

GOVERNMENT
OF
THE DISTRICT OF COLUMBIA

+ + + + +

ZONING COMMISSION

+ + + + +

PUBLIC HEARING

+ + + + +

IN THE MATTER OF:

TITLE 11, ZONING REGULATIONS
COMPREHENSIVE TEXT REVISIONS

Case No.
08-06A

Tuesday, November 19, 2013

Washington, D.C.

The public hearing of case no. 08-06A by the District of Columbia Zoning Commission convened at 06:00 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.

ZONING COMMISSION MEMBERS PRESENT:

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

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OFFICE OF ZONING STAFF PRESENT:

SARA BENJAMIN BARDIN, Director
SHARON S. SCHELLIN, Secretary
ESTHER BUSHMAN, General Counsel
ZELALEM "ZEE" HILL

OFFICE OF PLANNING STAFF PRESENT:

HARRIET TREGONING, Director
JENNIFER STEINGASSER, Deputy
Director, Development Review &
Historic Preservation
JOEL LAWSON

DISTRICT DEPARTMENT OF TRANSPORTATION STAFF
PRESENT:

JONATHAN ROGERS

This transcript constitutes the minutes from
the public hearing held on November 19, 2013.

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

2 (6:01 p.m.)

3 CHAIRMAN HOOD: Good evening.

4 Ladies and gentlemen, this is a continuation
5 of the public hearing of the Zoning
6 Commission for the District of Columbia for
7 Tuesday, November 19th.

8 My name is Anthony Hood. Joining
9 me are Vice Chair Cohen and Commissioner
10 Turnbull. Commissioners Miller and May are
11 in the National Capital Planning Commission.
12 They have a hearing over there. They hope to
13 join us shortly or soon. I'm not sure what
14 the status is.

15 Anyway, we are also joined by the
16 Office of Zoning staff, Director Bardin, Ms.
17 Sharon Schellin, Ms. Esther Bushman, and Ms.
18 Zee Hill. And the Office of Planning Staff
19 will join us shortly: Ms. Steingasser, Ms.
20 Lawson. I believe we are expected to be
21 joined by Director Tregoning and Ms. Vitale.
22 And also District Department of

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1 Transportation, we have Mr. Rogers.

2 This proceeding is being recorded
3 by a Court Reporter and is also webcast live.
4 Accordingly, we must ask you to refrain from
5 any disruptive noises or actions in the
6 hearing room, including the display of any
7 signs or objects.

8 The subject of this evening's
9 hearing is Zoning Commission case number
10 08-06A. This is a request by the Office of
11 Planning for comprehensive revisions and
12 amendments to the zoning regulations titled
13 11 DCMR. The specific subject of tonight's
14 hearing is proposed new subtitle C.

15 Notice of today's hearing was
16 published in the D.C. Register on September
17 20, 2013. And copies of that announcement
18 are available to the left on the wall near
19 the door.

20 The hearing will be conducted in
21 accordance with provisions of 11 DCMR 30.21
22 as follows. Tonight we will take preliminary

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1 matters and testimony from the public only.

2 The following time constraints
3 will be maintained in this hearing:
4 organizations five minutes, individuals three
5 minutes. The Commission intends to adhere to
6 the time limits as strictly as possible in
7 order to hear the case in a reasonable period
8 of time. The Commission reserves the right
9 to change the time limits for presentations
10 if necessary. No time shall be ceded.

11 As noted in the notice of public
12 hearing, I will be calling witnesses in the
13 order in which the Office of Zoning received
14 their notice of intent to testify. After
15 those witnesses have been called, tonight I
16 will ask others who have registered to
17 testify this evening and then ask others in
18 the audience if they wish to testify. And I
19 will tell you tonight will be our last.
20 Hopefully we will get through the list. And
21 when I do that, tonight will be our last
22 night of asking for others who would like to

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1 testify. Tomorrow night we are expected to
2 just ask our questions of Office of Planning
3 and DDOT.

4 All persons appearing before the
5 Commission are to fill out two witness cards.
6 These cards are located to my left on the
7 table near the door. Upon coming forward to
8 speak to the Commission, please give both
9 cards to the reporter sitting to my right
10 before taking a seat at the table.

11 When presenting information to
12 the Commission, please turn on and speak into
13 the microphone, first stating your name and
14 home address. When you are finished
15 speaking, please turn your microphone off so
16 that your microphone is no longer picking up
17 sound or background noise.

18 The decision of the Commission in
19 this case must be based exclusively on the
20 public record. To avoid any appearance to
21 the contrary, the Commission requests that
22 persons present not engage the members of the

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1 Commission in conversation during any recess
2 or at any time.

