF ZONING STAFF PRESENT:

SARA BARDIN, Director of the Office of
Zoning
SHARON S. SCHELLIN, Secretary
ESTHER BUSHMAN, General Counsel
ZEE HILL

OFFICE OF PLANNING STAFF PRESENT:

JENNIFER STEINGASSER, Deputy Director,
Development Review & Historic
Preservation
JOEL LAWSON
ELISA VITALE

DISTRICT DEPARTMENT OF TRANSPORTATION STAFF
PRESENT:

JONATHAN ROGERS
SAM ZIMBABWE

The transcript constitutes the
minutes from the Public Hearing held on
November 12, 2013.

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

2 (6:06 p.m.)

3 CHAIRMAN HOOD: Okay, we're going
4 to go ahead and get started. Good evening,
5 ladies and gentlemen. This is a public
6 hearing of the Zoning Commission for the
7 District of Columbia for Tuesday, November
8 the 12th, 2013.

9 My name is Anthony Hood. Joining
10 me are Vice Chair Cohen, Commissioner Miller,
11 Commissioner May and Commissioner Turnbull.

12 We're also joined by the Office
13 of Zoning Staff, our Director Ms. Sara
14 Bardin, Sharon Schellin, and Ms. Zee Hill.
15 Ms. Sara, let me apologize for calling you
16 Bardeen the other night. Forgive me.

17 Also the Office of Planning, Ms.
18 Steingasser, Mr. Lawson, Ms. Vitale.
19 District Department of Transportation, Mr.
20 Zimbabwe and Mr. Jonathan Rogers.

21 This proceeding is being recorded
22 by a court reporter and it's also webcast

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1 live. Accordingly we must ask you to refrain
2 from any disruptive noises or actions in the
3 hearing room including the display of signs
4 or objects.

5 The subject of this evening's
6 hearing is Zoning Commission Case Number 08-
7 06A. This is a request by the Office of
8 Planning for comprehensive revisions and
9 amendments to the Zoning Regulations Title 11
10 DCMR. The specific subject of tonight's
11 hearing is proposed new Subtitle C.

12 Notice of today's hearing was
13 published in the D.C. Register on September
14 20 of 2013, and copies of that announcement
15 are available to my left on the wall near the
16 door.

17 The hearing will be conducted in
18 accordance with provisions of 11 DCMR 3021 as
19 follows: preliminary matters, presentation
20 by the Office of Planning, presentation by
21 the Department of Transportation and
22 testimony from the public.

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1 The following time constraints
2 will be maintained in this hearing: Office
3 of Planning and DDOT up to 60 minutes,
4 organizations 5 minutes, individuals 3
5 minutes.

6 The Commission intends to adhere
7 to the time limits as strictly as possible in
8 order to hear the case in a reasonable period
9 of time.

10 The Commission reserves the right
11 to change the time limits for presentations
12 if necessary and no time shall be ceded.

13 As noted in the Notice of Public
14 Hearing, I will be calling witnesses in the
15 order in which the Office of Zoning received
16 a notice of intent to testify.

17 I will not be calling any other
18 witnesses to testify once we have gone
19 through the list. Anyone else who would like
20 to testify on Subtitle C may do so on the
21 overflow night scheduled, which is November
22 the 19th.

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1 Again, the overflow night is
2 November the 19th. Please see staff to sign
3 up for that night if you have not already
4 done so.

5 So, again, I will not ask tonight
6 if there's anyone else who would like to
7 testify after everyone who's signed up has
8 finished. We will do that on November the
9 19th, so I don't want that to be a surprise
10 when we get later on in the evening.

11 All persons appearing before the
12 Commission are to fill out two witness cards.

13 These cards are located to my left on the
14 table near the door.

15 Upon coming forward to speak to
16 the Commission, please give both cards to the
17 reporter sitting to my right before taking a
18 seat at the table.

19 When presenting information to
20 the Commission, please turn on and speak into
21 the microphone, first stating your name and
22 home address.

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1 When you are finished speaking,
2 please turn your microphone off so that your
3 microphone is no longer picking up sound or
4 background noise.

5 The decision of the Commission in
6 this case must be based exclusively on the
7 public record. To avoid any appearance to
8 the contrary, the Commission requests that
9 persons present not engage the members of the
10 Commission in conversation during any recess
11 or at any time.

12 In addition, there should be no
13 direct contact whatsoever with the
14 Commissioner concerning this matter, be it
15 written, electronic or by telephone. Any
16 material received directly by a Commissioner
17 will be discarded without being read and any
18 calls will be ignored.

19 The staff will be available
20 throughout the hearing to discuss procedural
21 questions.

22 As noted, testimony this evening

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1 will be limited to the proposed new Subtitle
2 C.

3 If you have testimony on
4 subtitles and cannot come back on the
5 scheduled hearing nights for those subtitles,
6 again, you may hand in your written testimony
7 or submit it before the hearing date. We
8 will read it.

9 I would also ask that you not
10 repeat testimony that has already been given.

11 Rather than repeating the same comments, I
12 would suggest that you state that you agree
13 with testimony that has already been given
14 and add any additional comments that we have
15 not heard.

16 Please turn off the beepers and
17 cell phones at this time so not to disrupt
18 these proceedings.

19 At this time the Commission will
20 consider any preliminary matters. Does the
21 staff have any preliminary matters?

22 MS. SCHELLIN: No, sir.

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1 CHAIRMAN HOOD: Okay. I do have
2 one preliminary matter. The Commission was
3 saddened to learn of the passing or the
4 murder or killing, I believe, of Mr. Ron
5 Kirby who was COG's long-time director of
6 transportation and planning, and I want to
7 thank Commissioner Miller for sending me that
8 information.

9 So we want to keep his family in
10 our prayers and we'd like to send out our
11 sympathy, condolences to their family, and
12 I'd like for us to do a moment of silence.
13 Commissioner Miller, would you like to add
14 something to that?

15 COMMISSIONER MILLER: Thank you,
16 Mr. Chairman.

17 CHAIRMAN HOOD: Okay. So if we
18 can just do a moment of silence.

19 (Pause)

20 CHAIRMAN HOOD: Thank you. Okay,
21 we will go to the Office of Planning and then
22 after the Office of Planning we will hear the

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1 District Department of Transportation and
2 then we'll go to the public.

3 Ms. Steingasser, good evening.

4 MS. STEINGASSER: Chairman Hood,
5 Commissioners, thank you very much.
6 Tonight's hearing is on Subtitle C.

7 Subtitle C establishes the
8 general rules and regulations for measurement
9 calculations that are applicable to all other
10 subtitles and zone districts unless otherwise
11 stated.

12 The Commission has had quite a
13 bit of hearings and guidance that has fed
14 into this subtitle. This is just kind of a
15 brief summary of them.

16 They've already heard
17 sustainability. Green area ratio you've
18 already taken final action on and is already
19 existing in the current regulations. That's
20 been brought forward into these regulations.

21 Height we've discussed through
22 other subtitles and the Commission has

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1 already taken final action to incorporate
2 that into the existing regulations.

3 Arts and culture, Commission
4 provided us guidance in October of 2008 on
5 how to proceed with preferred arts credits
6 and bonus credits.

7 For parking, the Commission took
8 proposed action on general guidance on
9 parking, on some general rules and
10 regulations in 2008 followed with final
11 action, which was taken in April of 2011.

12 Again, these were general
13 regulations and the action was not
14 incorporated into the new regulations but was
15 advertised as a notice of opinion.

16 Parking, bike parking and
17 loading, same except that with bike parking
18 and loading the Commission did take final
19 action on specifics.

20 Those direct specifics have been
21 translated directly into the current
22 regulations that were set down 9-9-13. We've

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1 made no changes.

2 The final order that the
3 Commission acted on was attached to the OP
4 report and there were some highlighted
5 sections on -- basically they were the intent
6 statements that needed to be incorporated
7 into the new regs. Other than that, the
8 standards and requirements were all the same.
9 Same with loading.

10 Also then administration,
11 enforcement and procedures, the Commission
12 also took guidance hearings on.

13 I'm not going to go through every
14 bit of guidance that those dates and actions
15 represent. In general, it had to do with
16 non-conformities.

17 You asked us to reorganize the
18 information, to deal with non-conforming uses
19 and non-conforming structures separately.
20 Right now they're kind of melded together and
21 it takes a little bit of puzzle solving to
22 figure them out.

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1 You agreed that we should look at
2 allowing additions to non-conforming
3 structures, providing the addition conforms
4 to the use and structure requirements and
5 does not increase any existing non-
6 conforming.

7 We've done that and we've
8 discussed that in some of the previous
9 subtitles by the way we've dealt with
10 extending existing side yards and rear yards
11 and lot occupancy so that the non-conformity
12 would be actually considered conforming and
13 the building could expand.

14 The change of use from one non-
15 conforming use to another by special
16 exception is currently in the code. We've
17 also continued that in the new code.

18 Allow for the continuation of
19 non-expandable, non-conforming uses and we've
20 done that.

21 Theoretical lot subdivisions,
22 this has been an issue that the BZA's been

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1 faced with when a theoretical lot subdivision
2 involves multiple buildings, row houses
3 especially, and one row house wants to put an
4 addition on that may not conform with the
5 plan submitted for the theoretical lot
6 subdivision.

7 The entire representation has to
8 come back so that the one individual could
9 not expand, even though they may be
10 conforming to lot area and building standards
11 if they were an individual lot, so we've
12 brought that forward.

13 FAR calculations we've discussed.
14 Arts uses, again the template for providing
15 for existing and future arts districts. And
16 then the arts uses, the bonus density and the
17 preferred uses and the height rules, which
18 we've discussed also.

19 So I'm just going to touch on the
20 few changes we've made to all but parking,
21 which we'll deal with in a second.

22 We had some clarifications in the

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1 subdivision theoretical lots and private
2 streets. It's the "and private streets." I
3 think we need a little bit more clarifying
4 language based on the Commission's action
5 about no longer counting private streets in
6 the denominator of FAR. We need to make sure
7 that's more clearly stated and possibly
8 dealing separately for campus plans.

9 Heightened roof structures, we
10 talked about that in Subtitle D as well as E
11 and F, clarifying the different heights for
12 the building type, single-family homes versus
13 institutional buildings.

14 Dwelling unit density, we need to
15 clarify a little bit of language, again,
16 based on what we've heard since the setdown
17 about accessory apartments and how that could
18 be misconstrued in the flat zones to allow
19 accessory apartments within the flats, and
20 that's not what we were intending.

21 The inclusionary zoning, there'll
22 be some amendments that we're currently

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1 reviewing and that may be brought back to the
2 Commission separate from this zoning action
3 and that would be an amendment to the current
4 code so you may be seeing that in December or
5 January.

6 Loading and bicycle, as we've
7 talked about, the Commission has already
8 taken action on that and unless advised
9 otherwise OP will continue to include the
10 language as adopted in April of 2011.

11 The bike parking, the basic
12 changes were that we based it on building
13 area instead of the number of car spaces. So
14 as we've discussed earlier, once the number
15 of car spaces go down, the parking for bikes
16 also went down. It was an inverse
17 relationship that made no sense.

18 Add a requirement for multifamily
19 use. Again, that's for bike parking. It
20 aligned with the DDOT and the City Council
21 direction of one space per three units.

22 And then we required both long-

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1 term and short-term bike parking, short-term
2 being for guests and visitors to the
3 building. It would be closer to the entrance
4 of the building, possibly on the street or
5 adjacent to the building or immediately
6 inside the garage.

7 Long-term parking could be
8 farther down in the garage or up in the
9 building, but it would be a much more secured
10 type of facility.

11 So parking, that's the biggest
12 issue of debate that I think the ZRR
13 experience has gone through.

14 The Comprehensive Plan gives us a
15 lot of policy statements on not so much how
16 we should proceed but that we should proceed,
17 that we should de-emphasize auto-oriented
18 uses and surface parking.

19 Again, this is language that's in
20 the OP report and is in several of the
21 guidance reports. We felt it was important
22 to put up there. It talks about transit-

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1 oriented and corridor developments, part of
2 the land use chapter.

3 The central employment area also
4 has some language that talks about
5 encouraging creative management of parking
6 around transit stations, balancing the needs
7 of transit/pedestrian/bicycle travel and
8 generally set standards behind or beneath
9 buildings and geared toward short-term users
10 rather than all-day commuters.

11 Also in the land use chapter of
12 the parking regulations, there's one that
13 directly relates to the revision of the
14 zoning regulations.

15 I'm not going to read the whole
16 thing but it does instruct us to ensure that
17 the parking requirements are responsive to
18 the demand, that they should be accommodated
19 in a manner that maintains an attractive
20 environment.

21 They should minimize their
22 interference with traffic flow and they

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1 should be considered where transportation
2 demand management measures are implemented
3 and a reduction in demand can be
4 demonstrated.

5 Also, in addition to the
6 Comprehensive Plan, the Sustainability Plan,
7 the Sustainable DC Plan that the mayor rolled
8 out this year also has several very specific,
9 very focused transportation action items. We
10 think some of our measures actually feed into
11 that.

12 Streetcar networks obviously is
13 not zoning but our parking tries to support
14 the streetcar design transit systems to be
15 resilient to extreme weather, expand the
16 Capital Bikeshare program, expand car-sharing
17 programs, expand electric vehicle charging
18 infrastructures. We tried to accommodate
19 those wherever possible within the zoning
20 regulations.

21 Additionally, through the
22 Sustainable DC Plan, they talk about the

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1 Greenhouse Gas Inventory and this is just a
2 piece of data that shows the community-wide
3 emissions have gone down from 2006 to 2011
4 even though our population has gone up.

5 Our accessibility to Metro, we
6 thought this was just also kind of an
7 interesting piece of background that weighed
8 into some of our decision making as part of
9 our overall data fact-finding.

10 Twenty-eight percent of the
11 region's real estate value is within a half
12 mile of the Metro but only represents four
13 percent of the land area.

14 And 84 percent of the regional
15 office space under construction is within one
16 quarter mile of a Metro station, which is
17 very, very significant. They obviously are
18 merging towards that Metro station as a way
19 to deal with their competitiveness.

20 So we get to the luxury of
21 choices and you've heard this a lot if you've
22 been to any of our director's presentations.

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1 82.4 percent of the District households are
2 what we call car-lite. That's one car or
3 less. Thirty-eight and a half percent of the
4 households own no vehicle.

5 And, again, that's not
6 individuals. That's households so that's a
7 couple, that's a family, that's an
8 individual, the household itself. That's
9 very, very significant.

10 Also our research show that 46
11 percent of all trips are made by foot, by
12 bike or by transit. That does not include a
13 vehicle. 51.5 percent of all of our
14 commuting trips again are by bike, foot or
15 transit.

16 We also looked at the cost of
17 vehicles. There's a lot of discussion
18 through the Zoning Review Workshop, through
19 our community outreach, through meetings with
20 communities on the cost of owning and
21 operating a vehicle and the impact that cost
22 has on home ownership and the cost to an

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1 individual as well as the cost to the
2 construction of the vehicle.

3 These figures are from AAA. They
4 are on their website and they show an
5 increasing expense to an individual for
6 owning and operating an automobile since 2004
7 when they readjusted what they call their,
8 I've forgotten, their realistic ownership
9 rates and those are the items that they
10 include on the side there.

11 But the value and expense to an
12 individual of owning a vehicle has gone up
13 significantly in the last nine years.

14 Also when it gets to cost, we've
15 also done some research through both direct
16 interviews with developers, builders and
17 parking providers as well as research online.

18 RSMMeans has a very interesting, I
19 guess you'd call it a spreadsheet where you
20 enter in the city, you enter in the type of
21 construction, the height of that type of
22 construction and it gives you the general

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1 cost of what it costs per square foot.

2 And it has some for parking
3 structures and it's very Washington-centric.

4 It distinguishes between Virginia, Silver
5 Spring and Washington D.C.

6 And based on the levels of
7 parking, it went anywhere between \$15,000 per
8 space to \$40,000 per space and that was
9 pretty consistent with what we're hearing
10 from developers, that that's the cost that
11 they incur when they provide a parking space
12 at each level as it goes down.

13 It goes down about \$15,000 per
14 parking space and that doesn't really account
15 for issues of flood plain and topographical
16 changes. That's just digging and pouring.

17 So our summary proposal,
18 basically in the residential areas, the low-
19 density residentials, what we think of as the
20 single-family detach, the single-family semi-
21 detached and the row house zones, we're
22 proposing to retain that existing one space

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1 per lot minimum, except where there is no
2 alley access.

3 And this picture here, what it
4 shows on the right, this is Glover Park
5 basically and you can see where the row
6 houses line the street.

7 Even on an infill situation to
8 have to require some kind of parking slab or
9 driveway be cut through would completely
10 alter the streetscape, the landscape and the
11 way that is historically built.

12 And then on the left side is the
13 back of that block and you can see where
14 there's an alley. They were able to pull the
15 parking in from the alley.

16 So wherever there's an alley
17 that's improved with alley access, we're
18 saying, okay, that's where you would have a
19 parking requirement. If you don't have an
20 alley, then there would be no parking
21 requirement.

22 In the multifamily zones, we've

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1 standardized the parking requirements and
2 here you see on the left and in the middle
3 the variation of parking requirements based
4 on zone. We're proposing that that be
5 standardized to one space per three units
6 after the fourth unit.

7 It's a much more unified approach
8 and it's a lot easier. If there's a
9 rezoning, a building doesn't suddenly become
10 non-conforming to its parking and then get
11 thrown into a variance situation.

12 The commercial uses, we've
13 somewhat standardized those parking
14 requirements.

15 We've brought them down from
16 several hundred to a couple dozen, again
17 allowing for use category rather than zone so
18 that a private school, regardless of its
19 residential zone, has the same retail, has
20 the same whether it's in the equivalent of a
21 C-2-A or a C-3-C.

22 Again, allows for a clear

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1 understanding, much more predictability and,
2 again, if there's any kind of rezoning or
3 redevelopment that the Comp Plan would call
4 for in the future, it doesn't create a
5 situation of unnecessary variances and non-
6 conformities.

7 What we're not proposing, we are
8 no longer proposing transit zones. That was
9 a very contentious issue. We met a lot with
10 the communities, with interested advocates.

11 What we've done instead is we are
12 proposing a by-right reduction for sites that
13 are located close to transit of 50 percent.

14 So areas that would be outside a
15 half mile from the Metro station would have a
16 standard X. If you're within a half mile you
17 would have half of that.

18 We did some investigation on that
19 half mile to make sure that that was still
20 relevant. The Federal Highway Administration
21 still recommends it.

22 George Mason University,

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1 University of California, University of Texas
2 at Dallas all recommend it as still being
3 relevant.

4 There was a graduate study
5 performed at the California Institute of
6 Transportation through University of
7 California that just last year tested that
8 number again to see if it was still relevant.

9 And they actually found that
10 depending on the quality of the fixed rail,
11 the higher quality the rail, the farther
12 people were willing to walk. So we're very
13 comfortable with that half mile from a Metro
14 station.

15 A quarter mile would be from the
16 streetcar line or from the WMATA bus routes
17 that are identified as a priority corridor
18 network.

19 Further reduction to go below
20 that 50 percent would be by special exception
21 and it would have some transportation demand
22 management measures associated with it.

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1 Examining the TDM measures for
2 proposals providing significantly more than
3 the required amount of parking means if a
4 developer provides over twice the amount of
5 parking that is established as a minimum we'd
6 like to see transportation demand management.

7 We at one point proposed
8 maximums. We pulled away from that
9 requirement and felt that a transportation
10 demand management program when parking
11 becomes excessive was a much more proactive
12 way to go.

13 So these are some of the existing
14 transit provisions. As you know, right now
15 in the zoning regulations there is a
16 reduction of 25 percent that's permitted if
17 you're within 800 feet of a Metro station,
18 you're not residentially zoned and you're not
19 within 800 feet of the R-1 through R-4 zones.

20 So those purple areas right now
21 are where you could get a 25 percent parking
22 reduction.

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1 We think that comes from 1978
2 when the Metro first opened and it was a way
3 to try to recognize the investment made in
4 the Metro at that time.

5 These purple areas are where that
6 50 percent reduction would apply now. You'll
7 notice the bulk of that is in the downtown
8 areas, some of what we're calling the
9 Southwest/near Southeast areas down by the
10 stadium, Southwest waterfront. Those are the
11 high-density areas identified on the
12 Comprehensive Plan map and they're very, very
13 transit rich.

14 Other than the big bulks of
15 downtown, you'll also notice that they tend
16 to follow the commercial corridors which have
17 the heaviest bus lines. Make sure I didn't
18 miss anything on that, okay.

19 So in the downtown area, we are
20 proposing that there be no parking
21 requirements whatsoever. Right now there is
22 an exemption from the parking standards for

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1 office buildings.

2 We're proposing that it be for
3 all uses, again, within the downtown as
4 defined by the high-density areas as we'll be
5 discussing Thursday night in the new downtown
6 subtitle.

7 What this graph represents is all
8 of the dark bars that do not have a light
9 gray bar do not have a parking requirement
10 near downtown.

11 Most of them in that list there,
12 there's a few more in there, Austin, Oklahoma
13 City, but only the light gray bars have any
14 downtown parking requirement.

15 And some of those, which it's
16 hard to make out, have, I think there's four
17 or five of them that have a little zero. It
18 means that they have areas of the downtown
19 that have no parking requirements and some
20 that have a very minor parking requirement.

21 So we're not leading in this
22 situation but we are amongst what we think to

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1 be a good crowd.

2 So in the downtown again, we're
3 proposing no parking be required for any use.

4 In the industrial zones, we're proposing
5 that the parking standards stay fairly
6 similar.

7 Right now they're actually the
8 highest standards in the city at one space
9 per 600. They're considered any other use
10 except for warehouses and we're proposing no
11 change to the warehouse standard.

12 We're proposing that that parking
13 standard stay at one space per 3,000 and the
14 other uses be refined to match more of the,
15 not the general retail but kind of the
16 specialized retail. It's basically 1.3
17 spaces per 1,000 square feet I believe.

18 Private schools was also a big
19 issue as we dealt with a lot of the
20 communities and you'll probably hear a lot
21 about this tonight.

22 Right now it's based on some

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1 really difficult-to-control standards, two
2 spaces for three teachers or other employees
3 for the elementary and junior high schools.

4 For the high schools it's two
5 spaces for three teachers or other employees,
6 one for 20 classroom seats. There's ten
7 seats for a largest auditorium or gymnasium.

8 The problem we've had with that
9 is it's very confining to a school. It
10 doesn't allow the programs to adjust.

11 If a program adjusts and perhaps
12 they change and they don't have an auditorium
13 and they want to use it for something else,
14 they're now forced to come back into the BZA,
15 back into neighborhood negotiations, where
16 what we're proposing is that it be based on
17 square footage so that there's predictability
18 on how many spaces will always be on site
19 regardless of program, whether that program
20 expands or contracts, and that the
21 neighborhood will always have assurance of
22 how many spaces are going to be there and how

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1 they're going to be used.

2 We're proposing 1.25 spaces per
3 1,000 square feet. At the back of our report
4 we attached a survey that we did based on the
5 BZA orders of all the private schools that
6 had a BZA order, the number of spaces
7 required, the number that they actually have
8 provided and then what the difference would
9 be with the new square-footage standard as
10 opposed to an employee-based standard.

11 They vary wildly. There's no
12 real predictability between the current
13 standard of employees and auditorium and
14 what's actually provided on site.

15 The schools, because they are
16 private schools, they don't always have a bus
17 so they tend to over-park so we don't think
18 this is completely inappropriate to have it
19 based on square footage.

20 Places of worship, we've also
21 gone from the one for each ten seats of
22 occupancy capacity in the sanctuary. We

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1 found that to be a very difficult standard
2 for predicting how many people would actually
3 come to the facility.

4 There's the occupancy capacity,
5 which could be based on fire code. There
6 could also be alterations to the building
7 that would reduce that capacity.

8 Then there's the folding wall
9 issue and then it goes on to issues of when
10 the seats aren't fixed, you know, you need 18
11 inches of a bench or a pew.

12 It's really a difficult type of
13 standard. It's hard for the zoning
14 administrator, it's hard for the
15 neighborhoods and it's basically hard for the
16 church to really predict.

17 So again, we went with a square
18 footage. We found that to be a common
19 standard used around in our best-practice
20 surveys.

21 We also have then allowed for
22 flexibility and in this area we think this is

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1 very important. We're proposing to allow
2 sharing of parking spaces so that sites can
3 partner together with existing sites that may
4 be over-parked.

5 We've done some surveying with
6 quite a few of the larger apartment buildings
7 and office providers.

8 We've also met with several of
9 the parking companies, and they park to the
10 site. So if they're going down four floors,
11 they're parking all four of them because they
12 got the space.

13 Well, that provides an
14 opportunity for smaller buildings in the area
15 to come in and share that parking as opposed
16 to both sites over-parking. So we're
17 proposing that where those areas are, they
18 can be allowed to share. That's currently
19 not allowed in the code.

20 We're also allowing that that
21 would be outside the downtown in areas where
22 there are also parking requirements.

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1 We're allowing a greater number
2 of small car spaces. I think we've talked
3 about this before. The compact car spaces in
4 the zoning regulations right now are old.
5 We'll just say they're old and archaic.

6 If you don't have five compact
7 spaces, you can't have any. It's a very odd
8 trigger. We're allowing for the car spaces
9 to count toward required parking.

10 And we're also allowing for the
11 facilitation of mechanical or automated
12 parking systems to increase the efficiency
13 and allow also for car-share spaces to count
14 towards required spaces and also to encourage
15 the provision of electric-car outlets.

16 The parking lot standards, most
17 of the parking lot standards we've achieved
18 already through our pervious surface
19 landscape and GAR standards that the
20 Commission already adopted in December.

21 Again, it limits the size of the
22 parking spaces, after which a special

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1 exception has to be applied for and it
2 establishes a greater canopy as well as
3 landscaping requirements.

4 I think that brings us up to
5 tonight's hearing.

6 CHAIRMAN HOOD: Thank you, Ms.
7 Steingasser. We'll go right into the
8 District Department of Transportation, Mr.
9 Zimbabwe.

10 Before we do that, let me
11 acknowledge Ms. Bushman. I think I omitted
12 her, from Office of Zoning, and Ms. Hill from
13 the Office of Zoning. Thank you. Mr.
14 Zimbabwe, we're ready to hear from you.

15 MR. ZIMBABWE: All right. I will
16 excerpt from our report to you tonight just
17 to read parts of it into the record.
18 Hopefully I don't go on too long.

19 "The District Department of
20 Transportation, DDOT, is established to
21 improve the District's economic
22 competitiveness and quality of life by

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1 planning, coordinating and operating the
2 transportation system and managing and
3 maintaining the transportation infrastructure
4 to ensure the safe, efficient movement of
5 people, goods and information along public
6 rights-of-way.

7 "Although DDOT does not have
8 direct responsibility for transportation
9 infrastructure in the private space of the
10 District, Subtitle C of the Zoning
11 Regulations Review text contains several
12 areas closely linked with DDOT's
13 responsibilities.

14 "It's DDOT's mission to develop
15 and maintain a cohesive sustainable
16 transportation system that delivers safe,
17 affordable and convenient ways to move people
18 and goods, while protecting and enhancing the
19 natural, environmental and cultural resources
20 of the District and central to this mission
21 is a robust and multimodal transportation
22 system.

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1 "DDOT finds that the Zoning
2 Regulations Review text Subtitle C as drafted
3 supports the fulfillment of DDOT's
4 transportation mission while at the same time
5 preserving flexibility that is sensitive to
6 existing context.

7 "DDOT continues to work with
8 multiple stakeholders to provide a world-
9 class transportation system with easily
10 accessible transportation options throughout
11 the District.

12 "At the same time the demands on
13 the transportation system from residents and
14 visitors alike are evolving and flexibility
15 will be required to meet these evolving
16 demands.

17 "Private development has a
18 substantial role in shaping the
19 transportation demands on the public rights
20 of way and these demands should be addressed
21 without impeding the rights of private
22 property owners in the District.

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1 "The District owns and operates a
2 large and complex transportation system
3 providing for many modes of travel that serve
4 632,000 residents and 800,000 employees.

5 "In peak travel periods, the
6 current transportation network experiences an
7 extensive delay on arterials and freeways
8 resulting in long and unreliable travel times
9 in vehicles and on surface transit.

10 "Delay is so extensive that the
11 peak period of travel has extended from an
12 hour to multiple hours and it is not uncommon
13 to find congested conditions between the
14 hours of 7:00 and 10:00 a.m. and 3:00 and
15 7:00 p.m.

16 "Transit service is currently
17 strained as well. Several Metro rail lines
18 experience congestion during rush hour and
19 buses are subject to delays caused by
20 congestion on the roadways.

21 "The District is projected to
22 experience substantial growth in the future.

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1 It is expected that the District will add
2 more than 140,000 residents and 180,000 jobs
3 by 2040.

4 "This growth must also be viewed
5 within the context of a metropolitan region
6 that is projected to add 2 million people and
7 over 1.6 million jobs by 2040.

8 "With this growth comes the need
9 to ensure safe, efficient and sustainable
10 transportation options for the District's
11 residents, employees and millions of visitors
12 that pass through the District's borders each
13 year.

14 "The District's transportation
15 network is largely built out and large-scale
16 expansion of the District's roadway network
17 is not possible to accommodate significantly
18 more vehicles.

19 "In light of these constraints
20 and challenges, DDOT and other public and
21 private stakeholders are working to increase
22 transportation options throughout the

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1 District in order to address existing and
2 future needs.

3 "DDOT and its partner
4 stakeholders have been working towards
5 promoting a multimodal transportation network
6 for many years and much progress has been
7 made towards increasing transportation
8 options.

9 "However, much work remains,
10 especially in light of future growth
11 projections, and the process of providing a
12 transportation network that meets future
13 needs is an ongoing process that will
14 continue to evolve in response to population
15 and employment changes, technological
16 advances and changing preferences.

17 "Given current and anticipated
18 challenges caused by population growth, the
19 District has adopted a transportation policy
20 to promote a multimodal transportation
21 network.

22 "The transportation element of

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1 the Comprehensive Plan and the transportation
2 component of the Sustainable DC Plan
3 established a broad vision for the District's
4 transportation future.

5 "The two documents recognize the
6 predicted growth in the District and
7 anticipate the associated transportation
8 challenges.

9 "The transportation element of
10 the Comprehensive Plan addresses the
11 importance of multimodalism and acknowledges
12 the important relationship between
13 transportation and land use as a means to
14 meet the District's current and future
15 transportation needs.

16 "Similarly the transportation
17 component of the Sustainable DC Plan calls
18 for the encouragement of non-automobile
19 transportation, while reducing dependence on
20 private vehicles.

21 "In pursuit of this vision, the
22 plan establishes the following targets for

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1 commute modes splits by 2032, 50 percent
2 transit, 25 percent biking and walking and 25
3 percent auto.

4 "DDOT is in the midst of leading
5 moveDC, a collaborative effort to develop a
6 bold and implementation-focused vision that
7 responds to the anticipated transportation
8 challenges facing the District and will guide
9 strategic investments for bicycles,
10 pedestrians, vehicles and transit in the
11 District's transportation system for the next
12 25 years and beyond.

13 "These investments are likely to
14 include identifying new multimodal
15 transportation options and supportive
16 policies to encourage the use of
17 transportation options.

18 "DDOT and the District are
19 investing in improvements to the
20 transportation system including Streetcar,
21 Circulator, Capital Bikeshare, bike
22 facilities, Metrorail and Metrobus to enhance

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1 the multimodal nature of the city.