3 As noted, testimony this evening
4 will be limited to proposed new subtitle C.
5 If you have testimony on any other subtitles
6 that we have heard previously and cannot come
7 back on the scheduled hearing nights for
8 those subtitles, you may hand in your written
9 testimony or submit it before the hearing
10 date, before we close the record now. We
11 will read it.

12 I would also ask that you not
13 repeat testimony that has already been given.
14 Rather than repeating the same comments, I
15 would suggest that you state that you agree
16 with the testimony that has already been
17 given and add any additional comments that we
18 have not yet heard. We have a lot of people
19 on the list to get through tonight. So,
20 please, if testimony has already been given,
21 do not repeat it.

22 When you hear the first buzzer,

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1 you will have one minute to wrap up your
2 testimony. When you hear the second buzzer,
3 you need to stop your testimony. If you
4 continue to talk after the second buzzer
5 sounds, we will cut you off. We're not
6 trying to be rude. We just need to hear from
7 everyone. In order to do so, we need to
8 stick to the time limits.

9 And let me just say I know a
10 number of you testified at the NCPC today,
11 and I actually watched some of that. And I
12 will tell you, at least while I watched it I
13 didn't hear the chairman have to cut anybody
14 off. So I want to be like him. I'm going to
15 call him to see what he does.

16 Anyway, please turn off all
17 beepers.

18 PARTICIPANT: (From an unmiked
19 location)

20 CHAIRMAN HOOD: Oh. Is that what
21 it was? Well, maybe I don't want to. Thank
22 you. Okay. Well, it's different when you're

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1 streaming. Maybe I need to keep my mouth
2 closed, then. Okay.

3 Please turn off all beepers and
4 cell phones at this time so not to disrupt
5 these proceedings.

6 At this time, the Commission will
7 consider any preliminary matters. Does the
8 staff have any preliminary matters?

9 MS. SCHELLIN: No, sir.

10 CHAIRMAN HOOD: Okay. Thank you
11 all for correcting me. Anyway, let's move on
12 with the agenda. Maybe I should have left
13 that alone. Okay. Let's begin with Megan
14 McConville, Larry Hargrove.

15 PARTICIPANT: (From an unmiked
16 location)

17 CHAIRMAN HOOD: No, not tonight.
18 We will see. We have a number of people who
19 want to -- you can submit. Mr. Hargrove, you
20 can submit something in writing for the
21 record. Okay?

22 Louise Brodnitz, Jordan Bishop,

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1 Ryan Donahue, Brian O'Looney, Courtney
2 Tolbert, Darnell Grisby. Well, maybe we will
3 finish earlier tonight, actually. Myles
4 Smith, Jalal Greene. Did I miss somebody?
5 Marge Maceda, Jalal Greene, Cheryl Cort.
6 Okay. Let me see. Ivan Frishberg.

7 Okay. If you don't mind, if you
8 could start from my right, your left? And
9 we'll work our way down. Introduce yourself,
10 your address, and your testimony. Again, if
11 you could be mindful of the first beep. And
12 then the second beep, if you could stop?
13 Thank you.

14 MS. McCONVILLE: Thank you. Good
15 evening. My name is Megan McConville. I
16 live on Capitol Hill at 806 North Carolina
17 Avenue, Southeast. I am here to express my
18 strong support for the proposed update to the
19 D.C. zoning code, specifically the reduction
20 of minimum parking requirements.

21 Ten years ago, I moved to D.C.
22 for a job and was immediately captivated by

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1 city living. I love the vibrant walkable
2 neighborhoods, the convenience of having
3 stores and restaurants blocks from home, and
4 the historic character. Having grown up in
5 an auto-dependent suburban community, I
6 particularly enjoyed the newfound freedom of
7 being able to live easily and affordably
8 without a car.

9 I still appreciate D.C.'s high
10 quality of life every day. Our rich variety
11 of transportation options remains one of my
12 favorite aspects of living here.

13 I own a car now, but I get around
14 primarily on foot, by bike, and Metro, and
15 sometimes by car share. My husband and I
16 want to stay in the city and raise our
17 family, but we're concerned about the high
18 cost of housing, especially in the transit-
19 accessible neighborhoods in which we would
20 like to live.

21 Reasonable parking requirements
22 are critical to supporting the transportation

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1 options I value and improving housing
2 affordability. Current parking requirements
3 are based on 1950s assumptions of an
4 automobile-oriented city with no Metro,
5 separated uses, and cheap energy. They
6 incentivize the provision of parking, whether
7 it's needed or not, adding tens of thousands
8 of dollars per space to the cost of
9 development. These costs are passed on to
10 homeowners, renters, and customers,
11 regardless of whether they own a car. And
12 almost 40 percent of D.C. households do not
13 own a car.

14 Removing parking requirements in
15 downtown and easing them in areas well-served
16 by transit makes sense in today's D.C., a
17 city with world-class transportation choices
18 but badly in need of affordable housing,
19 especially near transit, allowing developers
20 to build the amount of parking that the
21 market demands, rather than forcing them to
22 meet artificial requirements will reduce the

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1 costs that get passed on to homeowners and
2 renters while promoting transit use and
3 decreasing congestion.

4 Additionally, allowing shared
5 parking, encouraging the provision of car
6 share spaces, and requiring that projects
7 with excess parking provide elements like
8 capital bike share stations, tree planting,
9 and electric car charging all support city
10 goals of increasing sustainability and
11 livability.

12 D.C.'s future prosperity depends
13 on its ability to preserve and strengthen its
14 assets, including its walkability, its public
15 transit system, its vibrant mixed-use
16 neighborhoods, and to continue to be a place
17 of opportunity for people of all ages and
18 backgrounds.

19 The proposed changes to the
20 zoning code are key to making our city even
21 more attractive, inclusive, and economically
22 competitive. And I urge you to support them.

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1 Thank you.

2 CHAIRMAN HOOD: Okay. Thank you.

3 Next?

4 MS. BRODNITZ: Good evening. My
5 name is Louise Brodnitz. I live at 1525 29th
6 Street, Northwest in D.C.

7 Thank you for the opportunity to
8 speak out in support of the changes before
9 you tonight, which I believe will move D.C.
10 toward a more sustainable future.

11 I am a Georgetown resident, 57
12 years old, a mother of 2 children. I am
13 probably typical of folks facing the time
14 pressures and parking pressures that you
15 might have heard about during these zoning
16 hearings.

17 I live in the city because I
18 don't want to be dependent on a car to get
19 where I am going. We have ten bus routes
20 which run pretty frequently during rush hour.
21 We have the Circulator on M Street every
22 eight minutes or so and two Metro stations

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1 within a 15-minute walk. The city's
2 resources are being spent on a system that I
3 think is underused.

4 What does this have to do with
5 zoning or parking? It's about that crucial
6 decision whether to drive and how zoning
7 regulations manipulate people into driving
8 when they actually have more choice.

9 For too long, zoning required --
10 I don't know what I'm saying here. For too
11 long, zoning made available so much parking
12 that buses, Metro, and walking aren't even
13 considered by some. More people driving that
14 could have been taking transit clog streets
15 and make buses slower. Empty buses have to
16 run less frequently so as to have enough
17 riders to make them worthwhile. Slow and
18 infrequent buses and the promise of parking
19 literally forces people into driving, rather
20 than walking or taking transit. It's a
21 classic vicious cycle.

22 In that car-centric situation

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1 that we find ourselves in, I see houses for
2 sale without parking in Georgetown languish
3 on the market while those with a driveway fly
4 into contract. Developers of housing don't
5 need to be told to provide parking. They
6 know that's what buyers in some areas want,
7 and they will provide it.

8 Also, in this car-centric
9 situation, I see two prime lots with open
10 space along pedestrian-oriented Wisconsin
11 Avenue becoming banks with parking dead
12 zones. Neighborhoods serving businesses that
13 could have turned that parking space into
14 great foot traffic generating street life
15 lost out because parking won out. Property
16 owners don't need to be told to provide
17 parking. They go for parking over street
18 life. The challenge is not to get developers
19 to provide enough parking. The challenge is
20 to change the parameters that push developers
21 to provide so much parking.

22 Removing parking minimum starts

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1 to break the cycle of car dependency and gets
2 people on the transit. And guess what. Like
3 my husband, a diehard driver, said, "Okay.
4 You're right. Taking the bus is easier than
5 driving. And I can actually get stuff done."

6 What I wish we had more of was --

7 CHAIRMAN HOOD: Thank you very
8 much. We have your testimony.

9 Next?

10 MR. BISHOP: Good evening.

11 CHAIRMAN HOOD: Make sure your
12 mike is on.

13 MR. BISHOP: Good evening, ladies
14 and gentlemen of the Zoning Commission.
15 Thank you very much for giving me and my
16 fellow residents the opportunity to testify
17 tonight to support the proposed zoning
18 regulations review.

19 My name is Jordan Bishop. I am a
20 native Washingtonian, a small business
21 owners, and Ward 2 resident. I live at 1721
22 T Street, Northwest. My passion for my

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1 hometown and my concerns for its future are
2 my principal reasons for appearing before you
3 tonight.

4 While my beloved Redskins have
5 not seen much, if any, improvement in their
6 win totals over the past decade or two, the
7 landowners in our fair city have enjoyed
8 tremendous success. Their success is
9 attributable to a variety of factors that
10 carries with it some undesirable outcomes for
11 Washington residents of modest means.