2 "On-street parking is in high
3 demand in many areas of the District and the
4 management of this resource is an ongoing and
5 iterative process.

6 "High demand is found in long-
7 established neighborhoods and emerging ones
8 as well as areas around attractive uses like
9 university campuses and Metrorail stations.

10 "Demand comes from immediate
11 residents, other residents of the District of
12 Columbia and non-District residents.

13 "In recent years DDOT has evolved
14 parking management processes to respond to
15 changing demands including the introduction
16 of performance parking districts around the
17 Nationals Stadium, in Columbia Heights and
18 along H Street, Northeast.

19 "Working with the City Council,
20 DDOT will continue to update and make changes
21 to parking programs, some of which have
22 remained largely unchanged for nearly 40

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1 years.

2 "The private sector is
3 contributing to the quantity and quality of
4 transportation options available in the
5 District.

6 "Taxis, which have been providing
7 a valuable, on-demand transportation service
8 for decades, are now being augmented by new
9 car services including Uber and uberTAXI.

10 "Car sharing, which provides
11 members with access to a fleet of
12 automobiles, is an increasingly popular
13 alternative to auto ownership.

14 "Car sharing has been proven to
15 lower demand for driving and parking and
16 reduce transportation costs. Zipcar,
17 Enterprise, Hertz and Car2Go provide
18 commercial car-sharing services within the
19 district.

20 "Technology is also playing a key
21 role in expanding transportation options and
22 making them more convenient.

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1 "Numerous web-based applications
2 are designed to provide real-time transit
3 information, which decreases wait time and
4 promotes automobile use.

5 "Although DDOT and other public
6 and private stakeholders are working to
7 increase the supply of non-auto
8 transportation options, this is only a part
9 of the effort necessary to develop a more
10 complete multimodal transportation network.

11 "The zoning regulations, too,
12 should facilitate a multimodal network by
13 providing the flexibility for developers to
14 deliver a built environment that is
15 consistent with a no-car or car-lite
16 lifestyle.

17 "Private land development, in
18 particular vehicle parking provision, greatly
19 impacts people's transportation choices and
20 subsequently affects the District's
21 transportation network.

22 "Projects in dense walkable

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1 neighborhoods with good transit access tend
2 to produce many more non-auto trips than
3 projects located in lower density
4 neighborhoods farther from transit.

5 "Building characteristics,
6 particularly parking provision, are also
7 highly predictive of a building's
8 transportation impact.

9 "The current zoning regulations
10 make it difficult to provide fewer parking
11 spaces than required, thereby creating a
12 parking floor that may be higher than actual
13 demand.

14 "A more market-based approach to
15 parking provision is a key element in
16 promoting a multimodal transportation
17 network.

18 "More flexibility in the vehicle
19 parking requirements is increasingly
20 important in light of changing demographics
21 and housing preferences.

22 "The current zoning regulations

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1 make it difficult for developers to deliver a
2 low parking product type to market without
3 navigating through a variance process.

4 "This has resulted in a
5 constrained supply of residential buildings
6 with a level of parking provision consistent
7 with demand.

8 "Other proposed changes in the
9 zoning regulations, including permitting some
10 corner store uses and accessory dwelling
11 units, although not in Subtitle C, will also
12 serve to attract individuals seeking car-free
13 or car-lite lifestyles and promote non-auto
14 transportation options.

15 "The Zoning Regulations Review
16 Subtitle C text recognizes the projected
17 growth and associated transportation
18 challenges as well as the macro-level shifts
19 in transportation supply and demand and
20 attempts to align land development
21 requirements with these realities.

22 "DDOT supports the proposed

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1 changes as integral elements in promoting a
2 multimodal transportation network.

3 "ZRR calls for eliminating
4 parking requirements in downtown and reducing
5 the vehicle parking requirements in areas
6 with excellent, high-quality transit service
7 while not changing requirements in much of
8 the city where transportation options are
9 less plentiful.

10 "Reduced vehicle parking minimums
11 will provide greater flexibility for
12 developers to provide a level of parking they
13 believe is necessary for a successful real
14 estate product.

15 "And the developer would have the
16 choice still to provide the minimum vehicular
17 parking spaces required or provide vehicle
18 parking spaces in excess of the minimum
19 requirements.

20 "This ability to more easily
21 provide lower levels of parking than
22 currently required would allow developers to

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1 better target segments of the population that
2 do not own cars.

3 "As a reviewer of parking
4 variance requests, DDOT is almost always able
5 to support these requests because projects
6 with fewer vehicle parking spaces generate
7 fewer auto trips.

8 "Under the proposed changes,
9 developers would be permitted to target these
10 demographics as a matter of right, thereby
11 reducing costs and increasing the real estate
12 industry's ability to deliver a product type
13 that is increasingly in high demand.

14 "Further, by allowing development
15 by right that supports these demographics in
16 a manner that is more consistent with their
17 lower levels of auto ownership, demand on the
18 transportation system is reduced.

19 "Instead of being pushed towards
20 vehicle travel through higher levels of
21 required parking, this demographic can travel
22 by transit or bicycle, both of which have a

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1 more marginal impact on travel conditions.

2 "The ZRR text also establishes
3 mitigation efforts that must accompany
4 parking provision for projects that seek to
5 provide more parking than required.

6 "Tying the over-provision of
7 parking and, thus, trip generation with
8 mitigations is important in encouraging the
9 use of non-auto modes and ensuring continued
10 functionality of the transportation network.

11 "DDOT supports this approach to
12 provide some additional certainty to the
13 review and approval process, and this is an
14 area where DDOT would expect the specific
15 items to evolve as this approach moves
16 forward.

17 "Moving on to bicycle parking,
18 the ZRR text considers that lower rates of
19 single-occupancy vehicles will require that
20 people make more trips by bicycle and
21 provides for robust bicycle parking minimums.

22 "Proposed minimums facilitate a

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1 mode split that is consistent with DDOT's
2 vision as described in the Sustainable DC
3 Plan as well as District code.

4 "DDOT believes that the standard
5 is sufficient but has recently seen some
6 demand exceeding this level proposed in the
7 zoning. This is an area that continues to
8 evolve and DDOT encourages the Commission to
9 explore this issue during its deliberations.

10 "For other uses, the ZRR text
11 adopts standards to facilitate a robust
12 bicycle mode split consistent with the mode
13 split goals established in the Sustainable DC
14 Plan.

15 "In conclusion, DDOT supports
16 Subtitle C of the Zoning Regulations Review.

17 The proposal provides flexibility for the
18 provision of vehicle parking in areas where
19 such provision is appropriate, requires a
20 robust level of bicycle parking and imposes
21 TDM requirements on projects that have the
22 greatest potential to impact the

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1 transportation system.

2 "When taken together, the ZRR
3 supports a robust, multimodal transportation
4 network that serves the needs of residents,
5 guests and employees of the District.

6 "DDOT also notes that the ZRR
7 text would impact new development only. The
8 zoning regulations would not change the
9 parking provision of existing buildings and,
10 therefore, the zoning regulation changes are
11 expected to cause incremental, albeit
12 important, changes to ensure the continued
13 functionality of the transportation network
14 in the long term."

15 CHAIRMAN HOOD: Okay. I want to
16 thank you both for your presentations, Office
17 of Planning and DDOT. Oh, that's right.
18 Commission is going to hold their questions
19 until possibly, from what I've been looking
20 at, I think it's going to be the third night.

21 We're going to hear from the
22 public first. Again, as I stated earlier, I

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1 have a witness list here of 48 who are
2 present on this list.

3 If you are not on this list and
4 you want to testify, I think we're going to
5 hear the second part in all fairness to those
6 who had to wait and come down next Tuesday, I
7 believe it is, in all fairness to them.

8 On the back end of that, I will
9 call for those who have not signed up for
10 either night to come up and testify, but I'm
11 sure everybody who's waited here this long,
12 his name is on this list.

13 So I'm going to begin with it.
14 I'm going to call your name and forgive me if
15 I mispronounce it. When you come forward,
16 you can correct me.

17 Okay, Patty Rose, David Alpert,
18 Abigail Zenner. Now, I practiced this one in
19 the back and I'm probably going to mess it up
20 now, Rahul Mereand-Sinha. Last name is
21 spelled S-I-N-H-A. I've called that name
22 three times. I hope the person shows up so

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1 they can correct me. Joseph Kakesh.

2 VICE CHAIR COHEN: Kakesh.

3 CHAIRMAN HOOD: Kakesh, Kakesh.

4 Some of my colleagues will help me mess these
5 names up, so just don't blame it all on me.

6 Corey Holman. And I know I'm going to mess
7 the last name up, Lilly Shoup. Ms. Shoup,
8 did we pronounce your last name correct?

9 (Off microphone discussion)

10 CHAIRMAN HOOD: Thank you, Vice
11 Chair, I appreciate that. Shoup, okay.
12 Carol Wayman. I guess I need two more
13 people. Alex Posorske, Alex, okay. And Eric
14 Fidler. Is Eric Fidler? Okay.

15 All right, we have eight and
16 we're going to start. We're actually going
17 to start with you on my right and we're going
18 to go from my right to my left. You may
19 begin. Make sure the light is lit up.

20 MR. POSORSKE: There we go, thank
21 you. Good evening. My name is Alex Posorske
22 and I work for the Coalition for Smarter

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1 Growth, but this testimony is my own and not
2 on behalf of the organization.

3 I am testifying tonight in favor
4 of lowering the off-street parking minimum
5 requirements.

6 To let you know why, please allow
7 me a quick second to give you some
8 background. Last year I moved into a house
9 with my girlfriend, Leslie, in Trinidad.

10 It's been a great first year.
11 The neighborhood is a wonderful mix of long-
12 time residents and new arrivals, with the
13 vibrant culture at next door Gallaudet added
14 to the mix. We love it and are planning to
15 stay for the long run.

16 In our more optimistic moments,
17 we can imagine ourselves decades from now,
18 like Mrs. Johnson two doors down. She
19 introduced herself to us as a resident of 40-
20 plus years who keeps an eye on the houses
21 while her neighbors are at work.

22 Neither of us own or want to own

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1 a car and that's another reason we love the
2 neighborhood. It has easy access to major
3 crosstown buses as well as vibrant corridors
4 like H Street, Northeast, to nearby grocery
5 stores that make it possible to live very
6 conveniently without a car.

7 But I'm worried. I know what's
8 happened to real estate prices in my
9 neighborhood in just the year we've been
10 there, with some property shooting up in
11 value almost three times.

12 That's beyond the reach of many
13 of my neighbors if they were looking to buy
14 today as well as many of my long-time
15 friends. With both me and my girlfriend
16 working at non-profits, it would actually
17 most likely be beyond the reach of us as well
18 today even though she only bought the house a
19 year ago.

20 That's the major reason why I
21 support this update to our zoning code,
22 because I see the possibility of a D.C. that

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1 only the very rich can afford and it scares
2 me to think what we might lose.

3 There are lots of good reasons
4 overall to support it, reasons like
5 modernizing the city to be consistent with
6 the undeniable trend towards car-lite living
7 and encouraging a better way for our city to
8 grow without the rest of us either stuck in
9 traffic or stuck with the growing air
10 pollution from everyone who is stuck in
11 traffic.

12 But when adding a parking space
13 to a new apartment building can add up to
14 \$50,000 to the cost of a unit and many of
15 those parking spaces are going unused and the
16 price of housing is soaring beyond the reach
17 of many, something needs to be fixed.

18 I want to speak up for the
19 hundreds of thousands of current residents
20 who hope they can afford to stay in their
21 home city, hundreds of thousands of future
22 residents who hope to add their talents and

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1 passions to our diverse, exciting and
2 welcoming city. I want to make sure that
3 they are able to live here and keep
4 contributing to our future.

5 This compromise proposal before
6 you, a product of five years of dialogue
7 between Office of Planning and residents from
8 every ward and neighborhood of the city, will
9 help to do that. It is an important part of
10 ensuring a vibrant and inclusive city in the
11 years to come.

12 And I thank you for your time
13 tonight as well as the many other long hours
14 you put in on behalf of the District and all
15 of us.

16 CHAIRMAN HOOD: Let me just put
17 something in the park, and I thank you, but
18 let me just put something in the park.

19 Now, I forgot to make the
20 announcement, when you hear the first beep,
21 you have exactly one minute left. When you
22 hear the second beep, you need to stop, okay,

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1 because we want to make sure we get everybody
2 in and this subtitle has a lot of interest.

3 And if you could, if you could
4 let us know what ward you live in. I think
5 you live in 5, right?

6 MR. POSORSKE: Correct.

7 CHAIRMAN HOOD: Okay. So before
8 you start, we're kind of seeing where
9 participation's coming from. So before you
10 begin, introduce yourself. You can give us
11 the ward you live in.

12 But please help me. When you
13 hear the first beep, on the second beep, know
14 that you need to kind of wind it up. The
15 second beep then just stop. Stop dead in
16 your tracks, okay? Thank you. Okay, you may
17 begin.

18 MS. WAYMAN: Thank you, Chairman
19 Hood and Vice Chairman Cohen and the members
20 of the Commission, and I really want to
21 congratulate you on this proposal. I am
22 testifying in support of the compromise

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1 proposal.

2 My name is Carol Wayman. I live
3 in Ward 6 right now but I've been a D.C.
4 resident since 1992 and I've lived in Wards
5 1, 2, 4, 5 and 6.

6 I am one of the 84 percent who
7 live in a car-lite household. My wife owns a
8 car. I used to own a car when I lived on U
9 Street.

10 I actually owned an off-street
11 parking place that I bought a condo there in
12 1996, and as soon as Zipcar came in the
13 neighborhood, I was so glad to get rid of my
14 car. I only drove it to get inspected.

15 And I just love living in a
16 transit-rich environment like the U Street
17 corridor with lots of places and I lived in a
18 condo with 12 units. We had six parking
19 spaces and only four of them were used.

20 Most of us didn't have cars who
21 lived there but we had a big demand for bike
22 parking and as condo president for 14 years I

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1 made sure that we put in a lot more bike
2 parking.

3 And now that I live in Ward 6,
4 I'm thrilled to see some development around
5 that Pennsylvania corridor. When you come
6 over the Sousa Bridge, we have used car lots.
7 We have big Domino Pizza lots. We have
8 things that really don't contribute that much
9 to the community.

10 And there's been a big discussion
11 about building some more transit. We're very
12 close to transit. We're right on the 30
13 lines, the B2 lines, the M lines and right by
14 the Potomac Metro. It would be really great
15 to build some 85 unit of affordable housing
16 or units of just apartments.

17 I work for a member of Congress
18 on Capitol Hill and every few months there's
19 new people coming in from all over the
20 country to work on Capitol Hill.

21 They want to live on Capitol
22 Hill. They want to live in D.C. But, as

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1 Alex said, it's too expensive and it's really
2 hard to find a place on Capitol Hill.
3 There's not enough units to meet the demand.

4 And none of them have cars. They
5 move here without cars. They want to ride
6 their bikes. They want to do Zipcar or
7 Car2Go.

8 In fact, in my office we get
9 three parking passes and we only use two of
10 them because nobody has a car and one person
11 only drives so he can drive my boss around
12 when he's in town.

13 So I really think this is just a
14 wonderful proposal. It's a compromise. I
15 think we don't need as much parking as we
16 think we do, and I think the goals of having
17 more than half of trips be transit or bike or
18 on foot are a wonderful goal, and I thank you
19 for your work.

20 CHAIRMAN HOOD: Thank you. Next.

21 MS. SHOUP: Good evening and
22 thank you for the opportunity to testify

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1 tonight. While my remarks tonight will be
2 directed in support of the parking provisions
3 specifically, I also want to voice my overall
4 support for this zoning code update. I think
5 it's really necessary.

6 VICE CHAIR COHEN: Can you
7 identify yourself?

8 MS. SHOUP: Oh, my name is Lilly
9 Shoup. I live in Ward 1 in the Adams Morgan
10 neighborhood, but I've lived in D.C. for
11 nearly ten years now in a variety of
12 neighborhoods around town. I love the fact
13 that each of the D.C. neighborhoods I've
14 lived in has been unique and has its own
15 character.

16 At the same time, part of the
17 appeal of living here for so long is that
18 many of the neighborhoods are constantly
19 changing. They have a mix of households,
20 young people in group homes next door to
21 older folks, next door to apartment buildings
22 and it's this chaotic mix that creates such a

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1 lively, homey place to settle down.

2 I've thought a lot about putting
3 down roots lately as I recently bought a
4 house in the Adams Morgan neighborhood. I
5 never actually considered not living in the
6 District. I've lived here for so long and
7 this is my home.

8 But I consider myself truly
9 fortunate for having been able to have the
10 financial means and resources to do so. For
11 most of my friends, this simply is not an
12 option and that is why this zoning code
13 update is just so important.

14 We need to reduce the
15 bureaucratic hurdles, particularly the
16 minimum parking standards, that are raising
17 housing prices across the District.

18 Minimum parking standards
19 increase building costs, which are then
20 passed down to renters and homeowners,
21 raising prices for everyone.

22 While I think they should be

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1 eliminated entirely, I think this compromise
2 is a big step towards increasing the supply
3 of housing in the D.C. area and reducing
4 prices for people like me.

5 I work at the U.S. Department of
6 Transportation in the Navy Yard so both my
7 house and my job are located in neighborhoods
8 rich with transportation options.

9 Like many D.C. residents, I do
10 not own a car. I haven't owned one in, like,
11 eight or nine years now and I frequently take
12 advantage of all the options that D.C. has to
13 offer. I ride my own bike. I use a
14 Bikeshare, Metro, Car2Go, Zipcar, walking,
15 you name it, I pretty much do it.

16 But I support this zoning code
17 update because it makes it easier for all
18 types of people to live here, people like me,
19 people who lived here a long time, the people
20 who are going to be moving here in the next
21 20 years.

22 And as a transportation engineer

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1 that work in this field, I think these
2 parking requirements are sensible, make sense
3 and comport with a lot of the other cities
4 that I'm aware of across the country.

5 So to conclude, I think it just
6 makes sense. I support this work and I am
7 happy to be here today, so thank you.

8 CHAIRMAN HOOD: Thank you. Next.

9 MS. ZENNER: Thank you for the
10 opportunity to speak this evening. My name
11 is Abigail Zenner. I live in Glover Park in
12 Ward 3 of D.C.

13 And despite the picture that you
14 saw earlier, I actually live in a higher
15 density section of Glover Park in West Glover
16 Park. My husband and I have lived there for
17 nine years and we love our neighborhood.
18 It's the only place we've lived in D.C.

19 It is a neighborhood, again, with
20 a mix of young people and senior citizens,
21 long-time residents, students and young
22 families.

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1 There's a mix of row houses,
2 apartments, condos and we even have a
3 community garden that dates back to World War
4 II.

5 A block from my 1930s-era
6 building is a mid-century high-rise
7 surrounded by a surface parking lot. The lot
8 is half used most of the time since it is
9 only for residents of that building.

10 It always makes me sad that our
11 current zoning code requires so much parking,
12 which has only made it more expensive to
13 build and has marred our city with half-empty
14 lots.

15 We would love to stay in our
16 neighborhood for a long time but worry that
17 we will never be able to afford a bigger
18 place. Parking plays a role in both the
19 livability of our neighborhood and the
20 affordability of new development.

21 The Office of Planning proposal
22 would go a long way towards correcting this

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1 kind of construction, but it would also make
2 it easier for new buildings to share existing
3 lots like the one near my apartment instead
4 of a one-size-fits-all minimum that does not
5 take into account the people who may move
6 into that neighborhood.

7 Requiring too much parking means
8 the cost is passed on to tenants and buyers
9 whether or not they own a car. It encourages
10 car use even in areas that are well-served by
11 transit.

12 Even in Glover Park, fewer
13 residents are moving in with a car, which we
14 hope will spur better bus service and a more
15 walkable community.

16 As new development comes along,
17 we don't need more parking spaces. We need
18 more spaces for homes.

19 Allowing for this flexibility
20 provides variety and options for people to
21 move where they want or stay in their
22 neighborhoods. It makes finding a home to

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1 buy less expensive since building parking
2 adds such a high cost to a building.

3 It's time to move forward and
4 support a zoning code that reflects a growing
5 and changing city. The District should be
6 accessible and affordable for all residents
7 and not just the very rich.

8 We should embrace all residents
9 whether they are young or old, have cars or
10 do not and should not dictate to property
11 owners how much parking they should build.

12 I hope that you will support
13 those of us who would like to stay in the
14 District for many years to come and create a
15 new city not just for us but for our children
16 and grandchildren.

17 Thank you for your work on this
18 issue. I appreciate having the chance to
19 speak today.

20 CHAIRMAN HOOD: Thank you. Next.

21 MR. ALPERT: Thank you very much,
22 Mr. Chairman and members of the Commission.

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1 I am David Alpert, a resident of Dupont
2 Circle in Ward 2.

3 So far the folks that we have
4 heard from are in support of this proposal
5 and I, too, am in support of this proposal,
6 though I think that the Office of Planning
7 would have been even better to have made some
8 of the more aggressive parking minimum
9 reductions that you, yourselves, actually
10 approved, in concept at least, so many years
11 ago now.

12 But I wanted to mainly take my
13 time to speak to some of the things I believe
14 you're likely to hear about later on in this
15 hearing when you hear from some opponents,
16 just to ensure that we focus this debate on
17 the actual most important issues.

18 There will probably be a lot of
19 discussion about how much parking the typical
20 building and the typical neighborhood needs,
21 and that is not a bad thing to talk about.

22 But by and large, it's not

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1 relevant to this particular issue because, as
2 we've found with so many development projects
3 that we have seen recently, property owners
4 voluntarily choose in almost all cases to
5 build more parking than the minimum demands.

6 That means that the market is in
7 most cases working well without needing the
8 artificial force of a zoning rule.

9 People will decide whether the
10 residents of their buildings need some
11 parking or don't need parking, and if they do
12 need parking, they will build that parking
13 there, not simply all seeking to not put any
14 in at all.

15 But there are many places where
16 the zoning code is demanding parking that is
17 not necessary and it is in those specific
18 situations that is most important.

19 Those are the situations where
20 people are building in transit-rich areas
21 where the property owners are finding their
22 garages go empty.

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1 And that is, therefore, forcing
2 up the cost of the construction and the
3 housing as you've heard from a lot of the
4 people very recently and so I simply ask you
5 to focus on these cases.

6 If someone is going to come and
7 say that in their neighborhood there is a
8 building and it has a garage and that garage
9 needs to be there and people use it, that is
10 great.

11 But if you go ahead with the
12 Office of Planning's proposal, that does not
13 at all mean that building will or a building
14 like it will suddenly not have any parking at
15 all.

16 In addition, there will probably
17 be a lot of talk about the difficulty or non-
18 difficulty of on-street parking. Parking
19 minimum changes, we have found, are not
20 actually very closely tied to the difficulty
21 of parking on the street.

22 In a lot of neighborhoods, like I

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1 have a cousin who lives in Ward 4 who they
2 all have garages in those houses in her
3 neighborhood and almost everybody uses those
4 garages for storage and parks their cars on
5 the street because it's easy to park on the
6 street.

7 In a lot of other neighborhoods,
8 we've found that people will park on the
9 street when it's easy enough to do so and
10 maybe they'll rent out those spaces to
11 somebody instead.

12 In general, people choose to park
13 off street if they feel that they don't want
14 to deal with the general hassle of having to
15 move a car for street sweeping and so forth.

16 They will park on the street if it is easy
17 enough to do so.

18 The Department of Transportation
19 needs to come up with a solution to our on-
20 street parking problems, many of which are
21 real in many neighborhoods.

22 There are problems with parking

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1 on the street, but we are not going to solve
2 that problem by requiring excessive amounts
3 of parking off street.

4 One way we know this is that we
5 already require excessive amounts of parking
6 off street in many cases and we haven't
7 solved that problem.

8 So continuing to require
9 something that's not solving a problem is not
10 going to make the problem go away. Rather,
11 we need to actually solve the problem
12 directly instead of with this indirect method
13 that is not working.

14 Very quickly also, I know you
15 have received letters from Council members
16 Cheh and Evans asking for some sort of delay
17 in this process.

18 As I said, these two aren't
19 really connected, which is one reason why I
20 implore you not to delay this change simply
21 to wait for DDOT to fix the other problems.
22 That is because we have been talking about

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1 this change for so many years now and it is a
2 very important change to make.

3 And it's important change to make
4 now so that we don't continue to drive up the
5 cost of housing now and also because not
6 solving the problem, as I said, not solving
7 one problem is not going to solve a different
8 problem.

9 Therefore, please go ahead with
10 this change while also asking DDOT to get its
11 act together on dealing with the on-street
12 parking issues.

13 The Office of Planning has
14 compromised their initial recommendations and
15 those that you approved in 2008 many, many
16 times. They feel that it's politically
17 necessary. I think they feel they're
18 responding to a lot of constituent feedback.

19 I disagree that it is necessary
20 or that it is the best policy but you are not
21 necessarily even bound by that and could go
22 ahead and even ask them to stick with the

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1 more aggressive changes that you actually
2 approved yourselves.

3 However, if you don't want to do
4 that, I also urge you, please, not to feel
5 any obligation to compromise further. This
6 has already been compromised so much. Thank
7 you very much.

8 CHAIRMAN HOOD: Thank you. Next.

9 MS. ROSE: Good evening. I'm
10 Patty Rose. I'm the executive director of
11 Greenspace. Can you hear me?

12 CHAIRMAN HOOD: Is your light lit
13 up?

14 MS. ROSE: Yes.

15 CHAIRMAN HOOD: Okay.

16 MS. ROSE: Can you hear me now?

17 (No response)

18 MS. ROSE: I'm Patty Rose. I'm
19 the executive director of Greenspace so I'm
20 speaking on behalf of the organization, which
21 is a D.C.-based nonprofit with the mission of
22 making real estate, economic and community

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1 development green in the District for the
2 past ten years.

3 I have also been a mayoral
4 appointee for the past seven years to the
5 District's Green Building Advisory Council,
6 and I'm here today to express my support for
7 reducing or eliminating the parking minimums.

8 The 2006 Green Building Act is
9 one of the foundational laws of the
10 District's transformation to a greener,
11 healthier community.

12 And since 2006, we have enacted
13 legislation and policies that target reducing
14 our energy consumption and increasing the use
15 of clean and renewable energy sources,
16 adopted stringent stormwater management
17 requirements that will clean our rivers and
18 make them swimmable and fishable and reduced
19 trash by encouraging use of reusable bags and
20 making recycling common practice. Reducing
21 parking minimums belongs in this category.

22 Greenspace's original mission was

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1 to make affordable housing in its
2 neighborhoods green or sustainable.

3 I have worked with real estate
4 development professionals to improve the
5 performance of the District's affordable
6 housing design, construction, finance and the
7 operations.

8 While we also worked with
9 commercial and retail development
10 professionals, it is the affordable housing
11 residents that will, I think, benefit most
12 from the significant reduction of minimum
13 parking requirements for high-density, mixed-
14 use areas that are well served by transit.

15 Riding public transportation,
16 walking and biking are not only healthier for
17 one's body but also for one's pocketbook
18 since not owning a car saves, on average,
19 about \$10,000 a year.

20 Most residents of affordable
21 units don't own cars and cannot afford to or
22 prefer not to have to pay for parking they

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1 don't need.

2 Parking requirements
3 unnecessarily increase housing costs, as
4 we've heard many times, and also parking
5 requirements subsidize car ownership, causing
6 more people to own cars than they would if
7 they were making a tradeoff between the full
8 cost of different transportation choices.

9 Reforming parking mandates
10 recognizes that more than half of all renters
11 in the city don't own a car.

12 The District's zoning policy
13 should support those households that don't
14 own cars and developers and property owners
15 should not be forced to go through a Board of
16 Zoning Adjustment process to reduce their
17 parking requirements.

18 Fact, the cost of off-street
19 parking is almost never paid for by the user
20 but, instead, is subsidized by everyone in
21 the building because the market price is
22 below the actual cost. This is unfair to the

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1 people who want to live without a car.

2 One U Street developer estimated
3 that the cost of a parking space is about
4 \$480 per month per space. The market price,
5 however, is on average \$221 per month. The
6 huge gap in cost is made up in higher housing
7 costs for everyone.

8 We are all better off as D.C.
9 residents if new housing can right-size the
10 parking supply to meet the demands of
11 residents rather than build to a government-
12 mandated minimum.

13 Rather than subsidizing parking
14 and driving, we should let the market build
15 parking for those who want to pay for it.

16 There is a growing realization
17 that the dysfunction caused by poorly
18 conceived parking policies is a major
19 impediment to creating an effective and
20 balanced urban transportation system.

21 We don't want the District to be
22 designed around parking. Let's leverage our

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1 city's parking policy to affect positive
2 environmental objectives and productive
3 economic outcomes. Thanks for your time.

4 CHAIRMAN HOOD: Okay, thank you.
5 Next.

6 MR. HOLMAN: Good evening,
7 Commissioners. My name is Corey Holman and
8 I'm a resident of the 900 block of 14th
9 Street, Southeast, in Ward 6, newly minted
10 homeowner.

11 Originally I was going to discuss
12 the need for long-term thinking and praise
13 the flexibility that reducing minimums brings
14 to downtown transit-rich corridors on the
15 residential side.

16 Instead, tonight I want to share
17 just a quick story about why the parking
18 minimums and transit zones needs to be
19 reduced in the first place.

20 As I was walking to dinner this
21 weekend, my wife and I passed a large
22 building being renovated on the southeast

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1 corner of 13th and Pennsylvania Avenue,
2 Southeast.

3 This building was a deteriorating
4 commercial office space until it was recently
5 purchased by a developer with plans of a
6 mixed retail and commercial space.

7 However, the developer recently
8 announced that the building will remain fully
9 commercial office space because the property
10 doesn't have the required parking available
11 on site for retail uses.

12 This site is one block from the
13 Potomac Avenue Metro, it's on the 30s line,
14 it's a block away from the V7,8,9, it's on
15 the Skyland-Potomac Avenue Circulator, it
16 shares a block with a Bikeshare station and
17 it's near many on-street, car-sharing spots.

18 It's basically the definition of a transit-
19 rich zone.

20 As any resident of lower
21 Pennsylvania Avenue can tell you, the vast
22 majority of existing commercial space along

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1 the road is underutilized and the addition of
2 neighborhood-serving retail would be welcome.

3 For residents to lose out on that
4 opportunity of a new retail space due to
5 parking restrictions on by-right development
6 in a transit-rich area of town is a shame.

7 We all know the developer could
8 go to the BZA and likely win but that adds
9 cost to development, and as much as I wish it
10 weren't true, development in my area and many
11 other areas of town currently is a marginal
12 proposition financially and additional cost
13 often makes redevelopment untenable.

14 In the proposed regulations, I
15 believe the building likely would have enough
16 parking spaces by-right. It has about five
17 or six in the rear.

18 I also want to note specifically
19 in Chapter 19-03.2, Subsection E, which makes
20 special exemptions to minimums available if
21 there isn't the demand required for the
22 minimum amount of parking.

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1 I think that's a very important
2 point to get in the regulations now. Who
3 knows if it's going to take another 50 years
4 to get another zoning rewrite done. With
5 that, thank you.

6 CHAIRMAN HOOD: You were actually
7 at first bell. Remember when you need to
8 stop. The first bell is just that you need
9 to wind up. You had another minute.

10 MR. HOLMAN: Oh, I know, yes.

11 (Laughter)

12 CHAIRMAN HOOD: Okay. Thank you.
13 Next.

14 MR. FIDLER: Good evening. My
15 name is Eric Fidler and I'm a resident of 439
16 Elm Street, Northwest, in LeDroit Park.
17 That's Ward 1. I am here tonight to express
18 my support for OP's update to the zoning
19 code.