12 I will not spend too much time
13 tonight explaining or illustrating the
14 undebatable fact that housing in the District
15 of Columbia has become more unaffordable than
16 ever before. Low and moderate income workers
17 and families are being priced out of this
18 town at alarming rate.

19 There are many dedicated
20 professionals working in a variety of
21 capacities to help solve this issue, but they
22 cannot do it alone. Through this process,

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1 this Commission has a critical opportunity to
2 help reduce this troubling phenomenon. By
3 revisiting the current mandatory minimum
4 parking requirements, the Zoning Commission
5 will be supporting good public policy that
6 will expand the supply of housing in
7 Washington, D.C. and make producing
8 affordable housing less costly for the
9 various organizations charged with this
10 critical mission.

11 The fact is that less and less of
12 my fellow Washingtonians need or even desire
13 to own a car. There are many alternative
14 options for transportation these days, all of
15 which are less costly and more
16 environmentally friendly.

17 The cost of excavating unused and
18 underutilized parking spaces is always passed
19 on to tenants in the form of higher rents.
20 Additionally, many buildings in under-served
21 areas of town are never built because the
22 rents in those areas cannot cover the costs

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1 of all the excavation associated with zoning-
2 mandated parking minimums.

3 Please consider these factors and
4 help make D.C. more affordable for those of
5 modest means using all the tools at your
6 disposal, including a reduction in mandatory
7 parking minimums.

8 Thank you for your time and
9 consideration.

10 CHAIRMAN HOOD: Thank you.

11 Next?

12 MR. DONAHUE: Good evening. My
13 name is Ryan Donahue. And I live in the
14 Langdon neighborhood at 1719 Franklin Street,
15 Northeast. I am here to express my general
16 support for the zoning update and
17 specifically for its reduction or elimination
18 of parking minimums wherever possible.

19 I would like to make three points
20 about how current 1950s-era parking
21 requirements fail to accommodate the needs of
22 current and future D.C. residents. The first

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1 is that current requirements simply cause far
2 too much parking to be built. Almost 40
3 percent of D.C. households do not own cars.
4 And the share is significantly higher in
5 transit-accessible neighborhoods.

6 I live in a house with three
7 people that, despite being a mile from the
8 nearest Metro station, has six bikes, one
9 Zipcar membership, and one car. That's
10 indicative of the way that more and more
11 people want to get around.

12 The current regulations require
13 development that runs completely counter to
14 this trend. The oversupply of parking is
15 abundantly evident at the Rhode Island Avenue
16 shopping center to take one example near my
17 house. The site, which sits on extremely
18 valuable land directly adjacent to the Metro,
19 has nearly 1,100 parking spaces, which cover
20 almost 15 of the parcel's 21 acres. At any
21 given time, most of these spaces sit empty,
22 constituting an enormous waste of space that

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1 could otherwise support more transit-
2 accessible housing or businesses. It also
3 creates an unpleasant or even hostile
4 environment for walking and cycling. That is
5 an isolated example, but it has much broader
6 implications for a large portion of Northeast
7 D.C.

8 The D.C. Office of Planning has
9 shown that nearby sections of Rhode Island
10 and New York Avenues contain a significant
11 portion of the city's total stock of
12 developable land over the next 30 years. The
13 parking changes put forth in the zoning
14 update will help ensure that future
15 development is walkable, high-quality, and
16 sensitive to the needs of residents.

17 Secondly, current parking
18 requirements have huge implications for the
19 urgent issue of housing affordability. With
20 current average monthly rents at nearly
21 \$1,600 and more and more people moving in,
22 current parking regulations are helping to

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1 drive part of the unaffordable housing issue.
2 They make it harder to build enough housing.
3 And the housing that does get built costs
4 more as underground parking spaces can cost
5 upwards of \$20,000. These costs are passed
6 on to renters, adding 6 to 12 percent of the
7 price of an apartment.

8 In a city with one of the
9 country's highest costs of living, the zoning
10 code should do all it can to enable more
11 affordable housing options. Ultimately, the
12 parking changes and the zoning update are
13 modest ones. They only remove parking
14 minimums so that places that truly need
15 parking can provide it. Other cities are
16 currently taking similar steps.

17 As more and more people choose to
18 walk; bike; use transit; and share, rather
19 than own, cars, it is good news for the whole
20 city, including those who do need to drive.
21 I support the zoning code update because it
22 recognizes and encourages these trends.

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1 Thank you.

2 CHAIRMAN HOOD: Great. Thank
3 you.

4 Next?

5 MS. MACEDA: My name is Marge
6 Maceda. I live at 475 K Street, Northwest in
7 the Mount Vernon Triangle area. I speak to
8 you wearing a number of hats: as a private
9 citizen, the president of the K at City Vista
10 Condo Board, and ANC commissioner, 6E-05. I
11 thank the Zoning Committee for allowing me to
12 speak and share my thoughts with you.

13 I support the changes that are
14 being suggested for parking obligations. I
15 have lived in the District for more than 20
16 years, both in Southwest and now in
17 Northwest. I moved to Mount Vernon Triangle
18 and City Vista because I like the idea that
19 while working, I could park my car on Friday
20 evening and not use it again until Monday
21 morning. Now as a retired person, I am so
22 glad I made that move. In my neighborhood, I

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1 have a supermarket, pharmacy, hardware store,
2 restaurants, and I can walk to all of them.
3 I am a bus ride, taxi ride away from the
4 theatre, and can walk down to the National
5 Mall for my favorite concerts and events.

6 My building has underground
7 parking, more than 400 spaces. The spaces
8 are designated for the supermarket, retail,
9 and privately owned spaces for the two condo
10 buildings and rental building that make up
11 our complex. The spaces for the residential
12 parking cost \$35,000 each and can be owned
13 only by residents in the complex.

14 As the building filled and the
15 neighborhood started to develop, residents
16 have found that owning a car is not
17 necessary. So they rid themselves of a car
18 and begin using Metro with two stations being
19 within two, three blocks and buses right in
20 the area: the Circulator and regular bus.
21 And in the not-too-distant future, the
22 streetcar system will be coming to our

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1 neighborhood.

2 In the K and L portion of
3 parking, there were some unsold spaces, less
4 than ten, but many of the other spaces were
5 rented out as owners no longer needed them.
6 As all of the spaces were privately owned,
7 the city loses tax revenue on unsold spots.

8 In the rental portion of the
9 garage, there are quite a few unused spaces.
10 I also wonder how much money was added to the
11 cost of my condo unit to help pay for the
12 construction of the spaces that are now
13 unused. My concern is that we have a level
14 for parking that was put in for retailers,
15 for them to offer their customers the ability
16 to park.

17 The owners of the retail space
18 did not want the extra costs for parking.
19 And so the parking lot with more than 50
20 spaces has remained closed and unused for 5
21 years. I inquired and was told that each of
22 these spaces cost the developers around

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1 \$50,000 each, money that seems wasteful to
2 me. Buildings that are so near Metro or
3 above Metro should not be required to provide
4 parking.

5 In a city where I see Bikeshare,
6 Zipcar, and Smart car readily available, I
7 see less and less the need for buildings to
8 provide more than minimum parking.

9 Thank you for your time this
10 evening as well as the long hours you put in
11 for the District of Columbia.

12 CHAIRMAN HOOD: Thank you.

13 Next?

14 MR. O'LOONEY: Hello. I'm Brian
15 O'Looney. I am an architect with Torti
16 Gallas and Partners and the architect of City
17 Vista. So I can't tell you how pleased I was
18 to hear that last bit of testimony there.

19 I want to take this opportunity
20 to also support the changes in the parking
21 requirements that are being put forth by the
22 Office of Planning, but given that this

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1 meeting was advertised as sort of an open
2 hearing of overflow from previous meetings,
3 there's a couple of other minor points in the
4 code I would like to touch upon.

5 CHAIRMAN HOOD: This was not
6 advertised as that, no, no.

7 MR. O'LOONEY: It's on your
8 website.

9 CHAIRMAN HOOD: No.

10 MR. O'LOONEY: If you want, it's
11 in page 21 that I gave you.

12 CHAIRMAN HOOD: Okay.

13 MR. O'LOONEY: Your website shows
14 that it says, "Overflow" --

15 CHAIRMAN HOOD: Were you here --

16 MR. O'LOONEY: -- "Reserved
17 overflow from previous hearings."

18 CHAIRMAN HOOD: Okay. We've got
19 a lot of stuff going on. We might have made
20 an error, but tonight is about subtitle C.
21 If you have anything else? You're not going
22 to come down and do something different. Mr.

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1 Hargrove went home. He's going to supply
2 stuff in testimony. If you have something
3 you want to talk about other than subtitle C,
4 you can submit it in writing.

5 MR. O'LOONEY: Okay. Well, it's
6 right in front of you.

7 CHAIRMAN HOOD: Okay. Well,
8 thank you. Sorry for the mistake.

9 MR. O'LOONEY: Okay. Well, some
10 of these things --

11 CHAIRMAN HOOD: This is subtitle
12 C.

13 MR. O'LOONEY: -- are in subtitle
14 C. So we'll go with that, then. For
15 example, the requirements, the changes to
16 architectural embellishments, which no longer
17 allow pergolas at the perimeter of the
18 building, I do not think that -- that is
19 something that is historically lovely in
20 buildings of longstanding history as well as
21 buildings that we have done that have been
22 award-winning in the District. That's

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1 C-505.1. I believe that's subtitle C. Is
2 that correct? Okay.