20 I'm originally from this area but
21 when I was looking to buy a home a few years
22 ago I only looked at D.C. for numerous

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1 reasons, but especially because of its
2 walkability which few jurisdictions around
3 here can match. I wanted to live in a place
4 where I could walk to a coffee shop, a
5 restaurant, a grocery store and a Metro
6 station.

7 We are blessed to have many
8 neighborhoods in our city which provide these
9 features, largely because much of our city
10 was built before parking requirements.

11 Since I first testified on this
12 case, the original 08-06 three years ago,
13 I've had more time to think and study parking
14 requirements.

15 Opposition to lowering parking
16 requirements always seems to stem from fear
17 that residents in the new buildings will do
18 exactly what opponents are doing, they'll
19 park on the street.

20 After all, the D.C. government
21 basically gives away parking permits for \$35
22 a year. That's about \$3 a month and with the

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1 high cost of free parking, UCLA economics
2 professor Donald Shoup, no relation to the
3 witness, proves the subtle damages caused by
4 ample parking.

5 The most interesting mistake he
6 notes is one you will see over and over again
7 tonight. In economics you cannot talk about
8 supply and demand without talking about
9 price.

10 Many opponents tonight will argue
11 that D.C. doesn't have enough parking, but
12 they will neglect to say anything about
13 price.

14 When people say there's not
15 enough parking on the street, what they
16 really mean is that there's not enough
17 parking at \$3 a month. Once we start
18 discussing price, we start to see price is
19 the main culprit, not supply.

20 In fact, in neighborhoods where
21 curbside parking is scarce, not a single
22 person in this room, unless there's a Council

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1 member here, can fix that.

2 We can set parking ratios at ten
3 spaces per unit, require the parking go ten
4 stories down into the bowels of the earth,
5 but that'll barely have an effect on the
6 availability of street parking because the
7 price differences are so stark.

8 Constructing and maintaining
9 human-habitable space underground is
10 expensive. It can range from \$30 to \$60
11 grand per space built, never mind the cost of
12 running elevators, pumping water, running
13 fans.

14 If rented at a break-even point,
15 many spaces will remain empty because free
16 parking is just so cheap compared to this.

17 But it gets worse. These losses
18 are simply passed on to tenants embedded in
19 their rent whether they drive or not, whether
20 or not they own a car.

21 Shoup makes a great observation
22 that parking requirements are a policy of

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1 affordable housing for cars. Unfortunately
2 it comes at the cost of housing affordability
3 for people.

4 Furthermore, when the government
5 requires parking, it puts its finger on the
6 scales and tips them in favor of driving by
7 forcing people to pay for it whether or not
8 they use it.

9 Driving is premised on parking
10 and more parking will mean more driving,
11 which damages air quality, generates more
12 traffic and encourages the creation of
13 pedestrian-hostile built environments, which
14 itself then begets more driving in a vicious
15 circle.

16 I wish OP would have stuck with
17 the original idea of eliminating rather than
18 having these requirements, but OP, through
19 countless meetings over several years, has
20 struck a good balance, I would say, between
21 residents' opposing views. I strongly urge
22 the Commission to approve OP's draft without

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1 delay.

2 CHAIRMAN HOOD: Thank you very
3 much. We appreciate it. Commissioners, any
4 questions of this panel? Vice Chair Cohen.

5 VICE CHAIR COHEN: Thank you, Mr.
6 Chairman. Question for Ms. Zenner. Do you
7 have any idea of how seniors get around in
8 your neighborhood?

9 MS. ZENNER: It really depends on
10 the person. A lot of them take the bus.
11 Some of them do drive. A lot of people do
12 drive in my neighborhood and many of them
13 have off-street parking near the buildings
14 already.

15 Mostly I was telling the story
16 about the building that is about a block away
17 from me that is really half empty even late
18 at night.

19 Usually, in my neighborhood, on-
20 street parking is plentiful during the day.
21 At night it kind of fills up but, again, as I
22 think others have mentioned, I think that's

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1 an issue for DDOT to take up as an issue of
2 parking management and not about dictating
3 what should be built.

4 VICE CHAIR COHEN: Thank you.
5 Ms. Rose, you quoted a number of specific
6 numbers. Can you tell me where they came
7 from? The cost of a parking space per month
8 and the market price, where did those numbers
9 derive?

10 MS. ROSE: They derived from
11 several reports which I am happy to include
12 in an addendum to my testimony.

13 VICE CHAIR COHEN: I'd appreciate
14 that.

15 MS. ROSE: Sure.

16 VICE CHAIR COHEN: Thank you.
17 And then lastly, Mr. Fidler.

18 MR. FIDLER: Fidler.

19 VICE CHAIR COHEN: Yes. Eric,
20 can you also give us a copy of your
21 testimony? Be very helpful.

22 MR. FIDLER: Oh, sure.

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1 (Off microphone discussion)

2 VICE CHAIR COHEN: We do have it?

3 (Off microphone discussion)

4 VICE CHAIR COHEN: Oh yes, we do.

5 Thank you.

6 CHAIRMAN HOOD: Commissioners,
7 any other -- Commissioner Miller.

8 COMMISSIONER MILLER: Thank you,
9 Mr. Chairman. I don't have any questions but
10 I just wanted to thank each of you for your
11 thoughtful testimony and for your commitment
12 to the city.

13 CHAIRMAN HOOD: Okay. Mr.
14 Turnbull.

15 COMMISSIONER TURNBULL: I would
16 echo Commissioner Miller's comments. I just
17 wanted to confirm, Ms. Shoup, you're not
18 related to Professor Shoup, right?

19 MS. SHOUP: No. I've been asked
20 that all my life but, no, I'm not.

21 COMMISSIONER TURNBULL: Okay.

22 CHAIRMAN HOOD: Okay, no other

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1 questions? Ms. Shoup, you mentioned that the
2 -- I'm not picking on you. I think it was
3 you -- Shoup? I'm sorry. Actually I've
4 heard it pronounced many different ways, but
5 Ms. Shoup. Ms. Shoup, I think in your
6 testimony you said young folks living next
7 door to older folks, right?

8 MS. SHOUP: Yes.

9 CHAIRMAN HOOD: And let me ask
10 you something because here's my problem, what
11 I'm grappling with. I understand the reality
12 of what we're asking for, Mr. Alpert and
13 others who we see every night, which is very
14 applaudable. I want to say that to you too.

15 But let me just say this.
16 Balancing this is where it all lies down for
17 me. So, again, going back to the Vice
18 Chair's question, how do older folks get
19 around? Because here's the thing. All of us
20 in this room may be getting around pretty
21 good right now and being more mobile.

22 But I can tell you, I love to

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1 play basketball. My wife retired me about a
2 year ago because it takes me three days to
3 recoup from one game of basketball where I
4 used to bounce back in seconds.

5 COMMISSIONER MAY: You should try
6 volleyball. You know, you play in the sand.
7 A lot easier.

8 CHAIRMAN HOOD: Okay, I see.
9 Commissioner May wants to start it tonight.
10 But again, I mean, I hear that now. I hear -
11 -

12 COMMISSIONER MAY: You know,
13 volleyball's starting in just a few minutes
14 from now.

15 CHAIRMAN HOOD: Good. That's why
16 we have you here. Maybe your team will win
17 tonight.

18 But I'm saying as far as
19 balancing that, I mean, you know, now we're
20 walking very well and we're riding bicycles
21 and we're doing a lot of the transit-rich
22 areas. I understand all that.

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1 But at some point in time, we're
2 going to need some assistance and we may not
3 be there yet but if we keep living we're
4 going to get there, except for the Vice
5 Chair. She says she will be well.

6 But, anyway, help me to balance
7 that because you mentioned in your testimony
8 young folks and old folks. Now I'm going to
9 be quiet. Help me balance that.

10 MS. SHOUP: Well, I have two
11 anecdotes. The first one is that I used to
12 live on Florida Avenue and 14th Street,
13 Northwest, you know, right on the 14th Street
14 corridor.

15 And there was an old used car lot
16 on the corner called Latino Auto Sales and it
17 was empty, vacant, for 15 years. Guys would
18 hang out there. Homeless men would sleep
19 there. It was pretty terrible. I lived
20 right around the corner from it.

21 And a developer bought the site
22 and wanted to redevelop it into something

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1 useful and put housing on it. With the
2 inclusionary zoning law, it was going to have
3 20 percent affordable. It was a great
4 development.

5 But the developer was required to
6 put in an underground parking garage and that
7 was going to drive up the prices of the
8 market rate units way beyond where the
9 regular folks could afford.

10 And there was a couple on my
11 street that owned a row house and they'd
12 owned it for 30 years and they couldn't get
13 up and down the stairs anymore.

14 And they were so excited that
15 development was going to go in because they
16 could stay on that block and they could live
17 in that apartment.

18 And because of the parking
19 requirement, they couldn't afford the units
20 anymore and so they were not sure what they
21 were going to do after that. So they wanted
22 to stay in the neighborhood but they couldn't

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1 and they were sort of struggling with what to
2 do next.

3 The second story I'll say is now
4 I live in a co-op building in Adams Morgan
5 and 75 percent of my building is retired
6 probably at this point.

7 But they live about a block from
8 Safeway and a couple blocks from Harris
9 Teeter and there's a grocery store across the
10 street.

11 And they're all really happy to
12 stay there as long as they possibly can
13 because they don't need a car and that's part
14 of the reason that they live there and
15 they're going to live there as long as they
16 possibly can.

17 Some of their friends who, you
18 know, live in other neighborhoods or outside
19 the District need a car to get around and
20 they're really struggling now with how
21 they're going to get groceries because
22 they've driven their whole lives and now they

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1 can't drive anymore and they're not sure what
2 they're going to be able to do. They can't
3 afford the neighborhoods that they live in
4 now and they can't afford to drive anymore.

5 So I think that these parking
6 requirements are really going to keep D.C.
7 affordable for the elderly to continue to
8 live in these neighborhoods.

9 I don't know if that answers your
10 question totally, but from my experience
11 that's what I see.

12 CHAIRMAN HOOD: Okay. I
13 appreciate your comments. Mr. Alpert, you
14 wanted to comment?

15 MR. ALPERT: Yes. Thank you, Mr.
16 Chairman. I mean I think that your concern
17 for seniors and balancing is a very good one.

18 But, you know, in addition to
19 agreeing with what Ms. Shoup said, for
20 example, my immediate next door neighbor is a
21 senior. He's lived in his house for multiple
22 decades. Told me all about what the house we

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1 own now was like in the 1950s and '60s and
2 who lived there at various times. It was
3 fascinating.

4 He's actually one of the people
5 in the immediate vicinity who has no car. He
6 walks. He sits in his parking space actually
7 every afternoon and talks to the neighbors as
8 they go by.

9 And he walks to the grocery store
10 and he walks to all of these things. So one
11 thing is that some of our walkable places are
12 the best for seniors.

13 But certainly understanding that
14 many seniors also live in parts of the city
15 that are more car dependent and that will
16 continue. Hopefully they'll be able to
17 manage when, you know, deteriorating
18 abilities make it difficult to drive.

19 But I think the important point
20 is that parking is not going to go away.
21 There are a lot of parts of our city that are
22 more car oriented and they have parking and

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1 all that parking is going to remain and that
2 will continue to exist.

3 We're going to continue to be a
4 city that has people who drive and people who
5 don't, areas with a lot of parking and areas
6 with a little parking.

7 And the Office of Planning is not
8 proposing that we wholesale convert to a no
9 driving/no parking city. Far from it.

10 They are saying, though, that
11 there are areas where there's new growth and
12 there are many new residents who don't want
13 to drive and we're not accommodating them
14 with our zoning.

15 But established areas I think
16 won't change, shouldn't, and it's good that
17 there will continue to be options for people
18 to have cars and park or not have cars and
19 not park.

20 And finally I think your concern
21 about balancing is very good and I would just
22 ask you to keep in mind that, in my view, the

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1 Office of Planning has bent over backwards to
2 balance and they've balanced a lot.

3 They had a proposal first and
4 then they water it down a little bit and then
5 they change it a little bit, they listened,
6 they backed off a little bit and so on.

7 So I hope you will ultimately
8 conclude that between maybe the initial OP
9 proposal and the status quo we have a place
10 in the middle and that place in the middle is
11 what OP is proposing right now. Thank you.

12 CHAIRMAN HOOD: Okay. All right,
13 thank you all very much. I want to thank you
14 all, as my colleagues already mentioned, for
15 your testimony. It was very helpful. Thank
16 you, appreciate it.

17 Okay. Jason Broehm, Elizabeth
18 Borkowski, Jim Schulman, that's a name from
19 the past, Moira McCauley, Jeffrey Norman,
20 Geoffrey Hatchard, Erica Flock, Lane
21 McFadden. Okay, I think that should be
22 eight.

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1 Okay, so since the other three
2 are coming to join us, we're going to start
3 from my right again and work our way to the
4 left. We're going to start from my right and
5 work our way to the left. You may begin.
6 Could you make sure your light is lit up?
7 It's a little --

8 MR. BROEHM: Yes, there it is.
9 Good evening and thank you for the
10 opportunity to testify. I am Jason Broehm
11 and I live in Columbia Heights at 3542 10th
12 Street, Northwest, which is in Ward 1.

13 I support the proposed update to
14 the D.C. zoning code, particularly the
15 changes that would modernize outdated parking
16 requirements.

17 And I strongly urge the Zoning
18 Commission to revise D.C.'s 1950s-era zoning
19 regulations to encourage continued progress
20 toward making D.C. an even more vibrant city
21 where it is easy to get around by foot,
22 bicycle and transit.

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1 Nearly 14 years ago I sold my car
2 and moved to D.C. to start my career. Over
3 this time, I have chosen to live in walkable
4 neighborhoods that are well served by
5 transit, Adams Morgan, Dupont Circle and now
6 in Columbia Heights.

7 I love this city and I've spent
8 my free time advocating to make it better.
9 I spent a decade as a local Sierra Club
10 leader in which I advocated for more
11 environmentally friendly transportation
12 policies including leading a campaign to
13 encourage D.C. government to build the 37-
14 mile streetcar network.

15 And for the last three and a half
16 years I've served on the D.C. Pedestrian
17 Advisory Council seeking to help the D.C.
18 government make it safer and easier to walk
19 across D.C. and all parts of our city.

20 During my time living in D.C.,
21 I've witnessed significant progress but we
22 can and must do more.

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1 Our 1950s-era zoning code is a
2 product of a much different era, one in which
3 the car was king, gas prices were low, the
4 suburbs were growing and roads were being
5 built to support transportation in and out of
6 cities.

7 A lot has changed in the last 50
8 years and D.C. zoning code is long overdue
9 for an update to reflect the 21st-century
10 realities we face.

11 Our population is growing again
12 after decades of decline. We now have a
13 Metro system. 38.5 percent of D.C.
14 households do not own a car as the Office of
15 Planning pointed out earlier.

16 Gas prices are expected to
17 continue to rise in the years to come and we
18 must become more sustainable to address
19 climate change.

20 When former Mayor Anthony
21 Williams set a goal of increasing D.C.'s
22 population by 100,000, a fellow advocate

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1 reframed it to me and others in
2 transportation terms as achieving that
3 population goal without the nightmare of
4 100,000 more cars entering our city.

5 As D.C.'s population has
6 increased, fortunately our leaders have
7 supported better walking and biking
8 infrastructure, car sharing, bike sharing,
9 transit expansion to promote mobility without
10 the need to own a car.

11 Residents in many neighborhoods
12 and across the city now live car-free or car-
13 lite lifestyles.

14 Unfortunately existing zoning
15 regulations create incentives to provide more
16 parking for more cars than may be necessary
17 or desirable and if you build the parking
18 spaces you're likely to attract more cars.

19 This also entails a cost to
20 homeowners and renters as others have pointed
21 out.

22 The Office of Planning's proposal

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1 to decrease parking minimums on sites located
2 near transit, remove minimum parking
3 requirements downtown and encourage car
4 sharing and bike sharing in some instances
5 constitutes an important step forward and I
6 encourage you to support it.

7 CHAIRMAN HOOD: Thank you very
8 much. Next.

9 MS. BORKOWSKI: Thank you for the
10 opportunity to testify tonight in favor of
11 updating parking requirements as part of the
12 District zoning code updates.

13 My name is Liz Borkowski and I
14 have been a non-car-owning resident of the
15 District for the past 14 years living in Ward
16 1.

17 I support the Zoning Commission's
18 proposals to remove and relax parking
19 minimums because doing so will help make
20 housing more affordable and contribute to
21 creation of the well-balanced and multimodal
22 transportation system called for in the D.C.

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1 Comprehensive Plan.

2 As a resident of Columbia
3 Heights, and before that Adams Morgan, I
4 appreciate the many investments D.C. has made
5 in bus service, bike lanes and pedestrian
6 infrastructure.

7 I appreciate being able to walk
8 to stores, restaurants, the gym and my
9 friends' homes, and this walkability is one
10 of the main reasons my husband and I chose to
11 buy a home in the District.

12 In purchasing a home, however, we
13 experienced higher costs that I believe were
14 due to parking minimums that are no longer
15 appropriate for D.C.

16 We purchased our condo from the
17 building's developer three years after its
18 construction. We did not want to purchase a
19 parking spot in the building's underground
20 garage because we do not own a car and prefer
21 to spend our money on other priorities.

22 However, the developer had

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1 evidently been unable to sell many of the
2 building's parking spaces and made our
3 purchase of the unit contingent on us buying
4 two parking spaces at a total cost of
5 \$30,000.

6 In the end, we were able to
7 purchase one space rather than two, but we
8 are still paying for a space that we use only
9 infrequently.

10 My husband and I are fortunate
11 that we can afford to pay for a parking space
12 we rarely use but many are not so fortunate.

13 Requiring the construction of parking spaces
14 in excess of those residents want and can pay
15 for increases housing costs unnecessarily.

16 As housing becomes less
17 affordable, lower-income residents struggle
18 to stay in the city. Removing and relaxing
19 parking minimums can help this become a
20 welcoming city for people of all income
21 levels.

22 I understand that many people

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1 need to drive cars and I might myself fall
2 into that category one day. But the District
3 has for too long privileged driving above
4 other transportation modes and relaxing
5 parking minimums is an important step in
6 ongoing efforts to improve the balance.

7 As a public health researcher, I
8 have watched evidence accumulate regarding
9 the environmental and health benefits of
10 human-powered and public transportation,
11 benefits for individuals and for communities
12 as a whole.

13 When parking spots are readily
14 available, people who could easily use other
15 modes are more likely to default to driving.

16 Removing parking minimums will
17 allow those who prefer to use alternative
18 transportation modes the opportunity to use
19 them and not pay for parking.

20 As more people walk, bike and
21 take transit, we can invest more in improving
22 these transportation modes.

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1 In short, removing and reducing
2 parking minimums will help achieve a
3 healthier and more equitable future for the
4 District of Columbia. I support this update
5 to the zoning code.

6 CHAIRMAN HOOD: Okay, thank you.
7 Next.

8 MS. MCCAULEY: Hello. My name is
9 Moira McCauley and I also want to thank the
10 Commission for taking on this zoning update.

11 I was in support of the earlier
12 version that would impose some parking
13 maximums in transit zones, but I am still for
14 this update.

15 I've lived in the District for
16 nine years. I owned a car when I moved here
17 but I got rid of it after a year because it
18 was more of a hassle than a benefit.

19 I think, as Mr. Zimbabwe made
20 clear, there are many ways of getting around
21 the city and probably in the next 50 years
22 even more are going to be invented as, you

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1 know, we wouldn't have known about car
2 sharing when this current zoning code was put
3 into place.

4 I live in Ward 2 right now. I
5 live in an apartment building, a rental
6 building, with about 20 units and residents
7 are, there are many people, young people at
8 the beginning of their careers.

9 We're all studio apartments and
10 that includes a family of three, an immigrant
11 family of three, and, until he passed away
12 recently, an elderly minister.

13 All of us are living there
14 because of the low price of our housing for
15 our neighborhood, and many of us would like
16 to buy and are concerned that we won't be
17 able to buy homes in the District because of
18 the high prices and I believe that those
19 prices are because of the parking
20 requirements.

21 I want to address the issue of
22 age that Mr. Hood brought up because I have

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1 parents who are in their 70s and they live in
2 rural Maryland.

3 And they both watched their
4 mothers lose their ability to drive with age
5 and so they're starting to plan for their
6 late life and they're deciding that they
7 don't want to live somewhere like they live
8 now where they're not going to be able to get
9 around once they're not able to drive.

10 And so I think about that a lot
11 when I think about parking in this city and
12 driving in the city. I think that we have
13 many ways for people to get around after they
14 lose the ability to drive, if they do, in
15 their older age.

16 And I also have in my family two
17 wheelchair users and they also live in
18 transit-rich areas where they don't need cars
19 to get around.

20 And so I think that right now the
21 city is doing a really good job of providing
22 opportunities for people to get around

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1 without cars.

2 So I'm for the minimization of
3 parking requirements because I think we have
4 a great city with a lot of other ways of
5 getting around. Thanks.

6 CHAIRMAN HOOD: Great, thank you.
7 Next.

8 MR. NORMAN: Hi. My name is
9 Jeffrey Norman. I live on Connecticut Avenue
10 in Ward 3 and you have my prepared testimony
11 but rather than reading that I just wanted to
12 add a few additional remarks.

13 I support the Office of
14 Planning's proposals to sharply reduce the
15 parking requirements for new apartment
16 buildings near good public transportation.

17 In most cases these buildings are
18 also located on major streets, like
19 Connecticut Avenue, within walking distance
20 of many stores.

21 There are many D.C. residents
22 like me who live in these buildings who do

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1 not have cars and who have no difficulty
2 living in D.C. and who do not need parking
3 spaces.

4 This is why the parking
5 requirements for such buildings should not be
6 the same as those required for single-family
7 homes or other buildings in the more
8 suburban-like areas of the city that are not
9 within walking distance of good public
10 transportation.

11 And I'd also like to make a
12 comment concerning some of the elderly. Many
13 of them actually get to the point where they
14 cannot drive because of things like poor
15 eyesight and for other reasons so it's not
16 something that necessarily is going to help
17 them, by having the parking space.

18 There are a number of elderly
19 people from my building who walk to the
20 grocery store all the time with no
21 difficulty. And if the packages are too
22 heavy to carry, they take shopping carts with

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1 them which you can buy in any drugstore like
2 CVS and you see them all the time in my
3 neighborhood so that's not a problem. Thank
4 you very much.

5 CHAIRMAN HOOD: Thank you. Next.

6 MR. SCHULMAN: Good evening,
7 Chairman Hood, Zoning Commissioners and
8 staff. My name is Jim Schulman. I'm a
9 registered architect and a sustainability
10 advocate and I live and work in Ward 6. I am
11 pleased to be able to comment upon some of
12 the many proposed changes to the D.C. zoning
13 code.

14 With respect to the proposed
15 changes in Subtitle C, I generally concur
16 with reducing or eliminating minimum parking
17 requirements.

18 Although the reduction in parking
19 minimums does not go as far as is needed for
20 the long-term health and well-being of the
21 District of Columbia and the metropolitan
22 region, they do represent a significant

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1 improvement from the current zoning code.

2 Reducing the heavy impacts of
3 car-centric transportation planning and
4 lifestyles is something with which our
5 government leaders and agencies are actively
6 grappling and it is much to their credit.

7 Ultimately we need to turn an
8 already quite walkable municipality into one
9 where uses are so mixed that 90 percent of
10 all residents, jobs, housing, services,
11 recreation and amenities are met within one
12 half mile. This is possible. When that
13 happens, less public and private money will
14 need to be spent on transportation.

15 As a townhouse resident on
16 Capitol Hill, I recognize that the proper way
17 to address the high demand for street parking
18 on residential streets is through reform of
19 the residential parking permit rules and
20 prices, not necessarily via zoning.

21 With greater restrictions on
22 access to RPPs, however, it seems that

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1 zoning-wise we could reduce primary household
2 parking minimums to below one per principal
3 dwelling that has alley access.

4 On Page C-63 of the proposal, I
5 noticed that off-site parking is stipulated
6 at a maximum distance of 400 feet from the
7 use or structure.

8 Prince George's County allows
9 off-site parking to be within 500 feet. Are
10 the residents of Prince George's County able
11 to walk farther than D.C. residents? I think
12 not.

13 And I urge the off-site parking
14 distance to err on the side of liberality.
15 We want to encourage folks to walk a little
16 bit farther.

17 Inclusionary zoning is among the
18 most important improvements to our zoning
19 code in recent times and even it has not yet
20 had the opportunity to be proven in a
21 thriving economy.

22 In the proposal we're discussing

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1 tonight, I see that inclusionary zoning is
2 not applied to all zoning districts. Perhaps
3 there are functional reasons for these
4 exclusions.

5 In any case, I would like the
6 reasons for such exclusions to be clearly
7 stated in the text of the zoning code or
8 otherwise be eliminated.

9 My primary interest is to see
10 that the zoning map and comprehensive plans
11 delineate our human settlement patterns as an
12 organism with fully integrated but
13 differentiated uses and functions.

14 The zoning code, even as
15 proposed, is still very much about
16 segregating rather than integrating uses, and
17 this is essentially why it protects vested
18 property interests pretty much as they
19 existed in the 1940s.

20 But this criticism pertains more
21 to the map than it does to the code.
22 Changing the name of existing commercial

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1 zones to mixed-use zones is a toe in the
2 water.

3 Preserving by-right and
4 encouraging more locally owned corner stores
5 providing fresh food and other health-
6 supported products and services in
7 residential areas in the zoning code is also
8 a welcome move.

9 It does not, however,
10 significantly move the full spectrum of
11 community services into residential
12 neighborhoods, except along overly long
13 commercial corridors that could have more
14 flourishing nodes of mixed-use activity
15 through careful zoning or even form-based
16 zoning as has been used successfully along
17 Columbia Pike in Arlington County.

18 If I still have time left, I also
19 note that land owned by the federal or
20 District governments as of 1990 is exempted
21 entirely from zoning on Page A-10.

22 If our region is to have a chance

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1 of integrating its land-use functions, green
2 infrastructure and human activity, all land,
3 regardless of ownership, should be zoned.

4 If the federal government
5 bristles at having to comply with local laws,
6 please urge the NCPC to develop its own
7 federal interest zoning rules or otherwise
8 abide by those developed by and for the
9 citizens who reside in the federal district.

10 I thank you for this opportunity
11 to share my views and I would be happy to
12 attempt to answer any questions. Thank you.

13 CHAIRMAN HOOD: Okay, thank you.

14 Next.

15 MR. HATCHARD: Commissioners,
16 good evening. My name is Geoffrey Hatchard
17 and I'm a homeowner in the Trinidad
18 neighborhood in the 1200 block of Oates
19 Street, Northeast.

20 I come before you today to state
21 my strong support for the proposed changes to
22 the D.C. zoning code, particularly regarding

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1 parking requirements.

2 This is not the first time I've
3 been before the Commission to discuss this
4 issue. Nearly three years ago to the day,
5 November 15th, 2010, I was here to discuss
6 parking requirements.

7 I think it's possible to view the
8 past three years of growth in this city as a
9 kind of teaching laboratory. It's showed us
10 that an increase in population and density
11 can occur without the need for a parallel
12 increase in the amount of space we reserve
13 for the storage of automobiles.

14 Thankfully developers have
15 learned their lessons and seen the importance
16 of a well-designed, truly urban neighborhood.

17 Places like the Babe's Billiards
18 site in Tenleytown or future condos on Church
19 Street near Logan Circle are foregoing
20 parking in new construction, realizing
21 there's a strong market out there that can't
22 afford to absorb the cost of owning space to

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1 store an automobile.

2 D.C. is lucky in that it has many
3 neighborhoods that were designed for people
4 during a period of time when walking was the
5 primary way to get from their homes to work
6 to shop to worship and to socialize.

7 Those neighborhoods have retained
8 their popularity and desirability for more
9 than a century in some instances. Their
10 basic layout has stood the test of time but
11 would, in some ways, be impossible to build
12 in today's D.C. due to outmoded parking
13 requirements.

14 I'm excited to see that the
15 ability to share parking between adjacent
16 sites with differing uses has been retained
17 in the current proposal.

18 This is a common-sense idea that
19 everyone in the city can surely support. Why
20 build parking that sits unused most of the
21 time when multiple businesses, churches or
22 community organizations can team up and share

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1 spaces? It's efficient, elegant and a
2 brilliant idea.

3 I was attracted to live in D.C.
4 for many reasons, with one of the biggest
5 being that I knew that I would be able to
6 live without a car.

7 As I've testified before, I grew
8 up in Michigan where the thought of an
9 existence without a car is entirely foreign.

10 But once I saw that I could save
11 money and live a healthier lifestyle using
12 transit, a bicycle and walking, I knew I
13 wanted the opportunity to try that. No place
14 looked more likely to give me that chance in
15 this area than right here in D.C.

16 My wife and I found our home in
17 Trinidad, which is an amazing, friendly,
18 welcoming community. We're on the edge of
19 the L'Enfant City, close to many of the
20 benefits of a walkable city that I spoke of
21 earlier, and we can see the new development
22 sprouting up all around us. It's heartening

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1 to see this growth happening in a way that
2 leverages the advantages of our city in a
3 smart way.

4 I encourage adoption of these
5 changes to the zoning regulations and thank
6 you for the opportunity to testify this
7 evening.

8 CHAIRMAN HOOD: Okay, thank you.

9 Next.

10 MR. MCFADDEN: Good evening. My
11 name is Lane McFadden and I live with my
12 family on the 300 block of 14th Street,
13 Northeast, in Ward 6. Previously we lived in
14 Ward 1 and before that in Ward 2.

15 I'm also here tonight to express
16 my strong support for the proposed update to
17 the city's zoning code.

18 I'm sure that eventually you're
19 going to hear some concerns about the
20 proposals. Presumably people are going to
21 wonder whether they'll have a harder time
22 parking their own cars as a result.

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1 I've lived in D.C. for a little
2 over a decade now and I've repeatedly
3 encountered situations where these concerns
4 were expressed at great length and turned out
5 to be unnecessary.

6 The first home that my wife and I
7 owned in D.C. was a condominium in Columbia
8 Heights. It had 12 units in the building and
9 there were six deeded surface parking spots
10 behind the building.

11 Each unit that had a parking
12 space accompanying it sold for a \$30,000 to
13 \$35,000 premium, which in that building was
14 about a 10 percent bump in the cost of the
15 unit, which back then was a down payment.

16 That's a lot of buyers that were
17 priced out for the parking spaces and I was
18 lucky to get a unit that didn't have one.

19 My neighbors that did buy a
20 parking space didn't use it either and they
21 tried renting it on Craig's List to local
22 neighbors. The local neighbors didn't need

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1 off-site parking so they rented it to
2 commuters from Maryland.

3 This is one of the most densely
4 populated zip codes in the city. I believe
5 at the time it might have been the most
6 densely populated zip code, and instead of
7 building more housing on that land, we just
8 had empty blacktop that no one wanted and
9 that our neighbors and us weren't using.

10 I have now moved across town to
11 Northeast D.C. where my daughter now attends
12 a public charter school that we're very happy
13 with.

14 But it almost didn't open because
15 when they were proposing the charter school
16 nearby residents were concerned about traffic
17 and about parking concerns.

18 Bear in mind this is a preschool
19 with 3- and 4-year-olds so the students
20 weren't driving but there were, of course,
21 teachers.

22 And fortunately the school did

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1 eventually open and the parking and traffic
2 aren't problems because many of the parents
3 whose children attend the school don't drive
4 cars and neither do my daughter's teachers.
5 They take Metro even though we're located a
6 good mile from the nearest Metro stop.