3 Also, the requirement that alleys
4 get up to 24 feet is wider than some of the
5 suburbs require. I think that's a little
6 strange. I think that in the heart of the
7 city, we can do with tighter alleys than some
8 of the suburban jurisdictions. And so I
9 would suggest that you relook at that.

10 There is also a minimum lot
11 requirement of 1,800 square feet for tighter
12 projects. And I'm sorry. This is in A. So
13 I will skip that. But I do think
14 that's -- and these are in other sections.
15 So I will skip that as well. Let's talk
16 about parking requirements.

17 I am in great support of the
18 changes to parking requirements because it
19 will allow us to increase the value of the
20 commercial property by 15 to 20 percent;
21 lower the cost of urban housing by 30
22 percent; decrease the average cost of

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1 development by 20 to 25 percent; and greatly
2 increase the profitability of parking
3 facilities, as was just testified to
4 regarding City Vista.

5 Two spaces of underground parking
6 can cost anywhere from 50 to 110 thousand
7 dollars per unit. We design bathrooms at 5
8 to 7 thousand dollars a unit and kitchens at
9 12 to 17 thousand dollars per unit. So the
10 most experience part of units being designed
11 in certain jurisdictions around here, not the
12 District, is the parking.

13 When you build underground,
14 parking becomes the most expensive part of
15 that housing. It's unnecessary. It is also
16 the greatest element that increases the cost
17 of residential construction today. If you
18 add parking requirements, it makes
19 residential construction much more expensive,
20 as shown on my comparative cost sheet, which
21 I wish I could have projected. Units go from
22 what used to be in 2007 numbers 102,000 per

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1 unit to 130,000 per unit just by adding the
2 parking load to that.

3 We can decrease the average cost
4 of development. You all probably know the
5 story of Columbia Heights, which we were
6 involved in, where retail was parked at 3 per
7 1,000. Code required 4 per 1,000. We fought
8 for the 3 per 1,000 in this very room. But
9 actual use, as you should know, is 1.25 per
10 1,000. That lowest level of the D.C. USA
11 project is not used or doesn't need to be
12 used, the employee's part there, even on the
13 peak day, the day after Thanksgiving. You go
14 there at 2:00 o'clock that weekend. There's
15 hardly anyone down there. It was
16 unnecessarily built.

17 So if you look at my fourth
18 sheet, you will see the big holes we built in
19 Columbia Heights that went down two stories
20 too low that basically spent \$26 million of
21 money on parking spaces that aren't used in
22 Columbia Heights. That dollar value could

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1 equate to 200 units of housing if we had
2 spent it in a different way.

3 A couple of more points on
4 parking. There is no statistical basis for
5 parking requirements except for suburban
6 offices and suburban regional shopping
7 centers. The math is not there to support
8 any of the numbers that are used in zoning
9 codes across the United States. And we ask
10 you to take that into consideration when you
11 are reconsidering the zoning codes for the
12 District of Columbia.

13 Finally, I will just give you a
14 list of mistakes in parking policy, which,
15 you know, bundling was one that she just
16 mentioned. We should try to keep people from
17 bundling parking. Keep curb parking free or
18 cheap is a mistake. You should try to get
19 market pricing for curb parking. Requiring
20 lots of off-street parking, obviously a
21 mistake. Allowing unscrereened storage uses
22 and parking to devalue the land. That is

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1 going to be changed in the zoning code. That
2 is a wonderful improvement. Not resolving
3 spillover neighborhood parking, that's
4 resolved in many neighborhoods here with
5 permits adjacent to shopping districts. Not
6 limiting parking square footage as a floor
7 area of the District is a leader in that.
8 Thank you to the Planning Office for that.

9 I will leave my testimony at
10 that, oral testimony at that. And you have
11 other testimony in writing.

12 Thank you.

13 CHAIRMAN HOOD: Okay. Thank you.

14 Next?

15 MR. FRISHBERG: Mr. Chairman and
16 Commission members, my name is Ivan
17 Frishberg. I am the commissioner for ANC
18 6B02 and the Vice Chair of commission ANC 6B.

19 I appear today on behalf of ANC
20 6B to provide our commission's comments and
21 recommendations on the proposed rewrites of
22 the city's zoning code. In my testimony

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1 today, I'll speak to the parking-related
2 issues covered in section C. These were
3 adopted by a vote of 7:2 at our October 8th
4 regularly scheduled meeting.

5 ANC 6B's full statement of all
6 recommendations was provided to the
7 Commission on October 21st. And I believe
8 you have heard from some of the other ANC 6B
9 commissioners regarding our commission views
10 on the zoning regulations.

11 ANC 6B supports the Office of
12 Planning's original proposal that there be no
13 parking minimums required for new
14 construction of single family housing or
15 residential developments of at least ten
16 units.

17 ANC 6B also supports the Office
18 of Planning's proposal that there be no
19 parking minimums in apartment commercial
20 mixed-use zones within a half mile of Metro
21 stops or a quarter mile of high-service bus
22 corridors, the so-called transit zones. The

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1 original vote on this position was 8:2.

2 As our commission evaluated this
3 policy, we supported a long-term vision of
4 moving beyond auto-centered development and
5 acknowledged that the proposed zoning
6 regulation on parking minimums was a policy
7 change that would have an impact on the built
8 environment for decades to come. It was in
9 that context that we supported this vision
10 for the direction that we believe the city
11 should be headed in. Many of us noted the
12 positive trend of late that the growing
13 population of the District has not led to an
14 increase in auto ownership.

15 Our commission also noted the
16 current policy providing easy access to
17 essentially unlimited supply of residential
18 parking permits along with providing untold
19 numbers of temporary visitor passes for a
20 wide variety of uses. The availability of
21 such on-street parking in most segments of
22 ANC 6B is already under substantial pressure.

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1 And ANC 6B finds that DDOT's residential
2 parking policy has and will continue to have
3 a negative impact on the Office of Planning's
4 stated objective of encouraging the
5 production of additional housing in the city
6 without the expensive burden of producing a
7 minimum number of parking spaces.

8 ANC 6B is concerned that the
9 absence of a more well-articulated policy
10 framework and implementation plan by DDOT,
11 elimination of parking minimums alone may
12 only serve to shift some of the burden of
13 parking, providing parking spaces, from
14 developers onto scarce public parking
15 resources with the potential to adversely
16 impact neighborhoods in the process.

17 Our commission urged the Office
18 of Planning to use its authority under the
19 comprehensive plan to guide DDOT towards a
20 revised residential permit parking policy.
21 Elimination of parking minimums alone may not
22 achieve the desired effect of reducing the

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1 number of cars on city streets, but the
2 commission ultimately voted that taking this
3 step for the future of development is an
4 important step in the long-term development
5 of the city.

6 Thank you for providing ANC 6B
7 the opportunity to testify tonight.

8 CHAIRMAN HOOD: Okay. Thank you.

9 Next?

10 MS. CORT: Good evening,
11 commissioners. My name is Cheryl Cort with
12 the Coalition for Smarter Growth. And we are
13 here to express our support for the proposed
14 reductions and removal of parking minimums
15 proposed in subtitle C.

16 The current proposal is a
17 compromise from what has been considered and
18 revised repeatedly since 2008 due to
19 extensive public input along the way. While
20 we disagree that parking minimums serve a
21 compelling public purpose and believe that
22 they can be harmful, however, we do support

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1 the compromise proposed in subtitle C as a
2 greatly improved policy over the status quo.

3 I also wanted to note my thanks
4 to the Zoning Commission regarding
5 inclusionary zoning, which is also in
6 subtitle C. It's had a rocky start
7 administratively, but we have sold one unit
8 and a number of them are under contract and
9 more than a dozen are leased. So it's
10 getting on track. And it was put in place
11 with a robust policy that I think is going to
12 serve us well into the future that we do need
13 to look at income targeting.

14 Despite the many compromises that
15 the proposal for parking, we do believe that
16 it is going to help make our city more
17 walkable, sustainable, and inclusive. And it
18 will help relieve housing of unnecessary
19 costs in most cases. It will support the
20 more sustainable and neighborhood-friendly
21 transportation choices of the nearly 40
22 percent of all D.C. households who do not own

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1 a car and the more than half of all D.C.
2 renters who are car-free. This is especially
3 important for the high share of lower-income
4 households who do not own a car because they
5 cannot afford it.

6 I want to highlight a couple of
7 things in the rest of my testimony. I have
8 submitted rather extensive testimony. And I
9 collected -- I know that you wanted as many
10 numbers as possible. So I have been talking
11 to a lot of developers. Most of them are shy
12 in terms of sharing information with me, but
13 I just wanted to highlight that parking
14 minimums are costly and drive up the cost of
15 housing and commercial space for everyone and
16 can displace more productive uses. We have
17 heard that from testimony here as well. And
18 I just wanted again to cite JBG shared with
19 me numbers that it costs about \$480 per space
20 per month for an unleased parking space and
21 the market price for parking in their 2012
22 study for U Street was \$221. Even if the

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1 cost of parking were half that, the market
2 price would not even pay the cost to build
3 the parking space. That is a huge cost. And
4 that means that everybody is paying for that
5 through overall increased rents.