7 I, myself, bike to school most
8 mornings, my daughter on the back of the
9 bike. It makes us happier and healthier. We
10 enjoy that ride. She makes motorcycle sounds
11 on our way to school.

12 And it just makes me sad to think
13 that these imaginary parking concerns almost
14 kept the school from opening entirely
15 because, I mean, we live in a school boundary
16 where there's a long wait list for preschool.

17 We didn't get in. Many of our neighbors
18 didn't get in.

19 There are more kids than there
20 are preschool seats and to keep a school from
21 opening because of a handful of parking
22 spaces I think would have been a serious, it

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1 would have been very shortsighted and I'm
2 glad to see that didn't happen.

3 And the fact is, for decades, the
4 zoning code and other policies in D.C. have
5 prioritized cars and parking and even with
6 those priorities written into the law you
7 still have a city where nearly 40 percent of
8 the households don't own a car. I think we
9 should have a zoning code that supports those
10 residents and the generations that are coming
11 after them.

12 And I agree with previous
13 statements that if the concern is about
14 street parking and where you're going to put
15 your car in public space, the appropriate
16 people to answer that question is the
17 District Department of Transportation.

18 And we should manage street
19 parking more effectively. We shouldn't use
20 the blunt instrument of a zoning code to do
21 that but we should, instead, deal with it
22 directly. I think that will solve that

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1 problem.

2 And let's have a zoning code that
3 makes housing and space more affordable for
4 people, rather than cars.

5 CHAIRMAN HOOD: Thank you. Next.

6 MS. FLOCK: Hi. My name is Erica
7 Flock. I live in Ward 3 in Tenleytown.
8 Thank you for allowing me the opportunity to
9 comment on the proposed updates.

10 When I moved to D.C. from Reston,
11 Virginia in early 2012, I brought my car with
12 me. It was a blue Pontiac Vibe. I really
13 liked that car.

14 As a daughter of Southeast
15 Michigan, I have another Michigander on the
16 panel here, a place where the Big Three are
17 revered, my first new car was a kind of
18 milestone.

19 I had a lot of family members who
20 worked in the auto industry. My great-
21 grandfather worked in the first Ford assembly
22 plant, so this is kind of, you know, it's in

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1 my blood.

2 But as soon as I parked that Vibe
3 behind my shared house in Tenleytown, it
4 started collecting dust so to speak. It was
5 more pleasant and less hassle to bike along
6 the Capital Crescent Trail to my job in
7 Bethesda, to take the bus and Metro to visit
8 friends around the city.

9 I realized I was paying hundreds
10 of dollars in insurance a year to keep a
11 rapidly depreciating and unused piece of
12 metal in the back lot and decided to sell it.

13 This month actually marks the
14 first anniversary of my car-free life and I
15 wouldn't have it any other way. Now the
16 parking space behind our house has a picnic
17 table sitting on it. My two housemates don't
18 have cars either.

19 D.C. is a special city. There
20 are precious few places in this country where
21 one can commute and run errands without a
22 car. Sixty-three percent of D.C. residents

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1 my age get to work without a car.

2 The things that make the city so
3 wonderful, its walkable neighborhoods, its
4 robust transit network, its vibrant street
5 life, are things that aren't served by a
6 zoning code conceived in the era of the
7 automobile.

8 That's why I'm here to support
9 the proposed updates to the zoning code,
10 particularly the exemptions from parking
11 minimums.

12 I was surprised to learn recently
13 that the parking structure under DC USA in
14 Columbia Heights regularly has a full level
15 of parking that goes unused. The developers
16 in Brookland don't expect the parking spaces
17 they built to be filled.

18 Why do we demand that developers
19 spend significant amounts of money
20 constructing parking spaces if they know
21 people won't use them? D.C. residents end up
22 shouldering the burden of these parking

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1 minimums in higher living costs.

2 I wasn't born here but I love
3 this city and I have no plans to leave. I
4 love the festivity of neighborhood days and
5 block parties. I love that I'm constantly
6 running into friends by accident, that the
7 city's special character invites wandering,
8 sometimes for miles.

9 This quality of life, this sense
10 of a community shouldn't be accessible only
11 to the wealthy. Please make D.C. a more
12 affordable and pedestrian-friendly place to
13 live by approving the proposed updates.
14 Thank you.

15 CHAIRMAN HOOD: Okay. I want to
16 thank this panel. We appreciate your
17 testimony. Let's see if we have any
18 questions. Any questions? Commissioner May.

19 COMMISSIONER MAY: I just want to
20 ask Mr. Schulman something. You made the
21 statement about federal properties not being
22 subject to zoning.

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1 So, first of all, District
2 properties, generally speaking, are subject
3 to zoning and I think that was, what, 1995
4 that the Council passed the -- 1991. So
5 District properties are subject to zoning.

6 MR. SCHULMAN: That's good. I
7 wasn't aware of that. Thank you.

8 COMMISSIONER MAY: Okay, right.
9 And then when it comes to the federal
10 properties, there's a sovereignty thing that
11 you have to deal with there.

12 But that, I mean the idea of
13 having those sorts of controls, I guess what
14 I'm wondering is do you find that there's
15 actually, are there concrete examples of
16 federal properties sort of being erected in
17 complete defiance of what's happening
18 locally? Because I don't have that sense but
19 then again I don't live everywhere or see the
20 whole city all the time.

21 MR. SCHULMAN: I wasn't including
22 that in my testimony because of a specific

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1 example but more of the longer range goal of
2 trying to integrate land uses. And if
3 government and governance is sort of the
4 biggest business in town, we'd be foolish not
5 to try to integrate it better.

6 COMMISSIONER MAY: Yes. I mean I
7 serve on NCPC, as does Commissioner Miller,
8 and so there's often talk of the sort of in
9 lieu of zoning authority when it comes to
10 federal properties.

11 And I guess if there was a sense
12 that somehow their exercise of that
13 authority, and it's not as explicit as the
14 zoning code is here but, you know, it does
15 sort of guide their thinking.

16 And I think they're very
17 conscious of the city zoning regulations
18 because they do weigh in on certain zoning
19 cases. So I would be very interested to know
20 if, in fact, that process was somehow falling
21 down.

22 I don't know that it's going to

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1 help us in the zoning reg rewrite because
2 we're certainly not going to be able to zone
3 federal properties but it would help, I
4 think, NCPC to know if there were some
5 shortcomings to their in lieu of zoning
6 authority.

7 MR. SCHULMAN: I'll put my
8 thinking cap on for you.

9 COMMISSIONER MAY: Okay. And I
10 guess that, I mean that kind of goes to
11 anybody, if there are thoughts about that. I
12 mean, you know, I'd be interested in hearing
13 that, again, not necessarily for this process
14 but for, you know, when I'm putting on
15 another hat.

16 CHAIRMAN HOOD: Any other
17 questions or comments? Vice Chair.

18 VICE CHAIR COHEN: Thank you, Mr.
19 Chairman. Ms. Flock, you state in your
20 testimony that "63 percent of D.C. residents
21 my age get to work without a car." Without
22 being specific, can you tell me the range of

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1 your age as well as where you got the 63
2 percent?

3 MS. FLOCK: Yes, that was
4 actually Washington Post did a recent series
5 on millennial generation and I think that was
6 a statistic in the article. I can send that
7 to you if you'd like.

8 VICE CHAIR COHEN: No, that's
9 fine. Thank you.

10 MS. FLOCK: Yes.

11 CHAIRMAN HOOD: Any other
12 questions? Commissioner Miller.

13 COMMISSIONER MILLER: Thank you,
14 Mr. Chairman. I had no specific questions.
15 I thank each of you for your very thoughtful
16 testimony.

17 And regarding Commissioner May's
18 question to Mr. Schulman, I would say that,
19 well, we can get to that and we can talk
20 offline about that.

21 But I would think that to the
22 extent the Zoning Commission makes certain

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1 changes, parking for example tonight, that
2 the NCPC staff probably would look at their
3 parking requirements in downtown or near
4 Metro and try to maybe, I think they do that.

5 I think they've done that in the past.

6 COMMISSIONER MAY: Yes. I don't
7 know whether there's an actual comparison of
8 zoning regs but, of course, it's based on
9 number of workers as opposed to square
10 footage as the zoning code would. So I mean
11 that's why I'm just wondering if --

12 COMMISSIONER MILLER: Something
13 is wrong.

14 COMMISSIONER MAY: -- there is
15 some, you know, misalignment because it's
16 certainly never come up at NCPC to my
17 recollection. So I'd just be interested in
18 people knowing.

19 MR. SCHULMAN: There is a
20 misalignment in terms of the laws that could
21 have gone into effect, like the Clean Air
22 Compliance Fee that I'm going to be

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1 testifying at the Tax Revision Commission
2 later tonight.

3 That's an example actually where
4 we could have been approving a federal law to
5 tax parking for federal workers and we lost
6 out on that opportunity. Even Eleanor Holmes
7 Norton voted against that one, but hopefully
8 we'll come back to it.

9 COMMISSIONER MILLER: I have no
10 other questions, Mr. Chairman. I will ask
11 the Office of Planning when we get to the
12 questions next week sometime about the 400
13 foot versus 500 foot, if we're going to allow
14 shared spaces at off site, what the rationale
15 is for certain feet. So I appreciate
16 bringing that up. Thank you all for your
17 testimony.

18 CHAIRMAN HOOD: Any other
19 questions? Okay.

20 COMMISSIONER TURNBULL: No, I
21 would just echo the comments of the other
22 Commissioners and thank you for coming here

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1 tonight and sharing your thoughts on this.

2 And I think the federal
3 dichotomy, it's a very difficult issue. If
4 you look at the beginning, I mean this city
5 started as the federal capital of the country
6 and from that it blossomed into a civilian
7 center of population and there's going to be
8 this dichotomy that's going to exist.

9 And I know up on Capitol Hill the
10 Architect of the Capitol meets with the
11 community, tries to, but, again, there's the
12 other issues of security. It's difficult.
13 It's a complex issue.

14 And I think Commissioner May
15 talked about sovereignty and I think when you
16 start raising that bar up you're going to get
17 into a lot of issues that aren't really going
18 to be solved by the zoning regs, at least not
19 at this go-round anyways. But I really thank
20 you for your comments.

21 CHAIRMAN HOOD: And I, too, want
22 to thank each of you for comments. But I

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1 have a question. By no means is this
2 question any prerequisite of how we're moving
3 along, but with the exception of maybe Mr.
4 Schulman, do any one of you belong to Greater
5 Greater Washington or the Smart Growth group?

6 (Off microphone discussion)

7 (Laughter)

8 CHAIRMAN HOOD: I'm sorry? I
9 mean or a member of? And my reason is, or
10 subscribe to it, depending whether there's a
11 blog, whatever.

12 And my rationale is because we've
13 been having a lot of testimony from Greater
14 Greater Washington and the Smart Growth group
15 and, again, any decision making, and there's
16 a silent majority that don't show up at our
17 hearings.

18 And we're trying to reach
19 everyone because at the end of the day when
20 we make this decision I want to make sure we
21 have vetted it city-wide. That's our goal.

22 Office of Planning has been out

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1 to many, many. So when people come down and
2 say we haven't heard from the Office of
3 Planning, it's kind of rough because I think
4 they've been to every ward and spent hours in
5 every ward on a number of occasions.

6 And I'm just trying to figure out
7 how do we reach the masses? And I can just
8 tell you that it looks like Greater Greater
9 Washington and the Smart Growth group are
10 doing a good job.

11 And I said this the other night
12 with Ms. Cort, who may be in the audience
13 tonight, maybe we need to ask them how do we
14 get to the masses because, you know, there's
15 a lesson to be learned and it really is and
16 we're still trying to figure out how do we
17 get to people outside of those particular
18 groups? So, anyway, that's enough said on
19 that. Any other comments, issues?

20 MR. BROEHM: I would just add
21 that, you know, I think that Greater Greater
22 Washington and Coalition for Smarter Growth

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1 give voice to a lot of people who share the
2 views you've heard, the first 16 of tonight,
3 and I think it's really important.

4 And, you know, I think until
5 Greater Greater Washington came around there
6 really wasn't anyone sort of covering that
7 set of issues. The Washington Post has
8 really not covered local issues very well,
9 you know, some neighborhood papers.

10 But I think it's a really
11 important voice that has brought a lot of
12 people to the table, not just at this table
13 but before the D.C. Council and other
14 commissions and boards, so I just would like
15 to say that.

16 I think it's very important and I
17 think the fact that people may subscribe or,
18 you know, agree with those views shouldn't
19 diminish it in any way.

20 CHAIRMAN HOOD: And I actually
21 think you bring up a good point because, you
22 know, I don't look at a lot of listservs

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1 because some of them we're on.

2 But I think the discussions often
3 is had and a lot of times when you go to
4 community meetings, there are discussions out
5 of there, people are very well informed, like
6 you all are today, on the particular issues,
7 whether it be in front of the Zoning
8 Commission, the ABC Board, your ANC meeting,
9 your civic association, your citizen
10 association, whatever.

11 I think that's a way of getting
12 information and people exchanging ideas and
13 getting that information vetted, especially
14 with the listservs. I think that's a
15 positive note.

16 I'm just trying to make sure we
17 try to get to as many people as possible.
18 But I appreciate you all coming down and
19 providing testimony. Thank you so much.

20 Okay. Yes, I'm actually going to
21 get this name without any help because I'm
22 going to pronounce this one correctly on my

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1 own, Matthew Yglesias. Did I get that right,
2 Yglesias? They're telling me --

3 (Off microphone discussion)

4 CHAIRMAN HOOD: I didn't get it
5 right? Yglesias, okay. Oh, we called you
6 already?

7 (Off microphone discussion)

8 CHAIRMAN HOOD: Oh. Oh, so now
9 the audience is correcting me, okay. But
10 anyway, I think, Commissioner May, you can
11 put one down. You finally got one right.

12 Okay, Michael Forster, Neha
13 Bhatt, Peter Mason, Stephen Crim, Ryan
14 Crowley, Matt Malinowski. Do I have eight?
15 No. Allen Greenberg, Aimee Custis.

16 Okay, I saw my Triple A friend.
17 Is he on our agenda for tonight? What's your
18 name? I want to make sure we hear from you.

19 (Off microphone discussion)

20 CHAIRMAN HOOD: Oh, you're on the
21 agenda?

22 (Off microphone discussion)

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1 CHAIRMAN HOOD: Okay, okay, okay,
2 good.

3 MR. FORSTER: Hello. My name is
4 Michael Forster.

5 CHAIRMAN HOOD: You thought we
6 were going to start to my right? Since you
7 started off, why don't you go right ahead.

8 MR. FORSTER: My name is Michael
9 Forster. I live in the 14th N R in Ward 2.
10 I'm the third member of the Michigan expat
11 community that's shown up today. We come out
12 in droves. I don't know what it is about us.
13 I guess there's no proselytizer like a
14 convert.

15 Anyway, I am here to talk about
16 my experience. First, I'll talk about my
17 grandmother's experience. She lives in
18 Toledo, Ohio, which has no transit options
19 and so she, unfortunately, can no longer
20 drive herself so she has to get driven
21 everywhere.

22 So still, for her, the transit-

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1 rich neighborhood would be a big plus and I
2 feel really bad that she doesn't have that.
3 It really restricts her independence.

4 But I'm going to talk about my
5 experience. My wife and I moved to D.C. in
6 Dupont Circle in 2011.

7 My wife had a lease on a car and
8 she immediately, after trying to park in
9 Georgetown, decided to turn in the lease and
10 take, like, an \$800 hit because we figured
11 that saving the money on parking, it was
12 actually better to pay a dealership to take
13 her Toyota car than to keep it for another
14 two years.

15 We lived in Dupont for two years
16 and in spite of being just graduated from law
17 school, having loans, not having a large
18 savings account, we were able to save up
19 enough for a down payment on a condo.

20 I think a lot of that was having
21 to do with neither of having a car so we were
22 able to just have our rent be our main

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1 expense and that was a real benefit and I
2 don't even think you could build Dupont
3 Circle anymore with the zoning code that's in
4 place.

5 We bought a condo in 14th N R and
6 I was elected condo president so I saw
7 immediately, it was a 31-unit building, how
8 many people immediately wanted to lease out
9 their space. They didn't want to use their
10 space.

11 And someone even recently emailed
12 the board wanting to convert it to a storage
13 unit because he didn't want to use it for a
14 car. And I believe those units were just
15 built because of the parking minimums.

16 Also the bike parking hadn't been
17 finished by the developer yet and I had been
18 here almost weekly about how where's my bike
19 parking? And the 14th N R Bikeshare dock
20 empties out quicker than you'd believe. So,
21 anyway, that's just my anecdotal views.

22 I think the parking minimums,

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1 they really sort of subsidize and make
2 cheaper something that's really not that good
3 for us. I think it's like, you know, having
4 minimums of having a minimum amount of French
5 fries with your meal. It doesn't seem to
6 make sense to me.

7 I mean maybe my perspective as a
8 millennial, as someone who does read Greater
9 Greater Washington -- I mean I'm not a member
10 of a group. I just started reading the
11 articles because it was the smart views that
12 I had never heard before and it's kind of
13 brought me here today. Anyway, thanks for
14 letting me speak.

15 CHAIRMAN HOOD: Okay, thank you.
16 Next. Turn on your mic.

17 MR. MASON: I apologize. Good
18 evening, Chairman Hood and other members of
19 the Commission. My name is Peter Mason. I
20 live in Ward 2, actually just a few blocks
21 from here, with my wife and infant daughter.

22 I'm testifying tonight in support

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1 of lowering the on-street minimum parking
2 requirements as proposed.

3 I moved here to D.C. in the
4 spring of 2009. Previously I have lived in
5 Houston, New York City, and Minneapolis, and
6 having seen firsthand, especially in Houston,
7 how high off-street parking requirements can
8 affect not only the residents of an area but
9 also small businesses, I believe the proposed
10 changes to the zoning code regarding these
11 off-street parking minimums is a good start
12 to making D.C. an even greater city.

13 The years of planning, dialogue
14 and meetings that the Office of Planning has
15 put into this zoning change is a good
16 compromise.

17 Eliminating parking minimums
18 downtown as well as reducing them in areas
19 well served by transit will not only help
20 keep apartments more affordable, but it will
21 also attract a wider variety of small
22 businesses to D.C.

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1 Eliminating minimum parking
2 requirements downtown will not eliminate
3 parking availability. Instead, it will allow
4 developers to decide, based on market
5 conditions, how much to provide for any
6 particular project. Thus, parking will not
7 necessarily be bundled with dwelling units or
8 office space unless a purchaser wants it.

9 Eliminating minimums will allow
10 for more choice by allowing developers to
11 unbundle these parking spaces and reduce the
12 cost of any unit for somebody that wishes to
13 purchase and not be required to have a
14 parking space included if they do.

15 In Houston, where I came from
16 prior to being here in D.C., one small
17 business, in response to a proposed code
18 change that they were doing there to increase
19 parking minimums from already high levels in
20 that city, lobbied the City Council to
21 instead reduce or eliminate them, noting how
22 the proposed changes had been in effect when

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1 they first opened they would not have ever
2 been able to open at all, and also noting
3 that the rental cost for parking exceeded
4 their business costs for their business
5 itself by 20 percent. This was due to
6 parking minimums.

7 For local independent stores and
8 restaurants, this can be a complete, though
9 unnecessary, bar to entering a city.

10 Thankfully the proposed changes
11 will, instead, help small businesses by not
12 requiring, though still allowing, as much
13 parking as the business wishes.

14 This will attract a wider variety
15 of businesses, especially independent, not
16 necessarily chain businesses, that D.C. has
17 come to love.

18 These are just a few reasons I
19 support the proposed changes, and I thank you
20 all for your dedication to this city and for
21 listening to me and the other members of the
22 community tonight.

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1 CHAIRMAN HOOD: Thank you. Next.

2 MR. MALINOWSKI: Good evening and
3 thank you for the opportunity to present
4 tonight. My name is Matt Malinowski and I
5 live in the Truxton Circle neighborhood in
6 Ward 5 in Northwest. My wife and I are
7 expecting a son.

8 I would like to speak in favor of
9 the proposed revisions and in particular in
10 favor of eliminating parking minimums
11 downtown and minimizing parking requirements
12 elsewhere, especially near frequent transit.

13 The current off-street parking
14 requirements for general office use most of
15 downtown, as you know, is one space for every
16 1,800 square feet in excess of the initial
17 2,000.

18 What's interesting is this rule
19 seems very precise and I am sure that there
20 are parties here tonight who will speak in
21 favor of the precision, but is it right?

22 Many cities across the United

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1 States either have or have had parking
2 minimums, so there seems to be a precedent to
3 maintaining it.

4 But what is interesting is that
5 each city has a different minimum, with
6 Baltimore requiring more than D.C. and
7 Philadelphia less. How can each city in its
8 own rules be right, or are all cities and the
9 idea of having minimums wrong?

10 One explanation for the
11 variability is that each city is built
12 differently, the urban form of each city
13 demands a different amount of parking and,
14 sure enough, even within D.C. the minimums
15 vary by zone with less dense zones, like C-1,
16 C-2-A, C-3, requiring one parking space for
17 every 600 feet of floor space.

18 But what happens then, in effect,
19 crossing the street can triple the parking
20 requirement. Does the urban fabric change so
21 much that three times as many people will now
22 be expected to drive to work?

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1 Also the current system breaks
2 down not just at the boundaries but also
3 within zones.

4 In Truxton Circle, there are
5 three schools within a block of each other,
6 the newly rebuilt Dunbar High School, a
7 charter school and another charter school in
8 planning.

9 According to the neighbors, cars
10 are overflowing at the parking lot at Dunbar,
11 while the existing Community Academy Public
12 Charter School, CAPCS, has recently built a
13 parking lot for 140 cars.

14 Meanwhile, the forthcoming Mundo
15 Verde Public Charter School is seeking a
16 variance to give up 36 of its 53 required
17 parking spaces and build the gardens in their
18 place. Staff are expected to ride bikes, so
19 there are 20 bike parking spots instead, and
20 the Metro is a ten-minute walk away.

21 So even for the same uses and the
22 same location, one-size-fits-all parking

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1 requirements do not apply, and rather than
2 develop even finer zone boundaries or new
3 zone definitions, how about a simpler
4 solution, eliminating or minimizing parking
5 requirements wherever possible, that means
6 downtown, in other higher density zones and
7 near high-frequency transit.

8 So rather than perpetuating the
9 current set of arbitrary requirements based
10 on unknowable ratios of drivers to occupants,
11 please focus on what we do know. Land in
12 D.C. is expensive and driving is
13 unsustainable and causes congestion for
14 everyone.

15 Eliminating or minimizing the
16 parking requirement allows for the market to
17 provide parking to those who truly need it,
18 while making it clear that free parking is
19 not a right and that D.C. values its
20 residents and natural environment over cars.

21 Thank you for your time and for your
22 service.

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1 CHAIRMAN HOOD: Thank you. Next.

2 MS. BHATT: Hi, everyone. My
3 name is Neha Bhatt. I live in Ward 7,
4 Capitol View neighborhood, about 10-minute
5 walk from the Benning Road Metro.

6 And I just want to say I am not
7 now, nor have ever been, a card-carrying
8 member of either of the two organizations
9 that were named earlier.

10 So with all of that, I'm here to
11 talk about the parking proposal. I am for
12 it. It's a step in the right direction, it's
13 the right thing to do and it's long overdue.

14 I am one of the people who served
15 on the parking task force of public citizens
16 about four and a half, five years ago.

17 And we went through weeks and
18 weeks and weeks, I want to say something like
19 six to eight weeks, of regular weekly
20 meetings where we were asked to investigate
21 what other cities around the country are
22 doing on their parking zoning code.

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1 We were asked to look at what the
2 results have been and try to figure out which
3 of those approaches best aligns with what our
4 goals are and how our city is constructed.

5 And after just an insane amount
6 of deliberation, it was a lot of commitment
7 on a lot of public citizens' part, after just
8 a lot of effort and time, we recommended, the
9 vast majority of us recommended to the Office
10 of Planning it's time to get rid of the
11 parking mandate albatross around the city.
12 It's weighing us down in our land
13 development.

14 I also testified at the parking
15 zoning hearing that was a few years back and,
16 again, you know, testified along the same
17 lines.

18 And I'm one of the people who,
19 you know, after serving on that task force
20 thought we are ready now, now being five
21 years ago, we're ready to sort of let go of
22 the mandated parking minimums and just let

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1 the market decide.

2 Five years later we're even more
3 ready. We're so well positioned to do that
4 and cities that are not even close to as well
5 positioned as we are, like Cincinnati,
6 Redwood City, California, they're starting to
7 let go of their parking minimum mandates.

8 However, having said that, the
9 proposal that's on the table is a good one.
10 We are definitely ready to step forward with
11 this.

12 Not doing this would be a real
13 missed opportunity in the evolution of the
14 city. Our city is changing. Our city is a
15 national leader. We're recognized over and
16 over again. We're even internationally
17 recognized for some of the stuff that we're
18 doing.

19 So after five years of
20 deliberation, failing to move forward in a
21 positive direction would be very unfortunate.

22 And, frankly, the seniors moving

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1 back to age in place who someday soon will
2 need to or want to stop driving, the
3 millennials, which are well represented here,
4 who are choosing to own fewer private cars
5 and the families who make less than \$100,000
6 --

7 CHAIRMAN HOOD: Ms. Bhatt, thank
8 you. Thank you very much.

9 MS. BHATT: I was just going to
10 finish my sentence, but I will stop.

11 CHAIRMAN HOOD: Ms. Bhatt, thank
12 you very much. But I'm actually, and I'm
13 going to take this point. I'm glad that
14 you're from Ward 7 because the many nights
15 we've been here we have not had anyone here
16 from Ward 7, so you're the first one. Thank
17 you. But I do have a question for you.
18 We'll come back to you. Next.

19 MR. CROWLEY: Hello. My name is
20 Ryan Crowley. I live at 1 Scott Circle,
21 Northwest, in Ward 2. I also serve as the
22 chair of the Washington, D.C., Sierra Club's

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1 Smart Growth Committee.

2 I'm here today to testify in
3 support of the proposal in Subtitle C to
4 reform parking mandates, although I also
5 strongly support provisions in the zoning
6 code update that seek to encourage use of
7 accessory dwellings and corner stores.

8 My experience is typical of
9 Sierra Club's membership. I've been a
10 resident of Washington, D.C., since 2002. In
11 my dozen years as a District resident, I've
12 explored all the city has to offer by bike,
13 by foot, by bus and rail.

14 I ride my bike to go fishing at
15 Potomac Park in the summer. In the fall I
16 ride to Fort Dupont Park to navigate the
17 mountain bike trails. I take the S bus to
18 Rock Creek Park and hike Valley Trail circuit
19 and I ride Metro's Red line to visit my
20 family. Throughout the year, I commute to
21 work by bike.

22 The District offers a wealth of

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1 transportation options that connect
2 neighborhoods and communities, preserve the
3 environment and improve the health of the
4 city's residents.

5 I am testifying in support of the
6 Office of Planning's proposal to reform
7 parking minimums because I believe the
8 District can do even more to encourage use of
9 its leading transit system and enable car-
10 free and car-lite lifestyles.

11 We're not opposed to cars. I
12 often rent cars when traveling out of town
13 and use Zipcar when the need arises.
14 However, because the District offers
15 residents so many transportation options, the
16 need to own a vehicle to get around town is
17 greatly diminished.

18 In fact, nearly 40 percent of
19 District residents do not own a car, a
20 proportion that may be higher in areas that
21 are well served by transit.

22 Washington is also experiencing

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1 immense growth and, with it, higher demands
2 for affordable housing.

3 Structured parking can add tens
4 of thousands of dollars to the cost of an
5 apartment, an expense that may make it more
6 difficult for families to fulfill the dream
7 of home ownership in our nation's capital.

8 By requiring more parking, we
9 create a perverse incentive to drive, which
10 leads to more traffic congestion and air
11 pollution. The supply of parking should be
12 tied to what the market demands, not
13 arbitrary requirements.

14 This proposal will help set our
15 city on a path towards greater
16 sustainability, a healthy environment and
17 stronger communities.

18 I urge the Zoning Commission to
19 adopt a progressive zoning update that
20 reforms parking minimums to help make
21 Washington an even better city for future
22 generations. Thank you for this opportunity

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1 to testify.

2 CHAIRMAN HOOD: Okay, thank you.

3 Next.

4 MR. GREENBERG: Hi. My name's
5 Alan Greenberg. I'm a resident of Ward 2.
6 Like others who have testified before me, I'm
7 urging the Zoning Commission to bring balance
8 to the transportation system in this
9 metropolitan area by prioritizing transit,
10 bicycling, walking, over single-occupancy
11 vehicle travel in order to avert gridlock.

12 Today the Zoning Commission has a
13 rare opportunity to revise the zoning
14 regulations to allow the construction of new
15 developments that are transit accessible,
16 walkable, well-functioning and charming as
17 many of the District's historic developments
18 that were built before today's off-street
19 parking plans made their construction
20 illegal.

21 Here are the recommendations. I
22 urge the Zoning Commission to move in the

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1 direction proposed by the Office of Planning
2 to reduce onerous minimum parking
3 requirements, especially in transit-proximate
4 developments.

5 The Zoning Commission, however,
6 should go beyond OP's recommendations by
7 eliminating parking minimums entirely in such
8 areas and even throughout the city.

9 Providing more parking than
10 market conditions warrant, which is the only
11 purpose that minimum parking requirements
12 serve, cause housing and retail development
13 to be less compact and less transit
14 accessible and significantly more expensive
15 than they otherwise would be.

16 Requiring the development to be
17 oriented to accommodate automobile parking
18 presents hazards to pedestrians and bicycles
19 and delays bus riders in traffic queues
20 caused primarily by SOVs.

21 While, as stated above, parking
22 minimums should be abolished city-wide, OP is

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1 correct in recommending that alley access be
2 a pre-condition for retaining parking
3 requirements in single-family dwellings.

4 Alley access should also be a
5 precondition for minimum parking requirements
6 applying to other uses, especially if only a
7 few parking spaces would otherwise be
8 required.

9 The detrimental impacts on
10 community design of having to accommodate
11 parking for a de minimis number of spaces,
12 such as four or fewer, would clearly exceed
13 any perceived benefits, especially with curb
14 cuts eliminating on-street parking and
15 endangering pedestrians and pavement to allow
16 parking access typically entailing more space
17 than the parking itself requires destroying
18 green space.

19 For off-street parking provided
20 by developer choice or otherwise still
21 required, good parking design schemes can
22 somewhat reduce the negative impact of car

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1 parking.

2 Similarly bike parking
3 requirements encourage cycling. For this
4 reason, I support both of those
5 recommendations on the part of the Office of
6 Planning.

7 Why is curtailing parking
8 minimums so important? Well, off-street
9 requirements prohibit adaptive reuse of all
10 the buildings and are anathema to affordable
11 housing.

12 Requiring the construction of
13 parking in excess of market demand has been
14 shown through extensive research to add
15 between \$52,000 and \$117,000 to the price of
16 housing units, an amount exceeding the entire
17 housing budget of many District workers.

18 So then the question is why are
19 we doing this? We're doing this because we
20 don't think that DDOT can manage off-street
21 parking, rather, on-street parking
22 effectively.

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1 But in the one case that was most
2 important that dwarfs in terms of the
3 challenge that we have today, the baseball
4 stadium, they did it very well.

5 We're using market pricing today
6 in the baseball stadium. The neighbors love
7 it and the demand for on-street parking isn't
8 a fraction of that in any other case that was
9 seen in the development. So I urge you --

10 CHAIRMAN HOOD: Thank you. Thank
11 you. All right, thank you. Next.

12 MR. CRIM: Thank you, Mr.
13 Chairman and the other members of the
14 Commission. My name is Stephen Crim and I'm
15 a very happy resident of Ward 2.

16 And I'm especially happy to see
17 that in this proposal we would see in our
18 neighborhood a decrease in the minimum off-
19 street parking requirements as well as
20 elimination of the parking requirements in
21 the downtown which is, of course, very
22 proximate to my neighborhood.

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1 I would be even happier if we
2 were talking about the original, more
3 progressive version of the revision that was
4 proposed by the Office of Planning earlier.
5 However, I am happy to support the proposal
6 before you from staff tonight.

7 I am fortunate enough to be able
8 to afford my neighborhood and, God willing, I
9 will be able to in the future. However,
10 every day affordability for me and others is
11 eroding.

12 There is no silver bullet,
13 obviously, for our affordability crisis but
14 the devil is in the details and I believe
15 that one of the biggest details in our land's
16 development process today is parking.

17 Though my former testimony
18 colleagues have mentioned reasons and
19 examples of how parking drives up the cost of
20 housing, I will add one more, which is a
21 recent study from the Urban Land Institute
22 and Enterprise Community Partners which you

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1 may know does and supports affordable
2 housing.

3 In a survey of affordable housing
4 builders around the country, those developers
5 most frequently cited minimum parking
6 requirements as the reason why they were
7 unable to build more units in their projects,
8 which is something that I think is all the
9 more important in a city like ours which has
10 the wonderful attribute of inclusionary
11 zoning.

12 I will end by asking the question
13 why would you want to listen to me about this
14 topic? I mean I am a young white man with a
15 hipster moustache and the ability to afford
16 living in Logan Circle and, as we've all
17 mentioned, there are all kinds of
18 transportation needs that reflect different
19 demographics in this city.

20 However, I think what's important
21 to remember is that no single regulation,
22 such as off-street parking requirements, will

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1 improve or hinder the mobility of families,
2 small and large, young and old or seniors or
3 even my own mobility issues. Parking alone
4 will not do that.

5 However, I believe that this
6 measure before us will allow home builders,
7 business owners and office developers to
8 build the amount of parking that they think
9 is appropriate and lower cost where it needs
10 to be lowered. Thank you.

11 CHAIRMAN HOOD: Thank you. Next.

12 MS. CUSTIS: Good evening,
13 Commissioners. My name is Aimee Custis and
14 I'm guilty as charged. I work for the
15 Coalition for Smarter Growth and I'm on the
16 editorial team at Greater Greater Washington.

17 That being said, trust me when I
18 tell you that I'm here on my own behalf
19 because I'm finishing up a course of
20 antibiotics for a double ear infection, don't
21 worry, Stephen, I'm not contagious, and if I
22 were testifying on behalf of either

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1 organization I'd have pawned it off on
2 somebody else tonight.

3 I live in Ward 2's Dupont Circle
4 at 1727 Massachusetts Avenue, Northwest. I
5 am here, I'm sure you're not surprised, to
6 express my strong support for lowering off-
7 street parking requirements, especially in
8 areas like mine with great transit.

9 I've lived in the District for
10 five years and hope to make it my lifelong
11 home. I've never owned a car.

12 My neighborhood, Dupont Circle,
13 has so much to offer, two grocery stores, my
14 favorite bookstore, a locally owned
15 drugstore, my favorite café, which happens to
16 be the same as my favorite bookstore,
17 shopping, two theaters, a dentist's office,
18 if that's your kind of thing, and so much
19 more, and that's all within five minutes of
20 my front door walking.

21 I'm seconds away from several
22 major bus routes and can easily walk to

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1 Metro's Red, Orange and Blue lines.

2 My apartment building on Mass
3 Avenue is a mix of younger people and older,
4 long-time residents who've lived in the
5 building for decades.

6 And as our building is an older
7 one, it wasn't built with very much parking
8 but that's okay because, guess what, most
9 people in my building don't own a car.

10 Some, like the very nice old lady
11 on the first floor who constantly asks my
12 boyfriend to help her change light bulbs,
13 have lived in our building so long that
14 they've been there since before the current
15 zoning code was written, the same zoning code
16 that brought with it the requirement that
17 buildings include parking.

18 At some point I would really like
19 to invest even more in our neighborhood and
20 find a home to buy, probably a condo.

21 But recognizing that I live in
22 one of D.C.'s nicest neighborhoods, I know

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1 that probably won't be feasible for me, at
2 least on my nonprofit salary, for quite some
3 time, if ever.

4 But I hope I can find a
5 neighborhood like Dupont with its sidewalks,
6 shops, community festivals and more before
7 prices skyrocket across the city.

8 Affordability, that's the number
9 one reason I support the zoning update. With
10 housing prices soaring across the District,
11 we can't afford to build parking we don't
12 need.

13 It will price out long-time
14 residents, like my neighbor, and leave people
15 like me, who want to contribute to our city's
16 long-term success, on the outside looking in.

17 I want a city where I have the
18 flexibility to purchase a house or a condo
19 without having to purchase a parking spot
20 that I have to buy just because the builder
21 had to build it.

22 I want a city where we have the

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1 right amount of parking we need, rather than
2 having too much parking, which encourages
3 more driving, which encourages more parking.

4 While some people will always
5 want or need to drive and should be able to,
6 encouraging car ownership through policies
7 like parking minimums has tipped the scales
8 unfairly toward car ownership and away from
9 me.

10 Now, for the first time in a
11 generation, many people, in fact, 38 percent
12 of households in the District, are choosing
13 an alternative to personal automobiles and
14 our land use and parking policies shouldn't
15 punish people like me for our choices. Thank
16 you.

17 CHAIRMAN HOOD: Okay, thank you.

18 Again, let me thank each and every one of
19 you for your testimony. See if we have any
20 questions. Vice Chair Cohen.

21 VICE CHAIR COHEN: Thank you, Mr.
22 Chairman. Ms. Bhatt, now that you're an

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1 expert in transportation throughout the
2 United States, my question is the evaluation
3 that you did of parking policies, including
4 probably Portland, how did you then make that
5 transfer to the unique circumstances of
6 Washington, D.C.?

7 I ask this question because it
8 has been brought up by a couple of Council
9 people and I'd just like to know, from your
10 point of view as you served on the task force
11 and actually did that research, how would you
12 then answer that point, that we are unique so
13 going out to these other cities, how did that
14 help?

15 MS. BHATT: Right. I think I
16 understand your question. So I won't be able
17 to say too much specifically since it was a
18 few years back.

19 But essentially our approach was
20 the consulting firm that was hired by Office
21 of Planning to present us with information
22 about the actual zoning codes on parking on

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1 the different cities, they were asked to
2 present us cities of all sizes in all
3 different parts of the country.

4 And when we looked at the zoning
5 codes, we looked for universals on sort of
6 underlying frames of thinking and patterns.

7 So, you know, there were times
8 where we, in our discussions and debates,
9 said something like, you know, well, Portland
10 has this but Portland is in a different stage
11 in terms of the way it's been developing, you
12 know, its urban fabric. We may be on that
13 same track but we're not at the same stage.

14 And sometimes we might look at a
15 place that's very different, like New York
16 City, and we would ask how does this zoning
17 code apply to neighborhoods that are similar
18 to certain neighborhoods in D.C.?

19 So we looked at neighborhood-to-
20 neighborhood comparisons as opposed to
21 looking at the entire city just as a
22 homogenous place because when you look at it

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1 that way, of course, there is no city that
2 compares exactly to ours. They're just not
3 as good.

4 But when you start looking at
5 densities of neighborhoods or what the
6 functionalities of neighborhoods are, when
7 you start comparing business districts to
8 business districts, you start being able to
9 apply the principles and the codes a little
10 bit better in trying to figure out how could
11 this work here?

12 You know, how would this work in
13 our downtown compared to the downtown of
14 Philadelphia or some other city? So we
15 looked for similarities in that regard.

16 VICE CHAIR COHEN: I want to
17 thank you for, you know, your testimony but I
18 also want to thank you for, you know, serving
19 on that task force. I think you contributed
20 a great deal.

21 Mr. Greenberg, you indicate that
22 the cost of parking through extensive

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1 research adds between \$52,000 and \$117,000 to
2 the price of housing units. How did you come
3 up with that number? What is your source?

4 MR. GREENBERG: It's actually a
5 peer-reviewed research paper that I wrote and
6 there were multiple sources.

7 Essentially you have to add up a
8 range of costs that are typically not
9 considered when you're summing up the actual
10 impact of parking requirements, and part of
11 it is the parking itself directly through
12 land costs. Part of it is maintenance costs.

13 Another part of it is what it
14 does to the, it changes the character of the
15 development. When you have a parking space
16 requirement that's tied to the number of
17 units, the economics essentially require you
18 to build fewer units and build more expensive
19 units. I'd be happy to provide to you a copy
20 of that paper.

21 VICE CHAIR COHEN: Thank you.
22 This is a question for just anybody living in

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1 Ward 2.

2 Can't find a parking space
3 anywhere so, unless you don't have a car,
4 what do other people do, like visitors,
5 company? What is your suggestion to them?
6 Because there is no parking and so there's a
7 lot of frustration.

8 MS. CUSTIS: Commissioner Cohen,
9 if I can take a stab at that one. I live in
10 probably the densest part of Dupont Circle
11 right on Massachusetts Avenue.

12 And while I've never owned a car,
13 for the past year I've lived with my
14 boyfriend who does own a car. His business
15 as a videographer carrying equipment requires
16 him to.

17 And as much as from time to time
18 it is a challenge to find a parking space,
19 let me tell you that finding a parking space,
20 it's impossible is a bit of a
21 mischaracterization in my experience.

22 Finding a parking space in front

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1 of my building, perhaps a bit more of a
2 challenge because there are four of them in
3 my high-rise.

4 But finding a parking space
5 that's closer to my building than the Metro
6 station that's less than 1,000 feet away
7 maybe takes five minutes.

8 I can't tell you the number of
9 times that I've pulled up and, hey, check it,
10 parking space. Isn't that great. And we
11 don't even have groceries in the car so it
12 doesn't even matter.

13 We throw parties regularly. We
14 throw four or five big parties a year on our
15 roof deck. Because friends live mostly in
16 Virginia, they come from Fairfax.

17 They either park in meters which
18 are metered in my neighborhood into the
19 evening and they pay, just as they should if
20 that's the transportation choice they're
21 making, or they'll take Metro or a bus or a
22 bike over. It's honestly never been a

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1 problem.

2 Even when my parents come to
3 visit from Ohio, and my dad likes to say that
4 you will pry four wheels under his butt from
5 him when he is cold and dead, have never had
6 a problem parking their RV, much to my
7 mortification, in our neighborhood.

8 VICE CHAIR COHEN: I live on
9 Church Street so I hope to be invited to your
10 parties.

11 (Laughter)

12 CHAIRMAN HOOD: Are they going to
13 serve pizza? Okay. All right, any other
14 comments? Commissioner Miller.

15 COMMISSIONER MILLER: Thank you,
16 Mr. Chairman. As the Chairman said, thank
17 each of you for your very thoughtful
18 testimony.

19 Let me ask Mr. Forster, oh, I
20 don't have a question for you but you raised
21 the issue about the 14th N R Capital
22 Bikeshare running out just as soon as they

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1 put the bikes there.

2 So DDOT is here. They heard
3 that. I'm sure they monitor Capital
4 Bikeshare. We'll ask them about it when we
5 get time for questions.

6 Of course, new developments are
7 being required to provide parking as part of
8 the development as well, along that corridor
9 and elsewhere.

10 Mr. Malinowski, you raised a
11 point about Dunbar parking overflowing. Were
12 you saying that it has an abundance of unused
13 parking or it has not enough parking and the
14 cars are overflowing into the neighborhood?

15 MR. MALINOWSKI: According to the
16 neighbors at last week's Bates Area Civic
17 Association meeting, there are too many cars
18 for the parking space that they built.

19 COMMISSIONER MILLER: There are
20 too many cars. So is that having an adverse
21 effect on the neighborhood? Are they
22 parking, then, in the neighborhood?

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1 MR. MALINOWSKI: I'm not quite
2 sure what they're doing, whether they're
3 shoehorning them in somehow in less, you
4 know, narrower spaces than were intended or
5 whether it's going out into the street. I'm
6 not sure. I live kind of on the other edge
7 of the neighborhood so I really don't know,
8 just the neighbors.

9 COMMISSIONER MILLER: Okay, well,
10 I appreciate your raising that issue and I'm
11 sure the District government is listening and
12 they'll try to figure out how to solve that
13 problem. Thank you.

14 CHAIRMAN HOOD: Any other
15 questions, comments? Ms. Bhatt, let me just
16 ask you. I want to kind of go a little more
17 in line what the Vice Chair asked. I'm going
18 to read a few excerpts from a letter.

19 It says, "During our discussions,
20 these groups persistently pressed one point.
21 We need to develop parking regulations using
22 District-focused data."

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1 Then it goes on to say, "an
2 analysis that focused solely on the unique
3 circumstances of the District. The District
4 size and proximity," this is key for me, "the
5 District size and proximity to both Maryland
6 and Virginia make for unique parking needs
7 unlike any other city."

8 So basically what this letter is
9 telling us, and I have to ask it my way.
10 Even though she may have asked it one way, I
11 have to ask it my way so I can understand it.

12 First of all, whose task force was it? Was
13 this DDOT's or the Council's? I just don't
14 remember.

15 MS. BHATT: I believe when the
16 idea of the zoning update was introduced, the
17 city organized, I want to say it was
18 something like 15 or so task force for the
19 different areas. Parking was one of them,
20 store fronts was another one, stormwater
21 management was another one.

22 CHAIRMAN HOOD: So the working

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1 groups. So you served on a working group?
2 Was it a working group?

3 MS. BHATT: Yes, they were called
4 task force but they're essentially, I'm not
5 sure what the difference is but I think it
6 was called the parking citizen task force or
7 something like that.

8 CHAIRMAN HOOD: Okay, okay. Was
9 it formalization, like, did you have to go
10 through Council approval to serve on the task
11 force or you just had to show up that night
12 and you were on the force? I'm just curious
13 how this was put together.

14 MS. BHATT: I think some people
15 were formally sent over through, you know,
16 like some entity might have appointed someone
17 to join.

18 But they were also open to the
19 public and if you showed up you were allowed
20 to participate in the discussion and state
21 your opinions about whatever the topic was
22 that night.

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1 CHAIRMAN HOOD: So in those
2 discussions that you participated in, was the
3 equation of being in close proximity to
4 Maryland and Virginia basically included in
5 the equation with the analysis that the group
6 came up with?

7 MS. BHATT: I'm not sure I'm
8 following.

9 CHAIRMAN HOOD: Well, what I'm
10 saying is, as it stated in this letter, it
11 says, "The District size and proximity to
12 both" -- first of all, did we use basically
13 data focused for the city? Did you all use
14 any data that was germane just to the
15 District of Columbia as opposed to living in
16 Portland and other areas?

17 MS. BHATT: Well, yes. I mean
18 there was lots of data about D.C., about the
19 density, the different kinds of
20 neighborhoods, the different residential
21 zoning areas.

22 So we have some areas,

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1 particularly my neighborhood and the ones
2 around me, they're very low density. They're
3 largely residential. But then you have other
4 neighborhoods that are more mixed use and
5 high density.

6 So we were presented with things
7 like income data broken down by different
8 sections of the city, car ownership data,
9 things like that.

10 CHAIRMAN HOOD: And in that
11 discussion, was it ever mentioned about some
12 of the data factoring in the close proximity
13 to Maryland and Virginia?

14 MS. BHATT: I don't remember
15 anything about the data being specifically
16 categorized by the terminology close
17 proximity to Maryland and Virginia.

18 But there was data broken down by
19 Ward and so if you're in Ward 7 or 8 you're
20 close to Maryland. If you're in the other
21 Wards, you're close to Virginia. I don't
22 think anything was specifically categorized

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1 as proximity to the states next door.

2 CHAIRMAN HOOD: Okay. And I want
3 to thank you for coming down. You're from
4 Ward 7. We are now complete. We've now had
5 somebody from every Ward, so I appreciate
6 that.

7 MS. BHATT: Oh, very good.

8 CHAIRMAN HOOD: Ms. Custis, let
9 me say that I am actually on your email list,
10 even though the email I got from you I
11 discarded.

12 This one about the pizza, and I'm
13 sorry, hopefully when it's not germane to
14 zoning you all will have pizza and I can show
15 up and enjoy myself.

16 MS. CUSTIS: We'll be at happy
17 hour next week. We'd love to see you.

18 CHAIRMAN HOOD: Well, I'll wait
19 for a little while. But let me ask you, do
20 you have people other than those who may have
21 signed up or whatever? Do you all get out to
22 a crowd? Do you all get to an older crowd?

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1 I guess that's what I'm --

2 MS. CUSTIS: Are you speaking of
3 the Coalition for Smarter Growth at this
4 point?

5 CHAIRMAN HOOD: Yes. Even though
6 you didn't come down and testify for that I'm
7 just curious.

8 MS. CUSTIS: Yes, yes, I know.

9 CHAIRMAN HOOD: I just notice
10 your name is always on the emails.

11 MS. CUSTIS: I'm the girl who
12 sends the emails. That's fine.

13 CHAIRMAN HOOD: Okay, okay.

14 MS. CUSTIS: We do. We did a
15 supporter survey, that I'm hoping my boss in
16 the back of the room doesn't yell at me for
17 giving away all the details on, of our
18 supporters this summer and we do it every
19 year.

20 And I can't tell you the exact
21 ages but we did ask them if they were willing
22 to give us age-bracketed information, which

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1 demographic pool do you fall into, and over
2 half of them are older than millennials.

3 If I had my phone with me instead
4 of having left it at my seat, I could tell
5 you the exact percentages, but over half are
6 gen Xers or older.

7 CHAIRMAN HOOD: So do you have
8 basically, is it mostly electronic? And I
9 guess my question, I probably know the answer
10 already, is it mostly electronic? Do you
11 have some people that you communicate with
12 mail or anything?

13 MS. CUSTIS: Sure, yes,
14 absolutely. So I work mainly in our digital
15 advocacy so I am most apt to be able to tell
16 you about the people who I communicate with
17 via email, folks like you.

18 But our team also works very hard
19 to get out in the community at community
20 meetings and to hold public forums and
21 otherwise communicate non-electronically to
22 make sure we are reaching the broadest base

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1 we can.

2 CHAIRMAN HOOD: Okay. Well, let
3 me commend you all for making sure folks are
4 getting engaged.

5 MS. BHATT: Thank you.

6 CHAIRMAN HOOD: Appreciate it.
7 Okay, any other questions? Commissioner May.

8 COMMISSIONER MAY: Yes, just a
9 couple quick ones. Mr. Malinowski, I want to
10 follow up on the issue of the school, Dunbar,
11 and you mentioned two others that were
12 charters?

13 MR. MALINOWSKI: Correct.

14 COMMISSIONER MAY: I mean has the
15 charter been there a long time or was it
16 recently established? And are they in a
17 regular school building or are they in some
18 other kind of facility that doesn't have the
19 normal parking availability that a school
20 would?

21 MR. MALINOWSKI: Both the
22 charters are in existing school buildings.

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1 COMMISSIONER MAY: Existing
2 school buildings. So there is some lots
3 around them?

4 MR. MALINOWSKI: Yes.

5 COMMISSIONER MAY: They're not
6 crammed into, you know, former office
7 buildings or things like that as charters
8 often are?

9 MR. MALINOWSKI: No. The charter
10 that's currently in planning and will be
11 opening sometime next year is moving from a
12 commercial building, I think near Dupont
13 Circle, to what used to be the J.F. Cook
14 School on P Street.

15 COMMISSIONER MAY: I see, okay.
16 So, I mean, I'm glad you bring that up
17 because that is one of the concerns that I
18 have about uses that are in or close to
19 residential neighborhoods that are drawing in
20 more cars than can be parked on the site for
21 whatever reason, whether it's part of the,
22 you know, the corporate culture, if you will,

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1 which I think it might be for many schools.

2 You know, teachers are
3 accustomed, because of their schedules or
4 whatever, to being able to drive and they
5 often wind up parking in neighborhoods and
6 that can be an issue in certain
7 neighborhoods.

8 But I'm very interested in
9 hearing how, you know, when we first had
10 this, started having hearings on this topic,
11 I was interested then in understanding what
12 DDOT could do or what the city could do in
13 other forms to address parking and spillover
14 parking from uses like this that are adjacent
15 to residential neighborhoods, so I look
16 forward to hearing more from them on that
17 topic.

18 And this is really not related to
19 the subject at hand but, Ms. Custis, you said
20 your boyfriend has roots in Virginia?

21 MS. CUSTIS: He does.

22 COMMISSIONER MAY: And yours are

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1 in Ohio?

2 MS. CUSTIS: They are.

3 COMMISSIONER MAY: Not originally
4 in Virginia? Because there's a famous Custis
5 family.

6 MS. CUSTIS: No. The Custis
7 Trail, well, most of Northern Virginia at one
8 point was owned by my family.

9 COMMISSIONER MAY: It was.

10 MS. CUSTIS: Alas, if only that
11 were still true. I would be so much better
12 off and affordable housing would not be an
13 issue for me.

14 COMMISSIONER MAY: Yes. I mean
15 it's nice to have some famous ancestors.

16 MS. CUSTIS: It is and this is
17 the only part of the country where Custis is
18 a cool last name to have.

19 COMMISSIONER MAY: For many
20 reasons. I mean, anyway, thank you.

21 CHAIRMAN HOOD: Any other
22 questions this panel? Commissioner Turnbull.

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1 COMMISSIONER TURNBULL: I just
2 wanted to thank the Ward 2 panel, both five
3 and seven, for coming here tonight and
4 talking. I think you have a lot of good
5 comments.

6 What no one really touched upon I
7 think as far as we talked about parking and
8 Commissioner May was sort of going down the
9 road with the schools, is the OP, the one
10 change for going to square footage on
11 parking.

12 I don't know if any of you have
13 thought about that or I don't think anybody
14 commented on that and I just wanted to give
15 someone, anybody the opportunity to, if
16 you've seen the schools, the parking, the
17 impact on your neighborhood and what that may
18 or may not have an effect on any of you.

19 MR. MALINOWSKI: If I may,
20 Commissioner. So I mentioned the two charter
21 schools, one of which is in the planning
22 stages.

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1 And during the neighborhood
2 meeting, there were some questions. Okay,
3 how much parking is required under the code?

4 How big a variance are you seeking?

5 And the school couldn't really
6 give precise numbers because even though they
7 have drawings, they have site plans, they
8 don't quite know how much staff they will
9 expect.

10 So I imagine that, you know,
11 whether it's one or two more, either way, I
12 expect a floor area ratio would be, or a
13 floor-dependent parking plan would be clear.

14 COMMISSIONER TURNBULL: But in
15 your case, the school was actually basing a
16 projected count upon staff, people still?

17 MR. MALINOWSKI: They were, yes.

18 COMMISSIONER TURNBULL: Okay.
19 All right, thank you.

20 CHAIRMAN HOOD: Any other
21 questions? Okay, I want to thank you all for
22 your testimony. Very helpful, appreciate it.

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1 Okay. Alex Dodds, John Wheeler,
2 Clark Larson, John B. Townsend II, Steven
3 Beller, John Mangin.

4 (Off microphone discussion)

5 CHAIRMAN HOOD: Okay, Ryan
6 Crowley.

7 (Off microphone discussion)

8 CHAIRMAN HOOD: Oh, you're on
9 here twice? Oh, you're so good. What did
10 you want to do, come back and do a repeat
11 performance? Thank you. Randy Speck.

12 Okay, I think I have two more
13 seats or do I have three more seats? Okay, I
14 have two more seats. Where did I stop?
15 Gerald Fittipaldi. I don't see Gerald.
16 Okay. And Matthew Steil. Matthew Steil?
17 Okay. Steil? I'm sorry. Okay, we're going
18 to start with my right and we'll work our way
19 down. You may begin.

20 MR. WHEELER: My name is John
21 Wheeler. I live in Tenleytown in Ward 3. I
22 have lived in the District of Columbia for

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1 approximately 35 years in Wards 1, 2 and 3.

2 I'm also what other people here
3 have referred to, an elderly person, and my
4 generation is whatever the generation is
5 called that predates the baby boomers.

6 I'm in favor of lowering the off-
7 street parking minimum requirements. I've
8 written a letter explaining my position. I
9 will summarize it here.

10 Since I moved to the District of
11 Columbia, many changes have occurred that has
12 made driving a car much less necessary.

13 Metro has been developed, the bus
14 system has been greatly improved and, more
15 recently, we've seen the great success of car
16 sharing and bike sharing. Plus businesses,
17 such as grocery stores, have moved back into
18 our neighborhoods.

19 When I first heard testimony
20 before this Commission about reducing parking
21 requirements, most members of the Commission
22 expressed disbelief that people could live in

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1 D.C. without a car. I think you now
2 understand people can live in D.C. without a
3 car and without hardship.

4 I expect that you will be hearing
5 people testify about how important parking is
6 to the elderly. Mr. Hood, I think you've
7 kind of alluded to that. As an elderly
8 person, I believe that is not true.

9 My opinion, which I think is
10 supported by statistics, is that it's
11 primarily the young and the old who are doing
12 without cars, to some extent for different
13 reasons.

14 If people live long enough, they
15 most likely will lose their ability to drive
16 long before they lose their ability to walk.

17 Therefore, walkability and livability are
18 essential to continue to live in my
19 neighborhood.

20 But Tenleytown, where I live,
21 it's very walkable but it's really not a
22 livable place for a person who has to deal

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1 with stairs.

2 I'll tell you a quick personal
3 story. Several years ago I lost my ability
4 to walk due to neurological complications of
5 Lyme disease.

6 I spent five weeks at the
7 National Rehab Hospital learning to walk
8 again and having to deal with a house that
9 does not have a bathroom on the main level.
10 You know, it's kind of a typical house in
11 D.C. I think.

12 But there is no really affordable
13 housing in Tenleytown if I want to stay there
14 that's on one level where a person who is
15 less mobile can live. Thank you.

16 CHAIRMAN HOOD: Okay. Thank you,
17 Mr. Wheeler. Next.

18 MS. DODDS: Hi. Good evening,
19 everyone. Thank you so much for your
20 continued attention this evening. My name is
21 Alexandra Dodds. I live on Ontario Road in
22 Lanier Heights and in Ward 1.

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1 And I'm here tonight to express
2 my strong support for the proposed changes in
3 D.C. zoning ordinances including the
4 reduction of minimum parking requirements,
5 easing restrictions on accessory apartments
6 and corner stores and simplifying the overall
7 code.

8 For what it's worth, I own both a
9 car and a bike. I walked here to this
10 meeting tonight and I took the bus to work
11 today so I'm well versed in a number of
12 transportation options in the city.

13 I consider myself lucky to live
14 in a neighborhood that I really love. I
15 bought my first home in Lanier Heights last
16 year and it's a condo in a small, newly
17 renovated building on a beautiful, tree-lined
18 street with row homes.

19 And I consider where I live to be
20 a zoning success story, both the building
21 itself and the neighborhood.

22 The things I love about where I

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1 live include the social diversity and
2 economic diversity of my block, the parks
3 nearby, the incredible public transportation
4 options that I have access to and a grocery
5 store on the corner which is just feet from
6 my house and is really, really handy when you
7 forget an onion when you're cooking dinner.

8 But these things, having them all
9 in one place, is really hard to find in D.C.
10 and I think that the proposed changes in the
11 code would make it more possible for places
12 like this to exist across the city.

13 And I know I've been listening to
14 the Council members throughout the evening
15 and I've heard several concerns about seniors
16 and it made me think of a personal part of my
17 life that is applicable here.

18 I grew up in the suburbs of New
19 Jersey and my parents still live there and
20 they have come to visit me many times in the
21 years that I've lived in D.C. and always love
22 it so much and love it so much that they want

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1 to move down here and they'd love to live
2 near me and my husband who have made a home
3 here.

4 But, you know, they're
5 approaching 70 and on fixed incomes and it's
6 really hard for them to find an affordable
7 home that would be walkable in the way that
8 mine is.

9 And I think that the changes
10 proposed in the zoning codes would help them,
11 you know, help our multi-generational family
12 live closer together.

13 So, like I said, I strongly
14 support these changes and thank you for your
15 attention.

16 CHAIRMAN HOOD: Thank you. Next.

17 MR. LARSON: Good evening,
18 Chairman, members of the Commission. My name
19 is Clark Larson. I live in Dupont Circle in
20 Ward 2.

21 I'm here to speak tonight in
22 support of staff's proposed revisions to

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1 Subtitle C of the D.C. zoning regulations,
2 specifically regarding Chapters 19 and 20 on
3 vehicle and parking standards.

4 I believe that staff's proposed
5 revisions offer a good balance between the
6 basic parking needs for a site and
7 recognition that downtown D.C. and other
8 areas in the District with high-quality
9 transit and bike service can and should
10 support multimodal transportation
11 opportunities for all residents, workers and
12 visitors.

13 I find that much of the
14 opposition to these parking reforms is based
15 on a fear of a future that's misunderstood.

16 As staff has reminded us time and
17 again throughout the process, there's a
18 strong trend in the city toward less auto-
19 dependent lifestyles that I believe must be
20 reflected in the city's development
21 standards.

22 I see these revisions as a means

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1 to help create the conditions for alternative
2 forms of transportation and, therefore,
3 better use of limited space on a site.

4 I, myself, am a part of this
5 trend away from a car-centric life with a
6 single car that my wife and I must park on
7 the street in our neighborhood because our
8 building has no off-street parking.

9 We are able to travel to and from
10 work, run errands and otherwise get to where
11 we need to go mostly without our car.

12 We avoid the high cost of renting
13 off-street parking and live in a building
14 that wouldn't be there if it required even
15 one parking space for every three units.

16 In fact, we have chosen to live
17 in a more urban section of D.C. specifically
18 because of its walkability, bicycle
19 friendliness and close proximity to the
20 places we need to go.

21 I believe the proposed revisions
22 to eliminate parking minimums downtown and

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1 by-right allowances to reduce parking
2 requirements by 50 percent in transit-
3 adjacent areas is a common-sense approach
4 that will lead the city to a built
5 environment that further supports these
6 conveniences.

7 As a cyclist, I also support the
8 proposed bicycle parking regulations for
9 short- and long-term parking and shower and
10 changing facilities for more than just the
11 current office buildings and high-density,
12 mixed-use areas as they exist today.

13 Overall, I see these revisions as
14 a positive step towards greater choice and
15 livability in the city and I ask that you
16 adopt them as proposed. Thank you for your
17 time tonight and for your ongoing service to
18 our community.

19 And I also have a Bikeshare
20 station that runs out of bikes so if I could
21 put in a request to DDOT as well.

22 CHAIRMAN HOOD: Okay, thank you.

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1 MR. LARSON: 16th and T.

2 CHAIRMAN HOOD: Okay, thank you.

3 I'm sure they've taken note of it.

4 MR. LARSON: You know it.

5 CHAIRMAN HOOD: Next.

6 MR. TOWNSEND: Good afternoon or
7 good evening, Mr. Chairman, Mr. Hood. Thank
8 you for the invitation and good evening to
9 the members of the Commission.

10 I'm John Townsend from AAA Mid-
11 Atlantic. We represent 90,000 members in the
12 District of Columbia.

13 And we have grave concerns about
14 jettisoning the parking minimums because we
15 think it'll have a deleterious impact, not
16 only on the District and its residents and
17 its businesses and its houses of worship, but
18 its restaurants and its citizens and
19 ultimately it would reframe what we consider
20 to be the national capital area.

21 Mr. Hood, you asked a moment ago,
22 the previous panel, what is the impact of

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1 persons who come into this city each day from
2 Maryland and Virginia? Well, we have the
3 largest daytime growth in population than any
4 city in the country.

5 We have 630,000 persons who live
6 in the District of Columbia or in Washington,
7 D.C. proper. But in the daytime hours we
8 have 1.2 million people, a 70 percent growth
9 by 9 o'clock in the morning.

10 And more than 200,000 cars come
11 into the city each day and that does not
12 include delivery trucks that brings produce
13 and products and supplies and groceries into
14 the city.

15 You worry about the lack of
16 shopping and, yes, that is making a comeback
17 but you are losing \$200 billion a year to
18 shopping marts outside of the District of
19 Columbia because of the lack of stores and
20 the lack of shopping.

21 You can paint a rosy picture but
22 the fact of the matter is parking is a

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1 perennial concern in the District of
2 Columbia. Look at the numbers. The sheer
3 numbers support this.

4 The District writes more than,
5 last year 1.8 million parking tickets, the
6 year before, 2 million parking tickets to the
7 tune of \$95 million a year.

8 That's a swing of almost \$200
9 million over a two-year period where you have
10 this hidden tax on people who only want to do
11 one thing, to enjoy the nation's capital, to
12 come here as tourists, to see the sites and
13 the museums and the memorials, to dine here,
14 to live here, to worship here.

15 I, at one point, was a member of
16 the Metropolitan Baptist Church on 13th and R
17 and one of the great tragedies is this
18 church, founded by slaves 150 years ago,
19 celebrating its sesquicentennial this year,
20 is existing in a schoolhouse because of a
21 process that started eight years ago in Logan
22 Circle when there was such a competitive

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1 atmosphere, combative atmosphere over parking
2 the church decided to relocate and got caught
3 in an economic downturn, built a \$50 million
4 structure outside of the city and it went
5 belly up.

6 The church is still in the city,
7 in the schoolhouse, a relic of its former
8 self, and that's a great tension. With so
9 many houses of worship leaving the city
10 because of parking, what quality of life will
11 we have?

12 And then there's this whole issue
13 of affordable housing and this myth that I
14 can't understand as a former graduate student
15 in urban studies and urban planning how we
16 could think that we could subsidize
17 developers and say, you know, housing would
18 become all of a sudden more affordable if we
19 get rid of parking and we jettison parking.
20 That means I can buy my house for \$40,000 to
21 \$50,000 less.

22 What science, what empirical

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1 evidence, what studies do we have for this?
2 All of this is anecdotal.

3 This is being driven by market
4 forces and there's this attitude that I see
5 in certain elements in the city that says in
6 substance that parking should be market
7 based. In other words, performance parking.

8 So you should charge \$8 an hour to park on
9 the street.

10 But the fact of the matter is it
11 drives people out of the city. It makes
12 housing more unaffordable and you lose a
13 third of the population that is already under
14 the poverty level that is being etched out
15 and X'ed out of the social fabric and
16 economic vitality and vibrancy of the city.

17 And most importantly, this is a
18 tourist mecca. We get over 20 million
19 tourists a year.

20 Of the domestic tourists that
21 come, 60 percent of them drive here and the
22 one big souvenir they take back home with

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1 them is a parking ticket. Thank you very
2 much.

3 CHAIRMAN HOOD: Thank you. Next.

4 MR. BELLER: Hello. Thank you
5 very much for allowing me to --

6 CHAIRMAN HOOD: Is your mic on?

7 MR. BELLER: Oh, I'll turn mine
8 on. Okay. Is that better?

9 COMMISSIONER MAY: Yes.

10 MR. BELLER: Yes. My name is
11 Steven Beller. I'm a resident of Tenleytown.
12 I live at 4419 Chesapeake Street, Northwest,
13 Ward 3. I've been a resident of Tenleytown
14 for 16 years. I am a member of Ward 3 Vision
15 but I'm here in my capacity as a private
16 citizen.

17 And by the way, despite what
18 we've just heard, I like my car. I'm a car
19 owner and, indeed, a member of AAA so you're
20 hearing a slightly different approach to
21 responsible car ownership.

22 I strongly support the Office of

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1 Planning's update to the D.C. zoning code
2 regarding parking minimums.

3 Washington is a growing city.
4 I'm very happy to see that. An increase in
5 population means that it might create burdens
6 on the infrastructure.

7 However, I welcome the increase
8 in population and I want to make the most of
9 this growth and the way to do that is by
10 making the city as livable as possible and at
11 the same time minimizing the burden of more
12 people on the city's infrastructure.

13 And a smart way to do this is to
14 encourage development that does not plug up
15 the city streets with more cars, but rather
16 encourages citizens to use alternative forms
17 of transportation, whether bikes, buses,
18 Metro or just walking because, remember, a
19 car is both something that is parked and also
20 to be used and when it's used it creates
21 traffic, which is one of the main problems of
22 D.C. as we just heard ironically.

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1 The proposed reduction of parking
2 minimums near transit corridors does exactly
3 what I think it ought to do. Bottom line,
4 priority should be given to housing for
5 people, not housing for cars.

6 The more parking spaces are
7 mandated through parking minimums, the more
8 cars will come to fill those spaces and with
9 the direct result there will be more traffic
10 on the road and yet more pollution and more
11 danger to pedestrians and cyclists.

12 Meanwhile, incentives for more
13 walkable, people-friendly city environments
14 are neglected in favor of cars.

15 And, in fact, in D.C. where I
16 live potentially rich urban walkable
17 environments, such as Wisconsin Avenue, are
18 sadly under-realized partly because of the
19 bias towards cars.

20 We need to think of the long-term
21 future and not only accommodate the present.

22 We should encourage more Washingtonians to

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1 decide to use and invest in forms of transit
2 other than cars.

3 I would have preferred the Office
4 of Planning sticking to its original plan of
5 no parking minimums in areas near transit
6 modes, but the current proposed reductions go
7 in the right direction.

8 And to those who fear that
9 residents of new buildings will take away
10 their parking spots in front of their homes,
11 I would say the street in front of their
12 homes is owned by the city, not them. Many
13 could store their cars on their own property
14 if they wished.

15 New projects will probably have
16 many more than the minimum slots as
17 developers respond to market signals and the
18 few areas where parking problems for
19 residents arises there are sensible parking
20 management measures that could ensure that
21 residents can park on public streets near
22 their houses. And basically this is a

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1 separate matter of reforming D.C.'s parking -
2 -

3 CHAIRMAN HOOD: Thank you. Thank
4 you very much.

5 MR. BELLER: All right.

6 CHAIRMAN HOOD: We appreciate it.
7 Thank you. Okay, next.

8 MR. SPECK: Thank you, Mr.
9 Chairman and Commissioners. My name is Randy
10 Speck and I'm a Commissioner from ANC 3G. I
11 live in Ward 4.

12 I've lived in the District for
13 about 36 years and I'm in that older cohort I
14 guess and there have been very few of us to
15 speak tonight.

16 Thank you, first of all, for the
17 opportunity to testify tonight on behalf of
18 the Chevy Chase ANC and the Commission's
19 zoning revisions task force.

20 Commissioner Thompson has
21 testified previously before you with respect
22 to our recommendations for Subtitles B and D.

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1 And I will address the ANC's
2 previously submitted comments as they relate
3 to some of the height and parking
4 restrictions in Subtitle C.

5 Our first comments relate to an
6 issue that hasn't been discussed at all
7 tonight I don't think and that is Subsection
8 C 502 and the rules for measuring building
9 heights in residential zones.

10 Our comments are informed by our
11 recent experience with the as of right permit
12 application for a 260-unit apartment building
13 at the corner of Connecticut and Military
14 Road, which raised a number of questions
15 about the correct measurement for building
16 height.

17 First, with respect to which side
18 of the building is used for measurement
19 purposes, proposed Section C 502.8 adopts the
20 mix-and-match formula for corner lots,
21 allowing a builder to select one street
22 frontage to generate the height limit but

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1 then to apply that height limit to a
2 different frontage that is selected as the
3 front of the building, thus permitting a
4 height limit that would exceed what would be
5 permitted in either frontage.

6 Particular as the District
7 considers revisions to the Height Act, we
8 urge the Commission to adopt a reasonable
9 rule that whatever side is selected to
10 determine the height limit should be the same
11 side where the height limit is applied.

12 Second, with respect to where on
13 the side of a building the height would be
14 measured, we are concerned that the proposed
15 rule C 502.3 permits a builder to use the
16 middle of the building facade of the
17 principal building that is closest to the
18 street lot line to determine the building's
19 height so that the design placement of the
20 building facades themselves may alter the
21 permissible height.

22 We urge the Commission to adopt a

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1 more objective, fixed measurement point based
2 on the middle of the lot.

3 Third, we favor an absolute
4 height limit in Section C 502.5 for
5 residential buildings, not confusing average
6 level requirement for many rooftops which
7 could yield a true height of well over 40
8 feet and maybe even as high as 50 feet.

9 Now let me turn to the parking
10 requirements and there's been a lot of good
11 testimony today about that, and despite the
12 fact that I'm not in their cohort, a lot of
13 what the millennials have been saying
14 resonates with me as well.

15 So the comments that we have are
16 more in the nature of tweaks to the parking
17 requirements.

18 The first is with regard to
19 Section C 1902.1 which would relax all of the
20 parking requirements in Subsection C 1901.5
21 by a full 50 percent when WMATA identifies a
22 Priority Corridor Network Metrobus Route.

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1 It is inappropriate, we believe,
2 to let WMATA's decisions determining the
3 parking requirements applicable under the
4 District's zoning regulations to control
5 without review and decision by an agency of
6 the District government.

7 We recommend eliminating such an
8 alteration by WMATA unless it is pursuant to
9 a process that involves the affected ANC and
10 the Zoning Commission.

11 Second, with regard to Section C
12 1907 which addresses mitigation steps for
13 parking that significantly exceeds the
14 minimum requirements and sets the trigger for
15 this mitigation at 1.5 times the minimum
16 level, we would urge you to focus on the
17 market process.

18 We are sympathetic to the reasons
19 for this mitigation provision as Mr. Zimbabwe
20 suggested, but we are concerned that the
21 level of this trigger may be too low.

22 Some recent experience suggests

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1 that the current demand for parking spaces in
2 new buildings not in transit corridors may be
3 greater than 1.5 times the minimum levels,
4 indeed about twice the minimum levels.

5 The proposed trigger for the
6 mitigation measures may not reflect actual
7 market demand for parking and we suggest
8 increasing the trigger level to two times the
9 minimum levels, in other words about the
10 level of the current demand. Thank you for
11 your attention and consideration.

12 CHAIRMAN HOOD: Okay, thank you.

13 I would ask if we can ask this panel to hold
14 tight for a minute.

15 We're going to take about a four-
16 minute break so the court reporter and I can
17 go to the restroom, okay? I hate to announce
18 that but I want to give him a chance and my
19 colleagues can do that right quick.

20 We don't want to miss any
21 testimony. This is very important. So if we
22 could take about a four-minute break, if you

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1 can indulge us. Thank you.

2 (Whereupon, the foregoing matter
3 went off the record at 9:08 p.m. and went
4 back on the record at 9:14 p.m.)

5 CHAIR HOOD: Okay, we'd like to
6 go back on the record. I appreciate
7 everyone's indulgence. If we can get our
8 panel back and everyone can take his seat, so
9 that we can go ahead and try to finish up.

10 And I appreciate those at the
11 table who let us take that quick break that
12 was needed. Okay, so if everybody, if we can
13 have your attention in this. Okay, thank
14 you. You may begin.

15 MR. FITTIPALDI: My name is
16 Gerald Fittipaldi. I live in the Petworth
17 section of Ward 4. I'm here to voice my
18 support of the proposed zoning changes,
19 regarding parking minimums.

20 And first I'd just like to say I
21 do follow Greater Greater Washington and the
22 Coalition for Smarter Growth. But I actually

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1 first found out about Greater Greater
2 Washington from someone from Ward 8. And I
3 know you said there hasn't been much
4 representation from Ward 8, but anyway as I
5 mentioned, I'm in support of the zoning
6 changes.

7 I think a big issue here is the
8 affordability of housing, and the housing
9 supply. One of the reasons the housing costs
10 keep skyrocketing in D.C. is we only have so
11 many apartments. And when developers put in
12 new buildings, they often build less than
13 they would have, if it weren't for lower
14 parking zones.

15 So by reducing the required
16 parking, they can add more units and thus
17 increase the supply of housing, which then
18 lowers the cost of housing.

19 I use a variety of transportation
20 modes in D.C. I walk and bike quite a lot.
21 And I have a couple comments on the bike
22 parking. Overall I very much approve of it,

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1 and I'm glad to see that they're getting into
2 the details of what types of racks to use and
3 how many, and to support everyone that needs
4 them.

5 Again if it's too much detail,
6 just let me know. In section 2001.3C the
7 draft proposal states, "racks shall be placed
8 a minimum of 30 inches apart from one
9 another, and any other obstructions."

10 And I just wanted to say I think
11 that should be increased to 36 inches, and
12 this isn't a whim. Based on the Association
13 of Pedestrian and Bicycle Professionals, they
14 have a parking, a bicycle parking guideline.

15 And they recommend 36 inches between the
16 racks.

17 And for anyone who has ever been
18 in a car, getting out of a car in a tight
19 spot where you can't open the doors enough.
20 A similar thing with the bicycles, you can
21 get chain grease all over your legs, and not
22 be able to pull your bike out, so similar

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1 idea.

2 Regarding car sharing, I'm glad
3 to see that D.C. is taking progressive steps
4 toward requiring car share vehicles. I am no
5 expert in car sharing or zoning in general,
6 in reviewing the draft proposal, I stumbled
7 upon a chart that said, one car sharing space
8 per 50 to 149 spaces. And I think that
9 should maybe be increased to two.

10 I live in a house that had
11 people, one washer and dryer and we always
12 struggled to find, to not overlap, I think a
13 similar thing would apply to car share.

14 CHAIR HOOD: Okay, thank you very
15 much. Do we have your, well I'll ask you --
16 next.

17 MR. STEIL: Dear Commissioners,
18 my name is Matthew Steil. And I live in the
19 Ward 4 neighborhood, as my neighbor in
20 Petworth here. And I'm here to testify on
21 behalf of my family in support of lowering
22 the mandatory off-street parking minimums, as

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1 currently planned by the D.C. Office of
2 Planning.

3 Now while I wish the reductions
4 in parking minimums would go even further, as
5 they were originally proposed, the current
6 zoning proposal is a significant step in the
7 right direction of allowing for the market to
8 better set the amount of parking though and
9 not the Government.

10 While there are certainly many
11 instances where government regulations are
12 necessary, obligating off-street minimums as
13 part of any new development is not one of
14 them.

15 Putting parking spaces where they
16 are not needed adds significant costs to any
17 development. Costs which are then passed on
18 the eventual renter, home owner, and
19 restaurant patron, or office leaser.

20 Commissioners, I understand that
21 reducing parking minimum requirements is not
22 the same thing as saying that developers will

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1 build zero parking spaces, but rather that
2 they will build fewer unneeded spaces that
3 consume value real estate and resources,
4 costs that are then passed on to you and me,
5 whether or not we decide to drive to that
6 destination.

7 I do not mind paying my fair
8 share for parking if I decide to drive. But
9 I sure as heck do not want to have to pay for
10 unnecessary parking spaces when I arrive,
11 whether via car or otherwise, through an
12 extra hidden charge on the pizza or running
13 shoes that I buy.

14 In a city where space is
15 increasingly at a premium and affordable
16 housing is becoming scarcer by the day, we
17 need to be doing everything we can to
18 increase access to housing and not tacking on
19 additional unnecessary parking charges to
20 development, that will only succeed in
21 further raising housing costs.

22 My wife and I have a combined 15

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1 plus years in D.C., and plan to stay here for
2 the foreseeable future, raising our family.
3 For the majority of our time here, we've
4 lived car free.

5 While it may not have occurred to
6 us at the time, we were partially able to
7 afford living in apartment buildings close to
8 the Metro, because those buildings were not
9 built under the now obligatory parking
10 minimum requirements and thus didn't need to
11 charge tenants for the additional parking
12 costs.

13 Now we have a house and a car.
14 But most of our trips are still done using
15 our feet, bikes, Metro, and bus. We love
16 living in D.C., and we support the policies
17 such as the ones proposed in the current
18 zoning update that will help make the city a
19 healthier and more affordable place to live
20 for all current and future residents.

21 Commissioners, the current
22 proposal to reduce off-street parking

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1 minimums does not mean getting rid of cars in
2 the city. Nor does it mean getting rid of
3 parking in the city. Rather it is a common
4 sense approach to significantly reduce the
5 burdensome costs of building unneeded
6 parking. Thank you.

7 CHAIR HOOD: Thank you very much.

8 Commissioners, any questions? I figure you
9 probably have a few. Let's start off in our
10 normal, Commissioner May, you haven't went
11 first tonight.

12 COMMISSIONER MAY: Yes, I have
13 not. Okay, so my first questions are for Mr.
14 Speck. Where is he? There you are. Okay.

15 MR. SPECK: So, I'm just confused
16 because when you cited section C502.8, the
17 mix and match formula for corner lots, I mean
18 I went back and reread 502.8, because I
19 thought that this had been a concern before
20 that was addressed.

21 In other words, that if you pick
22 a side to be the front of the building,

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1 that'll be the side that you measure height
2 from. And that's what 502.8 seems to read.
3 It doesn't seem to allow you to do the mix
4 and match.

5 MR. SPECK: That wasn't our
6 reading. And we read to say, that you could
7 continue to do the mix and match, which is
8 our understanding has been the interpretation
9 of the Height Act for the last 50 years.

10 COMMISSIONER MAY: Right, and
11 well that's come up in a number of cases, and
12 it's rankled.

13 MR. SPECK: Right.

14 COMMISSIONER MAY: So I actually,
15 I mean I thought that was something, that we
16 were correcting because it's just not, it
17 doesn't make sense. It makes sense to, you
18 know, measure --

19 MR. SPECK: We couldn't agree
20 more.

21 COMMISSIONER MAY: -- use the
22 street width, that the building is actually

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1 fronting on, you pick one and you go with it.

2 And whatever gives you the best result, is
3 fine. But you have to pick one and stick
4 with it. So I guess if that's, if I'm
5 reading it differently --

6 MR. SPECK: It seemed clear to
7 us. It seemed to us that the mix and match
8 formula was still applying.

9 COMMISSIONER MAY: All right, so
10 why don't we get that clarified with the
11 Office of Planning? I'm sure they're making
12 note of this discussion. So 502.5, which is
13 the average level for heights, have you seen
14 the Office of Planning's diagram of how that
15 works out?

16 MR. SPECK: Yes.

17 COMMISSIONER MAY: So, do you
18 understand that setting an absolute limit is
19 essentially, would essentially incentivize
20 all flat roofs, up to 40 feet.

21 MR. SPECK: We don't think so.
22 Because with a 40 foot limit in residential

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1 neighborhoods --

2 COMMISSIONER MAY: Yes.

3 MR. SPECK: -- and a limit on the
4 number of stories, only two stories, then
5 you're not going to get homes that are going
6 to be flat roof at 40 feet.

7 COMMISSIONER MAY: Have you seen
8 some of the pop-up buildings? I mean we had
9 testimony about pop-up buildings, but you've
10 seen some of these tiny little row houses,
11 where they've gone all the way up to 40 feet.
12 And the top floor has like an 18 foot
13 ceiling. You haven't seen those?

14 MR. SPECK: No, I haven't seen
15 those.

16 COMMISSIONER MAY: Okay, well
17 it's happening.

18 MR. SPECK: It's not happening in
19 our neighborhood.

20 COMMISSIONER MAY: Right. Well,
21 and you have a lot of, I imagine you probably
22 have a lot of single family homes. And

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1 they're typically not going to be flat roofs.

2 MR. SPECK: No, but that we do
3 have a lot of homes that are being knocked
4 down now.

5 COMMISSIONER MAY: Right.

6 MR. SPECK: And new McMansions
7 being built in their place.

8 COMMISSIONER MAY: Right.

9 MR. SPECK: And we're concerned
10 about some of those, that because of this
11 averaging formula, we'll have, will be maybe
12 50 feet tall.

13 COMMISSIONER MAY: So, okay. And
14 you realize that what's happening right now,
15 is that you're measuring 40 feet to the
16 ceiling of the top floor.

17 MR. SPECK: Yes.

18 COMMISSIONER MAY: So it can be
19 whatever it could be under the proposed
20 regulation. It would be a lot worse now.

21 MR. SPECK: Yes, we understand
22 that.

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1 COMMISSIONER MAY: Okay, so I
2 mean it seems --

3 MR. SPECK: Trying to limit that.

4 COMMISSIONER MAY: Right, so it
5 seems to me, well I mean, regardless of what
6 may happen in a particular neighborhood, in a
7 particular setting, I mean you know, there
8 may not be a lot of incentive to have flat
9 roofs and you know, create giant boxes like
10 that.

11 The idea of averaging, I think is
12 a sensible approach to measuring height, it
13 may be that what we need in certain
14 neighborhoods, is something lower than 40
15 feet as the height limit. And that's
16 something that can be done with the
17 customization of zones.

18 MR. SPECK: That might be
19 reasonable as well.

20 COMMISSIONER MAY: Right. Okay.
21 So again, Office of Planning hopefully
22 you're taking note of this conversation and

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1 pursuing that.

2 So Mr. Townsend, the, I didn't
3 get the relationship between parking tickets
4 and parking minimums.

5 MR. TOWNSEND: Well the issue is
6 that there are people who say we don't have a
7 parking problem. And counter intuitive to
8 that and the irrefutable proof that, that's
9 not the problem, is that you do have this
10 intractable number of parking tickets being
11 generated every year.

12 COMMISSIONER MAY: So it's, again
13 I don't, it doesn't connect for me.

14 MR. TOWNSEND: Okay.

15 COMMISSIONER MAY: So you're
16 saying that if we had ample garage spaces --

17 MR. TOWNSEND: That's not what
18 we're saying.

19 COMMISSIONER MAY: -- that we
20 would not have a problem with people having
21 parking tickets?

22 MR. TOWNSEND: What we're saying

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1 is that we have, we write more parking
2 tickets in the District of Columbia than any
3 other states.

4 COMMISSIONER MAY: I understand
5 that, and I understand it's a high volume and
6 I understand it's big business for District.

7 I don't understand how it relates to parking
8 minimums.

9 MR. TOWNSEND: Well after passing
10 parking minimums, then finding parking in the
11 city will become tougher, not easier. And
12 the fact that, there are people --

13 COMMISSIONER MAY: So the people
14 who are getting parking tickets here are all
15 doing it because they can't find another
16 place to park? It's not because they're not
17 willing to pay --

18 MR. TOWNSEND: It costs you \$25
19 to park.

20 COMMISSIONER MAY: -- \$25 to
21 park.

22 MR. TOWNSEND: Yes, that's what

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1 I'm saying, that it's symptomatic of the fact
2 that you have a pernicious parking problem in
3 the city already. That's what it means.
4 These people are not --

5 COMMISSIONER MAY: I think that
6 you can look at the same set of facts and
7 come to a different conclusion about why
8 people are getting parking tickets.

9 MR. TOWNSEND: Well.

10 COMMISSIONER MAY: A lot of times
11 are getting parking tickets because they are
12 not willing to walk an extra block, or
13 they're not willing 25 bucks. I mean isn't
14 that a reasonable explanation?

15 MR. TOWNSEND: Well the fact of
16 the matter is, that it comes down to whether
17 we perceive that parking is a public good or
18 a private good. And by that I mean, that the
19 city has a role to play in this. And to make
20 parking part of the social and economic
21 fabric of the city. The city has not added
22 any additional parking in --

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1 COMMISSIONER MAY: So, I mean you
2 are essentially advocating for ample free
3 parking for many people to come into
4 residential neighborhoods?

5 MR. TOWNSEND: The issue, I am
6 not advocating free parking.

7 COMMISSIONER MAY: Right, okay.

8 MR. TOWNSEND: I said --

9 COMMISSIONER MAY: So then are
10 you advocating for higher cost residential
11 parking permits? So that there will be fewer
12 people parking on the streets, so it's more
13 market based, as some people have argued
14 tonight?

15 MR. TOWNSEND: I think there
16 should be a market based approach. But I
17 think there's a role for Government to play
18 too, because parking is for the public good
19 also. I mean when we drive up the cost of
20 parking, what that does is to drive people
21 out of the retail shops in the community,
22 drive people out of the restaurants.

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1 COMMISSIONER MAY: So --

2 MR. TOWNSEND: Let me give you an
3 example. Across the street from my office is
4 Old Ebbitt's Grill. So every night they have
5 valet parking. Now you may come and dine
6 with your family on Thanksgiving night
7 because that's the new mode now. Nobody
8 wants to wash dishes at Thanksgiving, so you
9 eat out.

10 COMMISSIONER MAY: I wash a lot
11 of dishes on Thanksgiving, but okay.

12 MR. TOWNSEND: So you have valet
13 parking. Now is that free? And the answer
14 is no, because for every parking space that
15 you may pay \$10 for, the Old Ebbitt's Grill
16 or M&S Grill, or The Hamilton is paying \$25
17 for that space in a garage.

18 COMMISSIONER MAY: So they are
19 subsidizing it, so that they get my business.

20 MR. TOWNSEND: They are
21 subsidizing it. And that's part of the
22 problem, is that what we -- the reason I

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1 addressed the issue, or approached the issue
2 of the parking tickets, is to talk about this
3 hidden cost of parking in the District of
4 Columbia, which casts a pail on it, or pall
5 on it, depending on it whether you're from
6 Alabama or Mississippi, on the entire social
7 and economic infrastructure in the District.

8 COMMISSIONER MAY: Yes, I'm still
9 not connecting it, and I don't really
10 understand the Old Ebbitt's example. The
11 fact that certain businesses are subsidizing
12 parking, I mean that actually encourages
13 people to drive when they could be taking
14 other means to get there.

15 MR. TOWNSEND: Well people are
16 driving, sir.

17 COMMISSIONER MAY: So I know --

18 MR. TOWNSEND: Hold on a second,
19 so from the Transportation Planning Board,
20 State of the Commute, from last year. So
21 we've had a subtle change in the number of
22 persons who live inside the District who

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1 commute across town every day to go to work.

2 COMMISSIONER MAY: Yes.

3 MR. TOWNSEND: A decade ago, it
4 was about 40 percent. It's less than that
5 now. Those persons have moved to transit.
6 The number of persons riding transit in the
7 city has increased by four percent in the
8 last decade.

9 But outside of the city, it's --
10 Washington D.C. is not a closed universe.
11 It is the nation's capital. It is the
12 capital of the free world. So in terms of
13 governing and in terms of commerce, and in
14 terms of retail, you have this huge influx of
15 persons that come into the city every day.

16 We suffer from the worst gridlock
17 in the country. Outside of the District, two
18 thirds of all persons drive to work each day,
19 61.5 percent. And you have this tremendous
20 influx.

21 Now the shape and the scope of
22 the commute is changing, and it has changed

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1 in the last decade as more companies or
2 entities move outside of the District. And
3 what's driving this? While companies are
4 coming in, more are going out. And the thing
5 that's shaping this huge debate is and this
6 movement is parking.

7 COMMISSIONER MAY: Okay, so if
8 there are more parking spaces available, and
9 theoretically it's cheaper and easier to get
10 parking, isn't that going to bring more
11 people in, and increase grid lock?

12 MR. TOWNSEND: The city is
13 growing, and the city will continue to grow.

14 And not only is the city growing, and it's
15 growing by 1100 persons a month, I think is
16 the latest estimate.

17 But by the year 2030, we'll have
18 an additional 1.2 million persons in this
19 region. And 800,000 new jobs. In the hub of
20 all that, the engine that drives all that is
21 the District of Columbia.

22 COMMISSIONER MAY: So can you

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1 answer my question?

2 MR. TOWNSEND: I did answer your
3 question.

4 COMMISSIONER MAY: No you didn't.
5 I mean I asked whether the availability of
6 parking has an effect on gridlock, and you
7 told me that there's an increase in the
8 number of people living in the District, and
9 the number of jobs.

10 MR. TOWNSEND: I think it's naive
11 to think that our gridlock problem is caused
12 by parking.

13 COMMISSIONER MAY: I'm not saying
14 it's caused by parking.

15 (Simultaneous speaking)

16 COMMISSIONER MAY: I'm just
17 asking you --

18 MR. TOWNSEND: It's an aspect of
19 it.

20 COMMISSIONER MAY: I'm asking you
21 if --

22 MR. TOWNSEND: If what you see in

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1 the District is the fact that the average
2 person who tries to park in the city spends
3 20 minutes trying to find a parking spot.
4 And that's from studies from DDI.

5 COMMISSIONER MAY: Right and I'm
6 sure DDI would like to reduce that too, so
7 the people you know, who are driving can find
8 parking quickly. But I think they also want
9 to reduce the number of people who are
10 driving.

11 MR. TOWNSEND: So let me get this
12 straight. So at this particular time and
13 juncture we have people and we have incessant
14 gridlock. And we think that if we remove
15 parking minimums that, that's going to
16 resolve the gridlock problem?

17 COMMISSIONER MAY: No, I'm not
18 arguing it one way or another, I'm trying to
19 understand what you're arguing.

20 MR. TOWNSEND: My argument is
21 that, as I said from my opening statement,
22 that to jettison parking minimums in the

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1 city, where parking is critical, and is a
2 source of increasing frustration in the city,
3 is to worsen the problem, not to lessen the
4 problem.

5 COMMISSIONER MAY: Okay. Well
6 that's simple enough.

7 MR. TOWNSEND: That's not only
8 true for the businesses in the community, but
9 for residents. Many of whom, as you asked
10 before, where is this silent majority, Mr.
11 Hood? We represent 80,000 persons, and you
12 have people who are part of a list, sir.

13 But I wonder about those people,
14 and they really don't speak out, but many of
15 them are here two rows over tonight, and
16 you'll hear from them. And they have big
17 investments in the District of Columbia.
18 They came here, or they were born here.

19 The biggest investment that one
20 has is his home, or her home, and in many
21 neighborhoods the property value has gone up.

22 And what they fear is that their standard of

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1 living, their life style is being eroded, and
2 being changed, and they're not being heard.

3 COMMISSIONER MAY: Well I'm happy
4 to hear, you know, we'll hear from them
5 testifying about that. I look forward to
6 that. I mean we hear from them regularly on
7 other cases, so we'll hear from them again.

8 Yes, thanks.

9 MR. TOWNSEND: Thank you for your
10 question, Mr. May.

11 CHAIR HOOD: I think you've got
12 quite a few more, so we're going to pick on
13 you. I like to call you Mr. Triple A, so.

14 MR. TOWNSEND: That's perfectly
15 all right.

16 CHAIR HOOD: Vice Chair. Thank
17 you.

18 VICE CHAIR COHEN: Mr. Townsend,
19 I had similar confusion over your testimony,
20 with regard to, I almost felt you were
21 arguing two sides of the coin. Basically if
22 we suffer the greatest gridlock in the

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1 country, then it seems to me, you would want
2 to encourage people to use alternative
3 transits.

4 MR. TOWNSEND: That's true.

5 VICE CHAIR COHEN: And that the
6 parking issue, the more parking you have, the
7 more you're encouraging people to park in
8 those spaces, within buildings. And I guess
9 that's kind of where I was, you know, as
10 confused, well I was maybe even more confused
11 than Commissioner May, but that's what
12 confused me.

13 Is that you seem to be saying
14 that we have a problem, and the way to solve
15 that problem is to add parking spaces. And
16 I'm not sure I really followed that.

17 But the other thing I also want
18 to mention, and I have a lot of respect for
19 people who have studied, you know, urban,
20 undertaken urban studies. That was my major
21 as well, but I'm very confused because I do
22 believe strongly, because I did finance for

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1 20 years, housing throughout the country.

2 And that parking, especially
3 underground parking does contribute to the
4 cost of housing. And so can you explain how
5 you came to your conclusion that it does not
6 contribute to the cost of housing.

7 MR. TOWNSEND: No, what I said,
8 excuse me, pardon me, what I said was, where
9 are the real world empirical studies that
10 prove this? That the developers will pass on
11 the cost, the savings if you were to jettison
12 the parking minimums.

13 Where's the real world
14 economically based, research based,
15 empirically based studies that show, that
16 they will pass on those costs to home owners
17 or persons who purchase homes or
18 condominiums. That was my question. And I
19 am saying that, that in our world view is not
20 a reality.

21 VICE CHAIR COHEN: Yes, we've
22 heard from witnesses who have, who are expert

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1 in this area. And my own experience, which
2 as I mentioned is over 20 years of financing
3 housing, it does happen. It's passed along.

4 So I can't cite a particular
5 study other than the testimony that we've
6 heard tonight, plus my own personal
7 experience in financing housing, and in
8 affordable housing we attempt to reduce the
9 requirements so that they won't be burdened
10 by these costs.

11 So I guess, you know, we'll agree
12 to disagree there. But anyway unfortunately,
13 I think tourists, they may drive to the city,
14 but I would presume without knowledge of the
15 city, especially our circles, they would
16 probably prefer taking those, you know,
17 trolleys around, so.

18 MR. TOWNSEND: They do. And but
19 they also drive when they have family members
20 too.

21 VICE CHAIR COHEN: Yes. Well.

22 MR. TOWNSEND: And they come

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1 from, according to Destination D.C., over 70,
2 you know I would have thought, and this is
3 what happens when you think one way and then
4 you see the research that shows another, you
5 would think that the bulk of the tourists
6 would come from all across the country
7 because it's the nation's capital. But most
8 of the tourists come from 14 contiguous
9 states, or states in this area.

10 And so they tend to drive down
11 the I-95 corridor, and we see them every year
12 in Spring break when their kids are on
13 educational tours of the District, and many
14 of them drive.

15 VICE CHAIR COHEN: Well maybe you
16 could share that study with us too.

17 MR. TOWNSEND: It is, it's on
18 line at the Destination D.C.

19 VICE CHAIR COHEN: All right.
20 Question, Mr. Speck. In the testimony that
21 the ANC provided, on Page 8, and I'll quote
22 from it. "We believe the Zoning Commission

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1 needs to take into account the realities of
2 how apartment dwellers in many neighborhoods
3 live. They tend to have cars, not idealistic
4 hopes of how policy makers wish they would
5 behave."

6 Now that you've heard quite a bit
7 of testimony that contradicts this, do you
8 think this is still a valid point?

9 MR. SPECK: Yes, at least in some
10 neighborhoods in D.C., I think. And
11 particularly in our neighborhood, I think. I
12 think most of the people in our neighborhood
13 live in apartment buildings. Many of them
14 anyway do have cars.

15 The Cafritz Building at
16 Connecticut and Military is a good example.
17 They have decided to build parking that is
18 twice the minimum in order, because they
19 think there's a market there. They weren't
20 required to do that, but they did.

21 And so I think they are
22 anticipating that those people are going to

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1 have a lot of cars. So it just depends on
2 the neighborhood. And it depends on access
3 to, we've heard a lot of discussion about
4 transit rich locations. And there are many
5 in this city. And I'm very proud of that.

6 But there are also a lot of areas
7 in the city that are not so transit rich.
8 And although Connecticut Avenue has a bus
9 line up and down it, it doesn't, the Cafritz
10 Apartment Building for instance, is nearly a
11 mile away from the subway. And so I think
12 there are going to be a lot of people in that
13 building who will have cars.

14 VICE CHAIR COHEN: Well correct
15 me if I'm wrong, are those units larger as
16 well? So they are more family oriented?

17 MR. TOWNSEND: No. They're
18 actually quite small.

19 VICE CHAIR COHEN: So your
20 experience is antidotal, or did you actually
21 go to different buildings to check out the
22 availability of parking?

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1 MR. TOWNSEND: One of the members
2 of our task force, who did have experience as
3 a developer, had done a very informal
4 survey, not scientific in any respect, but he
5 did do an informal survey of buildings that
6 had been built within the last four or five
7 years, and
8 looked at the, and in non-transit rich
9 quarters.

10 And he found that the amount of
11 parking that was built, was about twice the
12 requirement, the minimum requirement. And in
13 those areas, clearly the developers are
14 looking at market forces and deciding, we
15 think we need to have more parking for those
16 facilities.

17 I think that varies from
18 neighborhood to neighborhood though. And
19 that's why we brought this up in the context
20 of the maximums. And that's where we're a
21 little bit concerned about it.

22 That if you've set a maximum and

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1 put mitigation requirements that are
2 triggered at that one and a half times the
3 minimum, I think that's going to affect some
4 market based developers who are looking at
5 the kind of people who are going to be living
6 in their apartment buildings and saying, we
7 need more parking spaces there.

8 So we're really just looking at
9 the market. And trying to make sure that we
10 have reflected that in our zoning
11 regulations.

12 VICE CHAIR COHEN: And lastly,
13 Mr. Wheeler, I think you are part of the
14 greatest generation.

15 MR. WHEELER: Thank you, I
16 thought that was the people who served in
17 World War II. I was born during World War
18 II, by eight days, but I didn't serve.

19 CHAIR HOOD: Okay. Any other?
20 Commissioner Miller.

21 COMMISSIONER MILLER: Thank you,
22 Mr. Chairman. Thank each of you for your

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1 very thoughtful testimony. We really do
2 appreciate it, and we will be, we've read the
3 written comments that you've submitted as
4 well, and those who, I don't know if
5 everybody in this panel submitted written
6 comments, but if you haven't, you should do
7 so. Since you raised your hand, Mr.
8 Fittipaldi.

9 MR. FITTIPALDI: Yes.

10 COMMISSIONER MILLER: So we'll
11 ask DDOT about those, the greater distance
12 between bike racks, and obstructions and
13 other bike racks, and the 30 to 36, and the
14 other issue raised about increasing the car
15 share requirement, that it might be more
16 appropriate. We'll ask them about that.

17 MR. FITTIPALDI: Thank you.

18 COMMISSIONER MILLER:
19 Commissioner Speck, the last issue that you
20 were just in a dialog with Vice Chair Cohen
21 about, OP has recommended increasing the
22 trigger from one and a half to two times, I

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1 didn't know if you were?

2 MR. SPECK: We weren't aware of
3 it.

4 COMMISSIONER MILLER: They have
5 and I'm getting a nod from OP. Yes they've
6 recently, more recently when the proposal
7 went out, they, originally went out, they had
8 to increase the, because I think they heard
9 from people like, you know you, that it
10 needed to be, so that trigger has increased.

11 MR. SPECK: That's exactly what
12 we wanted. Thank you.

13 COMMISSIONER MILLER: Great. And
14 we've all, I'll also ask them at the
15 appropriate time, when we have questions
16 about some of your other issues including,
17 you know, having this automatic reference to
18 WMATA priority corridors. We know now what
19 they are, so if we adopted them now, we all
20 know what we're adopting.

21 But for them to be just
22 automatically changed without a kind of a

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1 public process, we may be able to build in
2 something that'll, provides a District
3 process that would have public input.

4 MR. SPECK: That's what we're
5 concerned about. So, thank you,
6 Commissioner.

7 COMMISSIONER MILLER: So thank
8 you. And I guess in the interest of full
9 disclosure, Mr. Chairman, I am a member of
10 Triple A. I also am on the list sir, above,
11 the Coalition of Smarter Growth.

12 Each of these memberships, not
13 memberships, but each of these would predate
14 my experience here on the zoning commission,
15 and I haven't bothered to change any of those
16 memberships. I think I'm on several
17 neighborhood, that serves as well. I've
18 tried to ignore comments that, about the
19 pending case though.

20 CHAIR HOOD: Mr. Miller since
21 you're a part of some of these groups, could
22 you ask them, when we say comments, could

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1 they tweak the right way?

2 COMMISSIONER MILLER: No. I'm
3 not interacting with them, is what I'm trying
4 to say. I do receive the --

5 CHAIR HOOD: Oh, after this is
6 over with --

7 COMMISSIONER MILLER: -- and I do
8 pay money to Triple A.

9 CHAIR HOOD: But after this is
10 over with, make sure they tweak the right
11 stuff. And I actually am a member of Triple
12 A too, so full disclosure. Okay, any other
13 comments? Commissioner Turnbull.

14 COMMISSIONER TURNBULL: Thank
15 you. Well gosh, you know, I feel obligated
16 to say I also have Triple A. I mean, I think
17 it's getting to be, yes I know, weird, yes I
18 know. I'd like to echo the folks. Thank the
19 panel for your comments tonight. We really
20 appreciate it.

21 I guess my, and a lot of my
22 questions have already been asked, but just

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1 getting back to Mr. Townsend on this parking
2 ticket issue. I mean, to me this is a big
3 muddy thing.

4 I mean, I don't know if you can
5 clearly give answers that are, can be
6 pinpointed to, I mean the scofflaws are going
7 to be Maryland, Virginia and D.C., and it's
8 going to be people that are just wanting to
9 get parking space and not pay for it.

10 I mean the other issue is people
11 from out of state, the out of states coming
12 from Illinois up to Maine, to the Carolinas,
13 they're coming here as tourists.

14 Those are mistakes if they're
15 going to get, I mean either they don't know
16 what to do, so I don't know how you separate
17 and you can regionalize where the tickets are
18 coming from.

19 But I remember hearing on the
20 news that there's a couple of, there's people
21 around here that have like 500, 600 tickets,
22 but they just don't pay them.

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1 MR. TOWNSEND: Almost 275 million
2 dollars in unpaid parking and speeding, and
3 speed camera, and red light camera tickets.

4 COMMISSIONER TURNBULL: But are
5 those, those are Maryland, Virginia and D.C.

6 MR. TOWNSEND: Right. Right.

7 COMMISSIONER TURNBULL:
8 Primarily.

9 MR. TOWNSEND: Of that number, I
10 hate to say this, I'm not characterizing any
11 states, but about 45 percent will live in
12 Maryland, 15 percent will live in Virginia,
13 and 25 to 30 percent in the District, and
14 then the other ten percent, my math may be
15 off, but from those states, actually out of
16 town tourists as it were, get the smallest
17 number of parking tickets.

18 COMMISSIONER TURNBULL: Yes.

19 MR. TOWNSEND: The same thing is
20 true with red light camera tickets and speed
21 camera tickets.

22 COMMISSIONER TURNBULL: Well and

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1 I guess what the parking, I mean we're
2 looking at trying to control parking in the
3 residential areas so we don't over park, and
4 we don't have problems. And I see your point
5 about the commuters.

6 We have a commuter population
7 that's coming in. But I would think that
8 over the years that people have found places
9 that when they come in, they park and then
10 they take either Metro or buses.

11 The tourist thing is another, I
12 mean when I, when people, when I get tourists
13 coming in, telling people, I'll either tell
14 them to go to like some place like Union
15 Station, park, then you can get on the
16 trolley, you could take Metro.

17 I try to get people on public
18 transportation, but there is a point where
19 people are coming in by car from out of
20 state, they need to find a place to park.
21 And you know, you're going to have the people
22 like driving around to all these memorials,

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1 which is crazy. They can easily pay the 20
2 odd bucks or whatever it is now, to get on
3 the trolley and go around. It's the easiest
4 thing to do, so I'm not sure what your
5 numbers are really getting at. I guess they
6 can be confusing.

7 MR. TOWNSEND: They can be, and
8 that's the problem with numbers any time you
9 use them, to be candid with you. The fact
10 of the matter is, that for those who live
11 outside of the city, those who are the
12 tourists, you would think that common sense
13 would say they would do the research before
14 coming and to use mass transit.

15 As a matter of fact, every
16 communication from the city, and every entity
17 in the city including Destination D.C.,
18 encourages people not to drive into the city.

19 But it happens, for whatever reason, I don't
20 know. I was just stating that as a reality.

21 COMMISSIONER TURNBULL: Yes.

22 MR. TOWNSEND: To show that in

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1 our view, in the view of Triple A, it's not
2 as rosy a picture as we think it is.

3 COMMISSIONER TURNBULL: Well are
4 you talking about, I mean are you, is your
5 concern mainly talking about parking in the
6 downtown area, rather than in the
7 neighborhoods?

8 MR. TOWNSEND: Parking in the
9 downtown areas, central business district,
10 and also after having a goodly number of
11 conversations with people who live in those
12 residential areas, certain neighborhoods are
13 greatly concerned about the impact that it
14 will have.

15 COMMISSIONER TURNBULL: Okay,
16 thank you.

17 CHAIR HOOD: Okay, everyone's
18 testimony has been very helpful, and Mr.
19 Townsend, Triple A, one of the things that
20 your testimony helped me try to visualize,
21 and this is what I'm trying to get, with what
22 we're doing, I understand about being able to

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1 walk and get your onion, and I understand
2 about all that, but what are the unintended
3 consequences?

4 And I think, not necessary, I'm
5 getting somewhere else with you, what are
6 going to be the unintended consequences,
7 because what about the family that has, and I
8 listen to people saying well, Commissioner
9 Hood, I can do without a car when I do this,
10 and the older people now, they're, but I'm
11 going to take it a step further, yes, the
12 seeing as who can not drive anymore but need
13 to get to the doctor, and their kids have to
14 take them to the doctor, we have people in
15 the city like that.

16 And they have to take their
17 parents to a doctor, some of them down town
18 or where ever the case may be. You're not
19 going to be out here riding on no bicycle
20 with your parents who're barely able to
21 walk, you're not going to be out here looking
22 for no bus

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1 Can't nobody tell me, because
2 I've done it. So those are the kind of
3 people that I'm kind of trying to balance
4 this whole situation. Yes, I hear that other
5 argument, but I also know this argument.

6 And this commission, and believe
7 me Mr. Wheeler, this commission when they
8 first started talking about not having a car,
9 I know some of my colleagues where they are,
10 so I think it's very balanced up here. I
11 don't think you ever came and saw this
12 commission like, oh, we couldn't do without
13 cars.

14 No, you might have saw me,
15 because that's, I'm a victim of my
16 environment. I know where I live, and that's
17 why I think, and Mr. Townsend this is where I
18 need you to look at 1900. I'm going to give
19 you some homework, because you have a lot of,
20 if you could work with Office of Planning, I
21 don't know, have you had a conversation with
22 the Office of Planning?

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1 MR. TOWNSEND: No, sir. I have
2 not, but I'll be happy to.

3 CHAIR HOOD: See, I think with
4 your experience and not discounting anyone
5 else up here, because I think everybody
6 brings a lot of value to the table, but with
7 your experience, and knowing what the DMV is
8 about, as well as this city, if you could
9 come up to speed a little bit on 1905. And
10 if you work with Ms. Steingasser, they'll
11 tell you. I'd just like to find out what
12 some of the unintended consequences are, and
13 how do we balance it?

14 For me, it's all about balance.
15 Yes, I want the people to be able to go get
16 the onion on the corner store. But I also
17 want the person who doesn't come down here to
18 be able to take their parents to the doctor,
19 and not be looking for no bus. And I can
20 tell you right now, that's not going to work
21 and it ain't going to happen.

22 MR. TOWNSEND: Mr. Hood, I share

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1 your world view for obvious reasons, the fact
2 of the matter is that when I think about the
3 urban planning for the city, you think D.C.
4 did have such a design in the beginning when
5 it formed.

6 But also from our perspective,
7 you also had Banneker, who surveyed the city.

8 And he was a hero of mine when I was growing
9 up. Because he was a free black man in 1795
10 and he played an important role in the
11 development of the nation's capital.

12 But there are a lot of people,
13 that sometimes I think in our rush for this
14 transition, a lot of people will get left
15 behind. And you know, we look at the crisis
16 in the fire department, and the lack of
17 units. And there was a big scandal in the
18 city.

19 And when you talked to firemen,
20 not people that have a vested interest and
21 one political view, or in trying to protect
22 city hall or the chief. But just say, how

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1 did you get into this situation? They say it
2 is the lack of transportation options in the
3 city.

4 What you're just talking about,
5 for these people to get to their doctors and
6 their hospitals. That's how they get there.

7 There are people in this town, the 30
8 percent, 33 percent of the persons in this
9 town who live below the poverty rate. And I
10 think the unintended consequence of all of
11 this, is those are the voices that have not
12 been heard.

13 And I think in a lot of ways, we
14 have people who call themselves senior
15 citizens, but I think we're the same age, so
16 I'm a senior citizen too. But the fact of
17 the matter is that a lot of them have not
18 been heard from too.

19 And as I said before, I, having
20 spent 11 years of my life, as a counselor to
21 a mayor, not in this city, but in Lexington,
22 Kentucky. And we dealt with these urban

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1 issues every day.

2 And when you're planning and when
3 you're dealing with the planning commission,
4 that if you don't understand the unintended
5 consequences, you have to ask what kind of
6 community are we going to have in ten years?

7 Or in 20 years, and who's going to be left
8 out?

9 If there are certain elements
10 that are left out, that is the soft
11 underbelly that undermines our future and
12 economic vitality and diversity. Okay, how's
13 these people to come? I can't even bring
14 myself to use the word, right? They feel
15 like they don't have a stake in the city.

16 And we have to make sure that
17 Banneker's vision is true. And L'Enfant's
18 vision is true, that this is the nation's
19 capital. And it's easy to say this is my
20 neighborhood --

21 CHAIR HOOD: I going to have to
22 cut you off, because I know there are others

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1 who wanted to --

2 MR. TOWNSEND: Yes, sir, I
3 understand. Thank you, sir.

4 CHAIR HOOD: -- get another point
5 of view in -- so I want to get to them. But
6 I'm not finished. You mentioned
7 metropolitan. I was in the room with
8 Preacher Hicks and some of the ministers,
9 Vermont Avenue.

10 MR. TOWNSEND: Yes, sir.

11 CHAIR HOOD: When they started
12 talking about the parking issue. I was there
13 at the ASC meeting, representing my church.
14 So I knew then, that there was a balance at
15 issue, that needed to take place. And this
16 was years ago. It didn't just start as you
17 mentioned. This commission heard the case on
18 Metropolitan values. This commission heard
19 that.

20 So again, it goes back to my
21 point, I would like for you, the homework,
22 get with the Office of Planning, I'm starting

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1 to feel like maybe this is the balance, what
2 the Office of Planning has here, especially
3 this Subtitle C, and work with Ms.
4 Steingasser.

5 And what your experience and that
6 unintended consequence may be resolved
7 already. And that's kind of where I'm trying
8 to go, and I'm trying to see. Because if
9 not, for those who are not speaking, this
10 commissioner is going to do his best to bring
11 everybody along. That's the goal, okay?

12 MR. TOWNSEND: I think that
13 should be the goal.

14 CHAIR HOOD: I need your
15 experience.

16 MR. TOWNSEND: And we'll be there
17 sir, thank you inviting us.

18 CHAIR HOOD: I'm going to be
19 looking for you. I'll be looking for you.

20 MR. TOWNSEND: I'll be there for
21 the sake --

22 CHAIR HOOD: Obviously, they're

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1 going to submit it, then I want to see it,
2 then you know.

3 MR. TOWNSEND: No, no, I'm not
4 that type of guy. Triple A's not that type
5 of organization. So thank you very much.

6 CHAIR HOOD: Well I'll keep my
7 membership. Okay.

8 MR. TOWNSEND: I appreciate that,
9 and you too Mr. Miller and you Mr. Turnbull,
10 thank you.

11 CHAIR HOOD: We have another, one
12 more question.

13 VICE CHAIR COHEN: Everybody is
14 disclosing their membership in organizations,
15 I just want to tell everybody, I am a member
16 of AARP, have been for over ten years. So
17 now you know.

18 And so I want to assure everybody
19 that the senior citizen view point does exist
20 within my own brain, and so you know, just
21 rest assured that they are being thought of
22 very carefully.

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1 CHAIR HOOD: And I would agree
2 with that. Commissioner Miller about your
3 points, about the width and everything, and
4 hopefully the audience heard that, and we'll
5 be looking forward to hearing that.

6 And all of you have brought some
7 very good testimony to us, I appreciate it.
8 So we thank you all for your testimony.

9 Okay again, let me just thank
10 everyone who has hung in here with us, we're
11 going to keep on moving. Let's go to Michael
12 Farrell, Judy Chesser, Julie Six, Marilyn
13 Simon, Allen Seeber, Benedict Aubrun, let me
14 see, did I call eight? The next, 43 and 44
15 had to leave, hopefully they left testimony.

16 Okay, great.

17 Do I have eight? John Chelen.
18 John, he's not coming, right? Okay, okay.
19 Dorcas Adkins, I may have called more than
20 eight, so forgive me. Let me see. Okay I
21 don't see Dorcas Adkins. Oh, okay, is that
22 eight? One, two, three, four, we need one

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1 more person. Bradley Green, Bradley Green,
2 and I don't see Gary Peterson, he may be
3 behind?

4 Okay, so that's it for tonight as
5 far as testifying. The other lists will be
6 called, the additional list will be called
7 on, what night is it? Tuesday, a week from
8 tonight and then after that list is called, I
9 think we have 60 some odd people who have
10 signed up to testify, more than tonight.

11 So let's see how we did tonight,
12 with all the questions that Commissioner May
13 asked. Okay, it's 10:00 o'clock. It's a
14 joke man, I had to pick on you.

15 So we're going to go probably go
16 much later on Tuesday night if everyone shows
17 up, and again hopefully, we probably won't
18 get to our questions, colleagues on Tuesday
19 night. And I think we'll ask our questions
20 on Wednesday night, of the Office of Planning
21 and DDOT.

22 So why don't we just say right

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1 now, that the Office of Planning and DDOT, we
2 will ask our questions of you all on
3 Wednesday, November the 20th. Okay, at 6:00
4 o'clock, that's the goal unless we have a
5 carryover from, no we won't have a carryover,
6 because we're going to, our goal is finish
7 Tuesday.

8 Now since all of us ride transit,
9 we want to make sure that we leave before the
10 Metro closes. Okay, nobody got that, you
11 know it. No, you all late, it's getting
12 tired, everybody's getting tired.

13 Okay, we're going to start with
14 Ms. Six, and we're going to go from my right
15 to your left. To right, to my left, okay.
16 Turn the mic on, I got that twisted up on me.

17 MS. SIX: Good evening, Chairman
18 Hood and Commissioners of D.C. Zoning
19 Commission. Thank you for the opportunity to
20 testify tonight on the D.C. Zoning rewrite.
21 I am here this evening to speak on behalf of
22 Tenleytown Neighbors Association. I'm

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1 president of that organization. I, that's
2 Ward 3 of course.

3 And the majority of our members
4 are against the principles of the rewrite in
5 Subtitle C. So I've got to present some
6 balance here for you Commissioners. Parking
7 in and around the residential neighborhoods
8 of D.C., was handled in the ZRR in much the
9 same way as OP handled the issue of the
10 Height Act.

11 There has been a marked pattern
12 of rushing to put through changes without
13 adequate substantiation of facts. Attached
14 is an example of a study that might have been
15 done. And it's attached to the, it's here.
16 It's, it was done in New York City.

17 In the case of parking, DDOT has
18 as yet to provide the supporting data, see
19 the letters from D.C. Council Members Cheh
20 and Evans. ZRR reduces parking everywhere in
21 the city and it cuts the reduced numbers in
22 half near transit, including Tenley, for

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1 zoning in less than one space for six units.

2 The residents of Tenleytown are
3 faced with the imminent arrival of the AU Law
4 School, which will lead to an overflow of
5 cars on the already congested residential
6 streets. It does, the AU Law School has had
7 an overflow on the streets around the
8 location where it is today.

9 And the expected increase in
10 enrollment at the Tenley Campus is greater,
11 without adequate parking for faculty and
12 students, not to mention the thousands of
13 people who attend continuing legal education
14 and other outside activities. This will
15 create overflow parking, as I mentioned, on
16 the residential street.

17 We are awaiting the construction
18 of the Babe's Building, which we have been
19 told was a one-off-test to see what this
20 would bring to the neighborhood, with no
21 parking for residents, visitors, or patrons.

22 And there was no requirement for affordable

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1 housing in the final order of that
2 development.

3 It is not just the Tenley
4 residents but also the Tenley business owners
5 who are feeling the brunt of more spaces that
6 are now metered, requiring more money for
7 less time, and longer hours, going later into
8 the evening.

9 Employees of the retail and
10 restaurant businesses, who travel from afar
11 where mass transit is not available, have
12 difficulty in finding and paying for parking.

13 The meters push parking into adjacent
14 residential streets. The result makes those
15 of us who live and work in Tenleytown, to
16 some extent OP's ideological guinea pigs.

17 I ask you to consider the
18 consequences of all this when making your
19 decisions on the parking proposals in the
20 ZRR. The ZRR is a one-size-fits-all
21 proposal. Your decision can make all the
22 difference in a neighborhood such as

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1 Tenleytown.

2 In the second oldest neighborhood
3 in Washington, it's not surprising that many
4 of the homes have neither garage, nor
5 driveway. On-street parking then becomes
6 essential. People who walk to use mass
7 transit, must still have a place to park
8 their cars. We young and old, must retain
9 the option to be multimodal.

10 DDOT stated as recently as 11-04-
11 2013, and I quote, "a well-balanced and
12 multimodal transportation system is by nature
13 intended to serve a diverse set of users'
14 needs." The ZRR does not reflect this
15 sentence in the, with regard to parking.

16 We have been told the parking
17 changes are intended to curtail traffic and
18 pollution, however while people circle to
19 find parking, it adds to traffic, and as well
20 as to pollution.

21 You are here to consider the
22 zoning rewrite, the proposal in the ZRR is to

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1 allow developers to provide only one parking
2 space for every six units. Despite the fact
3 that according to the last census, excuse me,
4 79 percent of households in Ward 3, owned one
5 or more cars.

6 The current zoning requirements
7 for parking are currently far below the
8 statistics of car ownership in D.C. Thus the
9 current parking requirements should be
10 retained or raised.

11 CHAIR HOOD: Thank you Ms. Six.
12 Next. Judy Chesser.

13 MS. CHESSER: Judy Chesser, Ward
14 3. I'll do two asides. For many years I've
15 been a lobbyist for urban cities. I was very
16 active in opening the Highway Trust Fund to
17 mass transit. The Highway Trust Fund is
18 predominantly gas tax, paid by car drivers.

19 The Highway Trust Fund is what
20 helped build the subways, build the highways,
21 build the streets. And six billion dollars
22 of that Highway Trust Fund went to bikes and

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1 hiking trails.

2 I merely am mentioning this
3 because there has been a lot of talk about
4 somehow cross subsidizing of cars. Well cars
5 have done their part as well.

6 In addition, my husband has a
7 disability and I drive him many places. So
8 you have both seniors, people with
9 disabilities and people with children, that
10 frequently use cars because that's the best
11 way for them to transport themselves.

12 Thank you for the opportunity to
13 testify. Please reject the urban myths. For
14 about two years OP told us all that there
15 were fewer cars in D.C. today than ever
16 before. But DMV has reported 267,000
17 registered vehicles in 2009, 285,000 last
18 year, a three and a half percent increase.

19 And that doesn't include
20 diplomats, students, military, and the like
21 who do not register here. We have 500,000
22 commuters that come to D.C. every day,

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1 approximately 200,000 of them in cars.

2 Vehicle ownership is .9 cars per
3 household. In Ward 3, 79 percent of the
4 households own at least one vehicle, which
5 apparently is now termed car light.

6 Please base your decisions on
7 sound data, and statistics, not ideology.
8 The Cheh and Evans letters are asking that we
9 get real data, and real statistics that are
10 based in D.C., and if your decisions are data
11 driven, I'm sure that they will help us all
12 in the future.

13 And I also ask you, how do you
14 define success? Are you trying to force
15 people out of their cars, or are you trying
16 to look at the cars that are here today, that
17 are projected to be here tomorrow, and trying
18 to figure out how you accommodate the numbers
19 that everybody is projecting.

20 Because forcing them out of the
21 cars is a whole different thing, if that's
22 what you're trying to do. I love bikes, but

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1 only 9,000 people of the over 600,000 people
2 living in D.C., are riding their bikes to
3 work.

4 People are intermodal. At the
5 Tenley station, WMATA says that 20 percent of
6 the 7,000 people that come to the Tenley
7 station, or 1300 people, come by car. Some
8 drop off, thank god, and some park.

9 Shyam Kannan, who I'm sure I've
10 mispronounced, the Managing Director of
11 Planning for WMATA, says 80 percent of Metro
12 riders own cars. Forty seven percent of bus
13 riders, own cars. People are multimodal,
14 they're intermodal.

15 Let's look at the parking
16 requirements near transit. Tenley today, the
17 requirement for a multi-unit building, would
18 be one space for every two units in a condo
19 building. The zoning rewrite, would change
20 this to one space for every three units.
21 Then because it's near Metro, the zoning
22 rewrite would down scale that to one space

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1 for every six units.

2 To give an example, a 200 unit
3 building would have 33 spaces required near
4 Tenleytown. So we'd apply .9 cars per
5 household, which were the stats for D.C., the
6 200 unit building could be expected to have
7 180 cars. The 33 spaces would leave 147 cars
8 without parking spaces.

9 If the developer wanted to
10 increase the number of spaces provided and
11 increase any number greater than 66 spaces,
12 i.e., double the 33, the developer would have
13 to pay steep penalties, and I gave you the
14 list attached to my testimony, of what the
15 developer would have to pay.

16 This is in essence a maximum cap,
17 set at double the allowed spaces. Is this
18 planning, or is this a plan to make it
19 difficult to use a car? The current proposal
20 is not a compromise, it's a Step 2, in a
21 strategy devised by OP.

22 OP's original proposal was leave

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1 it to the market. Now they're saying, one
2 for every six near transit. That's not a
3 compromise at all, not when the current
4 regulation is 1., excuse me, one space for
5 every two units.

6 What would the proposal do? The
7 ZRR would eliminate minimum parking
8 requirements in a dramatically expanded down
9 town, which I've attached that map to my
10 testimony as well.

11 It would reduce parking
12 requirements even when not near transit, cut
13 in half the already reduced parking near
14 transit, penalize developers under a maximum
15 cap, and dramatically reduce parking for
16 churches, schools, and the like.

17 The ZRR is not derived from the
18 Comp plan. The Comp Plan talks about
19 mitigating the impact of new development on
20 surrounding neighborhoods, only reducing
21 parking requirements where it's clearly
22 demonstrated there was a reduction in demand.

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1 And putting parking near Metro stations,
2 either behind or underneath buildings.

3 It doesn't say anything about
4 eliminating parking, behind or underneath.
5 In conclusion, please support pro-choice,
6 please support the minimum requirements in
7 today's zoning.

8 CHAIR HOOD: Thank you, next.
9 Thank you. Next.

10 MS. SIMON: Thank you. My name
11 is Marilyn Simon and I'm speaking today on
12 behalf of Friendship Neighborhood
13 Association. FNA has been involved in the
14 zoning rewrite since July 2007, and over the
15 past six years, I have testified before the
16 Zoning Commission on many sections of the
17 proposed code.

18 We have provided a significant
19 amount of information on parking, included
20 data showing that the proposed minimum
21 parking requirements are inadequate and
22 inconsistent with the Comp Plan. We asked

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1 that our previous testimony on the zoning
2 rewrite be included in the record. I will
3 outline our major concerns.

4 FNA commented, filed comments in
5 the 2010 NPRM, and in the order the ZC
6 requested, that OP explain how what they were
7 proposing was consistent with the Comp Plan
8 policies identified in our comments.

9 OP has not provided any
10 explanation, and none is possible in as much
11 as the draft text is inconsistent with those
12 Comp Plan policies.

13 OP has not provided any data to
14 support their recommendations to reduce
15 minimum parking requirements, and in fact all
16 the data in the record indicates our minimum
17 parking requirements are much lower than the
18 increased parking demand that a project would
19 generate.

20 When I asked OP for the reports
21 cited in support of the recommendations,
22 Jennifer Steingasser provided me with a

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1 report that included absolutely no data
2 supporting the recommendation.

3 There was no data on parking
4 needs. The report simply compared our
5 parking requirements with those of other
6 jurisdictions. And in fact for the most
7 part, our requirements were significantly
8 lower than all the others in the report.

9 The DDOT report does not provide
10 any data on parking needs. It cites changing
11 demographics, but provides no data. In fact
12 the DMV data shows that vehicle ownership has
13 been increasing, and census data shows that
14 the number of vehicles per household in D.C.
15 has remained roughly constant for a
16 substantial period of time.

17 The draft requires less than .167
18 spaces per housing unit in a large portion of
19 the areas zoned for apartments. Even though
20 vehicle ownership rates are more than five
21 times that amount. This is a recipe for
22 disaster, and is simply not sustainable.

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1 A sustainable parking policy
2 would increase off-street parking supply at
3 approximately the same rate as development is
4 increasing demand for parking. So that the
5 limited supply of on-street parking will not
6 be overwhelmed or further overwhelmed.

7 The ZC should make no change to
8 reduce minimum parking requirements until
9 there is area based data supporting that
10 reduction. Even the sections where OP is
11 trying to implement a desirable policy, the
12 implementation is faulty.

13 In my early submission, I
14 described the enforcement and monitoring
15 issues in the text that OP proposed for
16 shared parking and off-site parking, and
17 provided suggested language changes.

18 But I caution you, that similar
19 issues pervade this thousand page document
20 and this accelerated review process. It
21 seems unlikely that you will be able to
22 locate and correct all the poorly drafted

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1 sections in this time.

2 Even though OP is proposing to
3 increase the trigger for assessing the
4 penalty on developers for providing more than
5 the required parking, given the very low
6 minimum parking requirements, far below new
7 parking demand generated, for many projects a
8 responsible developer choosing to simply
9 produce adequate parking for residents,
10 employees, customers, and visitors to the
11 site, will be assessed a penalty.

12 This is simply a bad policy and
13 like so many other radical changes in this
14 section, it does not have a basis in the Comp
15 Plan and in fact is inconsistent with the
16 Comp Plan.

17 You have heard much testimony
18 tonight about how reducing minimum parking
19 requirements will increase the supply of
20 affordable housing. Our low minimum parking
21 requirements do not increase housing costs
22 for car free residents.

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1 For apartments we generally
2 require less than one space per two units.
3 This low minimum does not force residents
4 without cars to pay for parking. It does not
5 increase housing costs.

6 I am a former MIT Economics
7 Professor and I reviewed the unpublished
8 study that OP cited to support this claim.
9 It is based on assumptions that simply do not
10 apply to D.C.

11 We ask that you, as suggested in
12 the letters by Council Members Evans and
13 Cheh, and by former Commissioner John
14 Parsons, defer establishment of the new
15 parking regulations. Thank you.

16 CHAIR HOOD: Okay. Thank you.
17 Next.

18 MR. SEEBER: Mr. Chairman, first
19 of all I was on the task force at ANC 3/4G.
20 I'd like to point out that the last sentence
21 of item number 4 states that, our task force
22 disagrees with the relaxed parking

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1 requirement. It should be a simple rule of
2 one spot for every three units.

3 VICE CHAIR COHEN: Can you tell
4 us what your name is, please.

5 MR. SEEBER: Sorry, Allen Seeber.

6 VICE CHAIR COHEN: Okay.

7 MR. SEEBER: Sorry. I think
8 this, that the data issue is paramount. The
9 Office of Planning, and the District has
10 ignored a study, a statistically substantial
11 vetted study in New York City, a parking
12 study, which contradicts the claims that they
13 regularly make.

14 With respect to Portland, which
15 they cite, Portland has recognized the error
16 in which they engaged two years ago, and they
17 are backing away from that.

18 The Metro and bus situation in
19 the city is hardly one that compares with
20 that in New York for example, or in London
21 where you can go from here to there on the
22 underground, or the tube, or the subway. Or

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1 with the excellent bus system.

2 That is not the case in this
3 city. So if you wish to go downtown, then
4 you can get there. But if you wish to go
5 across town, in some way, to go visit someone
6 or to go someplace, you cannot do it.

7 In D.C. landlords rent or sell
8 their parking spaces. The cases cited by OP,
9 are suey generous, they're unique. In
10 Columbia Heights, that garage was built as
11 part of a consideration, of a deal with the
12 District.

13 The situation at Cityline in
14 Tenleytown, is one which involved an historic
15 landmark, which had two separate areas, one
16 of which was a storage facility and is now
17 the subject of discussion in Babe's, which
18 you may recall. That was not a parking area
19 prior. The parking area, the larger one, on
20 top, 160 of those spaces were sold.

21 Had that building been built
22 today, under what OP proposes, you would have

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1 one fifth the number of spaces, one fifth.
2 When you look at the census data, you find
3 that as you go further up the redline, more
4 people have more cars.

5 There is one other area that uses
6 cars a great deal, and that's the 8th Ward.
7 Because they can't get out of there, and you
8 need a car to go to work. We can't build a
9 new garage under a building that's already
10 up.

11 CHAIR HOOD: Okay, thank you.
12 Next.

13 MR. FARRELL: Hi. Good evening.
14 I'm Mike Farrell, and I think you've met me
15 before. I live in Bloomingdale where I've
16 lived since 2001. And I'm here to speak in
17 support of the Office of Planning's proposals
18 for reducing parking minimums.

19 And for the same reason I was
20 here last time, I'm concerned about housing
21 affordability. I'm concerned about being
22 forced to pay for a parking spot if I don't

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1 want one. I would like to have the ability
2 to choose a unit that does not have a parking
3 space.

4 Now I do own a car, which I drive
5 maybe, approximately once every two weeks,
6 mostly to leave the city. And I have for the
7 last ten years, I've left it sitting there
8 gathering rust, you know, on the street for I
9 believe an average of about, cost of about \$3
10 a month.

11 You know, I think that's
12 something that I could probably live without.

13 I, now people have already covered what
14 parking minimums mean for this city. You
15 know, damage to affordability, encouragement
16 of driving, people are forced to pay for a
17 parking space, it's much more attractive for
18 them to have a car. They're much more likely
19 to use that car.

20 I would add that it also can harm
21 design, historic preservation. It can be
22 hard to fit a parking into an existing

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1 historic building, and if you have a face of
2 a building that is dominated by parking,
3 that's not particularly interesting.

4 I do agree with some of my, some
5 of the Tenleytown residents, who just spoke.

6 That I think that free or near free on-
7 street parking close to Metro is likely to be
8 endangered if the Office of Planning's
9 proposal go forward.

10 I think that those are an
11 incomplete proposal, and we would probably do
12 need to look at ways to increase the cost of
13 parking on-street to equal the cost of
14 parking off-street.

15 Another issue I would recommend
16 looking at, handicap placard abuse. I have
17 reason to believe not everyone in my
18 neighborhood who has a handicap placard, is
19 actually handicapped. Especially when I see
20 them coming home from the club at three in
21 the morning.

22 Perhaps and there is a number of

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1 ways that, that could be dealt with. Perhaps
2 the most reliable way to prevent handicap
3 fraud, would be to charge for handicap
4 parking at the same rate, provide
5 preferential places, but charge at the same
6 rate that everyone else pays.

7 There have been a number of ideas
8 suggested for how we can bring the cost of
9 street parking up to a level that will
10 reflect its scarcity. You know, Donald
11 Shoup's parking benefit districts, whereby
12 the revenue from residential parking would be
13 returned to the neighborhood from which it
14 came. Either in the form of increased
15 services or abatements against property tax.

16 And I think that, that sort of thing would
17 need to be done.

18 CHAIR HOOD: Okay. Thank you
19 very much. Next.

20 BENEDICT AUBRUN: Good evening
21 Mr. Chairman, members of the Commission. My
22 name is Benedict Aubrun. I thank you for

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1 your time regarding this important topic.

2 I have been a home owner in Adams
3 Morgan since 1997. 1901.5 should be changed
4 to keep the current law for parking
5 requirements with at least one per owner
6 occupied dwelling.

7 Reducing parking so radically
8 impacts lower and middle income residents the
9 most, since it means they cannot have a car,
10 which severely limits their job,
11 unfortunately in and out of the city.

12 Adams Morgan should be exempt
13 from waiving minimum parking requirement due
14 to the lack of parking space the area is
15 already experiencing. 1902.1 reduces the
16 minimum by 50 percent per units within half
17 mile of a Metro stop or transit corridor.

18 But the original says that off-
19 site parking must be within 400 feet of a
20 structure. If 400 feet is good enough
21 walking distance for off-site parking, then
22 it's good enough for transit users. Either

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1 reduce the transit requirement to 400 feet,
2 or increase the off-site parking distance to
3 half a mile, to be consistent.

4 By the way, the 400 foot rule
5 should be the pedestrian entrance of any
6 building. The comprehensive plan asks that
7 each area be individually analyzed. We don't
8 want one size fits all.

9 For example, Metro stop residents
10 that have access to few buses and just the
11 Metro going north, south, is different from
12 one that has access to several lines and lots
13 of buses.

14 Many Metros stops don't always
15 substitute for cars for a large part of the
16 population. And I will say even downtown,
17 one cannot assume that you replace his car
18 for every one of hours of service, lack of
19 frequency, and of course it doesn't go
20 everywhere you need to go to work.

21 So rather than to just saying
22 pick a different number, I would say that you

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1 cannot define an area where you change the
2 parking requirements without studying the
3 area as required in the Comp Plan, and
4 determining what they actual need for parking
5 is there.

6 In fact the number of registered
7 vehicles according to DMV, increases every
8 year. The minimum should not be changed, and
9 developers should not be penalized for
10 creating parking spaces in excess of the
11 minimum. There's already a major deficiency
12 in parking and the idea of penalizing a
13 developer for doing a good thing, is very
14 wrong.

15 Portland is a perfect example of
16 failure in parking policy. Now they are
17 reversing to their former policy on parking.

18 Aging population, American for Disability
19 Act and families must also be taken into
20 consideration. It is just not about the
21 millennials.

22 Also Metro is cutting off bus

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1 lines, and Metro is at its full capacity.
2 The consequences of lack of parking will
3 entail the following, most of them based on
4 looking at the current situation in Paris.

5 Still no affordable housing,
6 increasing pollution and congestion on top of
7 what we have now, increase of noise, decrease
8 in pedestrian safety, delay in fire EMS
9 response, loss of income for stores because
10 you know, we are going to go to the suburbs.

11 Thank you.

12 CHAIR HOOD: Thank you. Next.

13 MS. ADKINS: My name is Dorcas
14 Adkins, and I'm a senior citizen, a resident
15 of Tenleytown for 30 years, and I think just
16 about everything I wanted to say has been
17 said many times. It's a wonderful
18 neighborhood to live in. I love it. It's
19 extremely easy to get around without a car.
20 I have one, but I drive it only to get out of
21 the city.

22 I've been a bike commuter for a

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1 long time. So I support the reduction in
2 parking requirements. Mostly because I hope
3 it will lead to more affordable housing. My
4 biggest concern is suburban sprawl.

5 And no one's mentioned that, but
6 it seems to me that for us living on top of a
7 Metro station, in a city like this, to expect
8 free on-street parking is, it's unreasonable.

9 It's unsustainable. The only way to fight
10 suburban sprawl is to make it possible for
11 the people who work in the city, at least
12 some of them, to live in the city.

13 And right now, I've seen in my
14 time in Tenleytown, the values going up six
15 fold. I could never buy the house I'm in
16 now. And I don't think people who need to
17 get into town and live there, are able to, in
18 a great degree.

19 I'd like to stay there as I get
20 old. I'd like to be able to continue to walk
21 and as long as I can, ride my bike to get
22 things. And I'd like it if more of my

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1 neighbors were people who could work for me
2 as I need more services instead of people who
3 have to come in from hours away.

4 So I think if we can make
5 Tenleytown and communities like it, more
6 affordable, it'll be an improvement. Thank
7 you.

8 CHAIR HOOD: Okay. Thank you.
9 Next.

10 MR. GREEN: Thank you. My name
11 is Bradley Green, and I'm --

12 CHAIR HOOD: Is your microphone,
13 is it, like lit up?

14 MR. GREEN: Thank you. My name
15 is Bradley Green and I live in the Takoma,
16 D.C. neighborhood. I've lived in D.C. since
17 moving here from Michigan for a job in 1976.

18 I gave up my car in 1990, which by that time
19 was seeing more action collecting parking
20 tickets than in getting me around town.

21 Since then I've been happily
22 getting around on foot, bike or Metro. In

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1 fact I regularly bike from Takoma to Dupont
2 Circle in about the same amount of time, as
3 it would take me to drive and find a parking
4 space.

5 I'm not against cars, by all
6 means drive if that is your preference. I
7 rent cars when I need to, and after Capital
8 Bikeshare, I think Car2Go is about the
9 greatest thing since sliced bread. I just
10 don't want the way we build our
11 infrastructure for cars to effectively limit
12 our ability to get around without one.

13 Apart from my own decision to not
14 own a car, cities that enable residents to go
15 car free, or car light, are simply more
16 desirable places to live. Opponents of the
17 zoning changes would have you believe that a
18 ready supply of cheap or free parking is one
19 of the neighborhoods most important
20 amenities.

21 The market however, tells us that
22 walk ability, not park ability is the amenity

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1 that is most in demand. Indeed neighborhoods
2 with the worst parking, are also some of the
3 most sought after.

4 Why is this? Because there is an
5 energy not to mention a convenience that is
6 only found where businesses, restaurants, and
7 homes open onto sidewalks filled with people
8 rather than lots filled with cars.

9 These pedestrian and transit
10 friendly neighborhoods are in fact why many
11 of us choose to live in cities like D.C.
12 instead of the suburbs. These alternatives
13 to driving are also healthier, more
14 environmentally friendly, and a lot cheaper.

15 A key part to making this
16 increasingly expensive city more affordable,
17 is in fact, providing it's residents with
18 more affordable alternatives to cars. What
19 does all this have to do with the proposed
20 zoning changes?

21 How we build our cities largely
22 determines the choices we have for getting

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1 around in them. It is for these reasons that
2 I support the changes to the zoning code as
3 proposed by the Office of Planning.

4 These proposed changes are an
5 important step toward making it easier to get
6 around this great city without a car. In
7 fact I wish the proposal did away with
8 parking minimums entirely. As it seems to me
9 that the market is a much better judge of
10 parking demand than the Government.

11 The proposed easing of the
12 parking minimums however is at least a step
13 in the right direction. Parking spaces add
14 considerably to the cost of the housing
15 development. A cost that is borne by all the
16 residents whether they own a car or not.

17 It goes without saying therefore,
18 that building more parking than can be
19 absorbed by the market, needlessly makes
20 housing less affordable in a city where
21 affordability is already a major issue.
22 Thank you.

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1 CHAIR HOOD: Thank you. All
2 right. We appreciate your testimony.
3 Commissioners any questions at this time?
4 Commissioner May.

5 COMMISSIONER MAY: This is more
6 of a comment than a question. You know,
7 several folks have brought up the issue of,
8 you know, whether the parking minimums are
9 being reduced too far. And I, you know, I
10 assume that this is driven by a concern that
11 insufficient parking minimums are going
12 drive, you know, apartment dwellers,
13 whatever, to park on the streets and take up
14 street parking and there's already not enough
15 of that.

16 So I'm very interested in, and
17 I'm seeing enough nods, to know that's one of
18 the issues. I mean this is an issue, it's
19 been present for me from the earlier
20 discussions on the parking section.

21 And I also want to highlight the
22 comment that Mr. Green made, opponents of the

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1 zoning changes would have you believe that a
2 ready supply of cheap or free parking is one
3 of the neighborhoods most important
4 amenities.

5 I mean I think that's sort of
6 underscores the issue that was raised by
7 others tonight, that the economics of
8 parking, the cost of parking, the cost of the
9 quote, "free" parking or residential parking
10 permits and things like that, I don't think
11 is, you know, all these things play a role in
12 how parking demand is managed and how parking
13 supply is managed.

14 And I just want, I'm highlighting
15 these things now because I want to plant the
16 notion with the Department of Transportation
17 and with the Office of Planning that I really
18 am looking for a full discussion of how all
19 these things interplay.

20 If there is going to be
21 reductions for parking requirements, and
22 apartment buildings that are close to

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1 transit, isn't there, doesn't there need to
2 be a disqualification from residential
3 parking permits in order to reduce that
4 impact?

5 Things like that, so those are
6 the sorts of things that I'm very interested
7 in hearing more about when we move into the
8 next phase of this.

9 So again, I'm, you know, I don't
10 really have a specific question for the
11 panel, but I just wanted to highlight that
12 I'm concerned about the issue of how reducing
13 the minimums could affect parking supply.
14 But I'm also concerned at how we manage
15 parking supply isn't quite right.

16 MS. SIX: May I respond to that?

17 And just to --

18 COMMISSIONER MAY: If you've got
19 something quick to say, that's --

20 MS. SIX: Yes,

21 COMMISSIONER MAY: -- on point.

22 MS. SIX: I am, I've been at the,

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1 I've been in the District for 25 years and I
2 am a realtor. I do know that there are
3 particularly people who come to Ward 3, are
4 looking for parking. And I'm talking about
5 people who just come to rent, and they've got
6 their car and they want to be able to park
7 it.

8 COMMISSIONER MAY: I don't doubt
9 it, I mean that's where the demand is coming
10 from.

11 MS. SIX: Yes.

12 COMMISSIONER MAY: It's a
13 question of, I mean it's not representative
14 of everyone, certainly not everybody who
15 comes in --

16 MS. SIX: No.

17 COMMISSIONER MAY: -- is going to
18 want car.

19 (Simultaneous speaking)

20 COMMISSIONER MAY: But if they're
21 going to be in a building, the building,
22 there should be parking in the building

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1 that's sufficient to cover that demand. And
2 there shouldn't be, I don't think there
3 should be the easy opportunity for people to
4 just start parking on the street in those
5 circumstances.

6 MS. SIX: We see, and
7 neighborhoods where very often, that you can
8 find parking either in the building, or down
9 the street, it's separate. They don't
10 hesitate, it doesn't, it's not part of the
11 price.

12 COMMISSIONER MAY: Right.

13 MS. SIX: It is, it's not
14 necessarily driving up the cost of the
15 property.

16 COMMISSIONER MAY: Yes, and
17 that's not really what I was talking about.

18 MS. SIX: I'm talking about
19 resell.

20 COMMISSIONER MAY: Okay.

21 MS. SIX: Yes.

22 COMMISSIONER MAY: All right.

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1 Thanks.

2 MS. SIX: You're welcome.

3 CHAIR HOOD: Vice Chair.

4 VICE CHAIR COHEN: Thank you, Mr.
5 Chairman. Tenleytown is a very mixed use
6 community. And so I wanted to get a handle
7 on, and Ms. Chesser I'll throw this out to
8 you. Is there a problem in your analysis,
9 with retail as well as residential?

10 Because I do, you know,
11 take the subway, or I'm sorry, the Metro to
12 shop up in these neighborhoods, Chevy Chase
13 and Friendship Heights. And I always see
14 lots of parking available, you know, in the
15 retail centers. And I was just wondering if
16 you see a difference between residential and
17 retail need?

18 MS. CHESSER: Well up in
19 Friendship Heights there is a lot of
20 underground parking. In Tenleytown we have
21 three parking spots. We have the Whole
22 Foods, which is almost always completely

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1 booked up. We have the CVS, which is also
2 pretty much completely booked up, and then
3 there's the ACE Hardware, which sometimes has
4 parking, sometimes it is also booked up.

5 So in Tenleytown, we get an awful
6 lot of people parking, I live like one block
7 off of Tenley Circle. We get a lot of people
8 that park on our block, which only has nine
9 spaces, or around the corner and they go on
10 the Metro, lot of Metro.

11 Where they've got the RPP, but
12 they live further down the hill. So they
13 drive their car up the hill and they park in
14 my block and get on the Metro. Now sometimes
15 they're coming from a ways, because remember
16 Connecticut Avenue, upper Connecticut doesn't
17 have a Metro stop.

18 So they come from way over there,
19 they park in front of my house and they get
20 on the Metro. In fact a man today helped me
21 with my garbage can. He said it was the
22 least he could do, because he parked in my

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1 block all the time.

2 But Tenleytown, I think, I think
3 Tenleytown is a little bit challenged for
4 parking. And so as Julie was saying, we're,
5 now we're going to get the Babe's with no
6 parking.

7 The AMC cut a deal with the Vet
8 next door to Babe's to do valet parking. But
9 when I asked him where valet was going to put
10 the cars, they said oh, they hadn't thought
11 to ask about that. Because if the valet's
12 going to park them at my house, I don't
13 really care, the valet's parking them there.

14 Or the person with the dog.

15 So I think Tenleytown it's not
16 totally unlivable, it isn't at this point,
17 but I think that we sort of see it as
18 somewhere in here there might be a tipping
19 point where it will become more difficult.

20 AU expects a lot of people coming
21 to their outside activities, in the
22 thousands. You know, for their continuing

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1 legal education it's right on the circle, a
2 Law School.

3 So I mean I just think, we're
4 waiting for that tipping point where it, we
5 really can't get anywhere near our homes
6 anymore.

7 VICE CHAIR COHEN: All right.
8 Let me ask you, again, you brought up Babe's,
9 and there was a transportation study done,
10 and I don't expect you to recall all of it,
11 because I don't recall all of it. But the
12 survey that was done, indicated availability
13 of spots. Not, you know, off the site.

14 MS. CHESSER: Right, one of the
15 difficulties, and I'm sorry, I should have --

16 VICE CHAIR COHEN: No, no go on.

17 MS. CHESSER: I was going to say
18 one of the difficulties and I think I've
19 actually heard Chairman Hood say this, the
20 transportation studies sort of, the neighbors
21 get a transportation study and the developer
22 gets a transportation study and they always

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1 say the opposite, you know. And so you're
2 always a little bit like, taking it with a
3 bit of a grain of salt.

4 So I remember on the
5 transportation study, I remember the fellow
6 who did it, and he said that he went to
7 Tenleytown twice, at certain hours and he
8 walked around and he took note of all the
9 cars and stuff.

10 Well I mean, depending on what
11 hour you are there, and what day you're
12 there, and then I remember we put our slides
13 up and we showed that there were a lot of
14 people parking, you know, all along Fort
15 Reno, along Chesapeake, and dah, dah, dah.

16 And people said what did you do,
17 pay people to park there? I thought, but
18 that I had that much money to pay a long
19 string of cars to park there, but you know,
20 it just sort of depends on the day, the time,
21 and as I said, right now I think Tenleytown
22 is sort of livable. But I'm not sure it's

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1 going to stay that way if we keep jamming
2 things in with no parking.

3 VICE CHAIR COHEN: One of the
4 things that I noticed when I am in a car,
5 which is mostly a taxi, it's choked, the
6 roads are choked. And I guess I would like
7 to ask you that, not to be, I mean I don't
8 want to appear anti-car, but it's always
9 choked. How do we deal with that issue?

10 That makes it very difficult to
11 continue adding cars, whether people want
12 them or not, on that, you know those roads.

13 MS. CHESSER: Well you mean like
14 during rush hour, it's choked.

15 VICE CHAIR COHEN: No, I --

16 MS. CHESSER: All the time is
17 choked?

18 VICE CHAIR COHEN: As far as I,
19 you know, again I travel through there a lot,
20 and no matter what time of day or night, it's
21 very expensive to take a taxi through
22 Tenleytown.

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1 MS. CHESSER: Okay. I'll give
2 you a ride next time. The, yes, avoid
3 Wisconsin, cut through the residential like
4 everybody else does. The, you're not really
5 supposed to, but everybody does it.

6 The, I'm not sure there's a
7 direct relationship with, between how many
8 parking spaces there are and the number of
9 cars on the highway. For starters, so many
10 of them are coming in from Maryland and
11 Virginia.

12 I was just reading, I think it
13 was yesterday or the day before, that
14 Maryland and Virginia are trying, they are
15 going to try to do more, a lot more bus
16 routes.

17 To bring people, let me guess, to
18 Friendship Heights Metro. They're going to
19 try to feed in from bus lines into the Metro
20 system, which might help some with some of
21 the commuters.

22 Now I realize, you know, the

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1 Metro's got its own challenges obviously, how
2 many more people can you get on Metro? You
3 could rip the seats out, you could have
4 everybody stand. It's a major undertaking to
5 expand the length of the station platforms,
6 and unless you did that, there's no point in
7 making the trains any longer.

8 So I mean it's just like, the
9 Metro has a finite capacity. You can keep
10 adding lines, and that I suppose helps get
11 people from there, but you can keep adding
12 bus lines. I'm not sure there's a direct
13 relationship between, if you build it, they
14 will come if you have adequate parking.

15 I'm going to say adequate, that
16 more people have cars. I think a lot of
17 people leave their cars and go on the Metro,
18 or the bus or whatever now. But one
19 difficulty is mass transit does go everywhere
20 you want it to go.

21 I mean if you were in Tenleytown,
22 and you want to go to Stoddert, you know, the

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1 school, really the only convenient way to get
2 there would be to drive.

3 Because our Metro tends to be
4 spokes, we don't have anything that tends to
5 go cross wise. Going from Chevy Chase Circle
6 over to Tenleytown, people drive. They park
7 in front of my house.

8 So I just think, I'm back to sort
9 of multimodal, intermodal, trying to make it
10 all work as conveniently as possible. Flex
11 hours, I don't even know why the universities
12 are building more and more buildings. Why
13 are we not encouraging a lot more internet
14 learning? You know, why the university is
15 becoming real estate moguls, I mean I've got
16 lots of questions.

17 VICE CHAIR COHEN: All right,
18 well you did answer my questions. Thank you.

19 MS. CHESSER: Thank you.

20 CHAIR HOOD: Okay. Any other
21 questions? Mr. Miller.

22 COMMISSIONER MILLER: Thank you,

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1 Mr. Chairman, I mean I really don't have
2 specific questions. I thank each of you for
3 your thoughtful testimony. Ms. Six, thank
4 you for providing the New York City planning
5 study.

6 I plan to look at that and see if
7 there is some kind of information in there,
8 that I would feel that I would need to have
9 before we make a decision, so I appreciate
10 you providing an example of that. I will
11 look at that. So thank you all.

12 CHAIR HOOD: Okay, Mr. Turnbull.

13 COMMISSIONER TURNBULL: Yes,
14 thank you, Mr. Chair. Yes, mine is mainly a
15 comment. Again I think OP's heard a lot of
16 your comments and those comments earlier in
17 the evening about the data. That the data
18 does not support with the findings. And that
19 we really need more local oriented
20 information that supports some of the
21 conclusions. I think OP's heard that.

22 And I think the other concern was

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1 that, one size doesn't fit all. So there's
2 neighborhood concerns, and do you need a
3 specific plan for different neighborhoods?
4 And I think that's something that OP has to
5 get into to. So we'll be able to bring that
6 up when we get into our talks with OP. But I
7 think they've heard you on this.

8 MS. CHESSER: Thank you.

9 CHAIR HOOD: Let me make sure I
10 understand that the data issue and which
11 we're hearing a lot about. I was saying that
12 I guess OP did not use the correct data, or
13 does not have the correct data. Is the
14 contradiction of what OP is recommending to
15 us, is it found in data from DMV? I'm,
16 somebody may have mentioned that on another
17 panel, maybe I, it just dawned on me,
18 somebody mentioned that.

19 MS. SIMON: A lot of this has to
20 do with the fact that we have on a city wide
21 basis, on average, .9 vehicles per household.

22 And then putting in a parking requirement of

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1 .3 or .16 spaces per housing unit, and
2 there's a disconnect there.

3 CHAIR HOOD: Okay, Ms. Simon --

4 MS. SIMON: That's one issue.

5 CHAIR HOOD: -- let me just ask
6 this, where did you get that data from?

7 MS. SIMON: The .9?

8 CHAIR HOOD: Yes.

9 MS. SIMON: It's from the census.

10 CHAIR HOOD: Okay.

11 MS. SIMON: Now of course every
12 neighborhood's --

13 CHAIR HOOD: It wasn't the
14 Washington Post or anything like that? It
15 was, okay.

16 MS. SIMON: -- different. In my
17 neighborhood it's closer to 1.2. Certainly
18 downtown neighborhoods it might be lower.
19 But there's probably no neighborhood where
20 it's .167.

21 CHAIR HOOD: Okay.

22 MS. SIMON: But at any rate, they

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1 need to match what the requirement is
2 somewhat closer to what the reality is.

3 CHAIR HOOD: And let me ask this,
4 well I don't ask this of you, but I'm just
5 going to, anyone, but I'm just going to
6 mention to the DDOT, I really want to know,
7 is RPP working?

8 And if people come down in cases
9 and tell us they're going to apply for our
10 RPP, what circumstances can they apply, I
11 mean opt out? When do they opt out? And how
12 many years is it before everybody forgets and
13 moves to another job, and they opt back in?

14 Those are some of the questions
15 that I want to talk about when we do start
16 having that discussion with you guys. So
17 hopefully you'll have that answer for us, I
18 think it's Wednesday, hopefully it's
19 Wednesday.

20 MS. SIMON: I just wanted to say
21 it's not just that we have data for
22 residential because we know vehicle ownership

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1 from the census. We haven't seen anything to
2 support their office requirement too, for
3 moving away from having, doctor offices have
4 higher requirements than other types of
5 offices.

6 There's a whole, all the other
7 requirements need support too. You need it
8 for the schools, you need it for the
9 churches, you need it for the commercial
10 uses. To find out how much parking is this
11 use going to generate, what's appropriate?

12 You don't want the minimum to be
13 exactly what the average is, but you want it
14 to be something that's realistic. And it's
15 not just residential, it's just that's the
16 data that we're able to collect.

17 CHAIR HOOD: Okay, I think that
18 the Office of Planning has heard it. I think
19 the other night there was an issue raised,
20 why we're doing certain things that we're
21 doing, and I think they're some of the
22 questions that we'll be proposing to them as

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1 we get to that point. So any other questions
2 of this panel?

3 All right. I want to thank you
4 all for your testimony. I appreciate your
5 coming in, and appreciate everyone who stuck
6 in here with us at this point. And we'll be
7 back on Tuesday. Michelle, do we have
8 anything else?

9 MS. STEINGASSER: I think that's,
10 nothing else this evening.

11 CHAIR HOOD: Okay. I want to
12 thank everyone who's in this room, and those
13 who came out earlier for participating,
14 especially those who stuck with us. This
15 hearing is going to reconvene with other
16 witnesses on, one week from today, good
17 night.

18 (Whereupon, the hearing in the
19 above-entitled matter was concluded at 10:46
20 p.m.)

21
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