6 For the case of affordable
7 housing, where you have capped rents or sales
8 price, what you can pay, those expenses
9 either make the affordable housing an
10 unfeasible project or they make the developer
11 have to find additional subsidy. And is that
12 how we should be subsidizing? We're
13 subsidizing housing for cars, rather than
14 using these resources to ensure that people
15 have decent homes, especially near transit.

16 One of the main arguments of the
17 opponents to reduce parking minimums is
18 citing the increased number of registered
19 vehicles in the District of Columbia. Census
20 shows that occupied housing units grew by
21 about 7.4 percent from 2000 to 2012. The
22 number of registered vehicles grew by 3.7

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1 percent with the number, the rate of carless
2 houses remaining stable at about 38 percent
3 or maybe growing slightly, despite, actually,
4 the affluence of the city growing, meaning
5 wealthier households, who are more able to
6 have a car, have moved into the city.

7 We have sufficient evidence to
8 show that off-street parking is generally
9 oversupplied. And so there's a lot of
10 opportunity to take advantage of existing
11 oversupply of parking to meet any of the
12 needs that car-owning households might have.
13 But the growth that we have seen in the city
14 is a strong trend towards people wanting to
15 live close to transit in walkable
16 neighborhoods. And we should support this by
17 relieving some of the costly burdens of
18 parking minimums to foster this kind of
19 development.

20 D.C. is in a unique position,
21 having one of the largest share of car-free
22 households in the country. It is a higher

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1 share than almost any city in the country
2 except for New York City; Newark, New Jersey;
3 and Jersey City.

4 And, lastly, we wanted to explain
5 that what we need is more walkable
6 neighborhoods. Ten years ago, people would
7 not have called U Street a walker's paradise,
8 which it is called today according to
9 Walkscore. We need to make all of our
10 neighborhoods and our cities and all of our
11 business districts walkers' paradises.

12 Thank you.

13 CHAIRMAN HOOD: Okay. Thank you.

14 We thank you all for your
15 testimony. Hold your seats. We may have
16 some questions.

17 Any questions, Commissioner
18 Turnbull?

19 COMMISSIONER TURNBULL: Thank
20 you, Mr. Chair.

21 I want to extend my thanks for
22 all of you coming here tonight.

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1 Ms. Cort, how many people do you
2 have here tonight?

3 MS. CORT: I'm sorry?

4 COMMISSIONER TURNBULL: How many
5 people in your organization are here tonight?

6 MS. CORT: Oh. My managing
7 director, Alex Pesorske, is in the back. He
8 already testified.

9 COMMISSIONER TURNBULL: I am
10 being a little bit facetious, but normally we
11 have had a lot of nights where there's a lot
12 of people from the Coalition for Smarter
13 Growth here.

14 MS. CORT: Well, we have a staff
15 of five or six people who are paid. We
16 have -- a lot of people --

17 COMMISSIONER TURNBULL: Yes.

18 MS. CORT: -- are interested in
19 living in walkable neighborhoods. And I
20 think that is why they come to --

21 COMMISSIONER TURNBULL: I
22 don't --

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1 MS. CORT: -- our walking tours.

2 COMMISSIONER TURNBULL: And we
3 appreciate --

4 CHAIRMAN HOOD: I want to chime
5 in on that. I think one of the things that I
6 have noticed is that you all have done a good
7 job getting people out.

8 COMMISSIONER TURNBULL: Yes.

9 CHAIRMAN HOOD: And I mentioned
10 that --

11 COMMISSIONER TURNBULL: Right.

12 CHAIRMAN HOOD: -- a couple of
13 nights ago. Regardless of where I am on the
14 issue or where we are on the issue or where
15 anybody is on the issue, you all have done a
16 good job getting people out. And I don't
17 know if that is where you were going.

18 COMMISSIONER TURNBULL: Yes, yes.
19 No. We're very appreciative to your efforts
20 of getting everybody out.

21 CHAIRMAN HOOD: Well, let me ask
22 a different question, Mr. Turnbull. I don't

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1 know if you are finished. How many have you
2 recruited to come out? I'm going to ask it a
3 different way.

4 MS. CORT: We have certainly
5 asked, educated people about the issues and
6 asked them --

7 CHAIRMAN HOOD: They raised their
8 hands. So that's fine. I'm just curious.

9 MS. CORT: -- asked them to
10 testify. I mean, the challenge is that it's
11 a huge ask. People, most folks, have not
12 testified before the Zoning Commission. This
13 is not something that people understand or
14 feel comfortable doing. So we really
15 appreciate there are some people who have
16 never testified before the Zoning Commission
17 before.

18 I know you see a lot of the same
19 people for all of your hearings. But, you
20 know, we are really fortunate to have had a
21 lot of people come out and really want to
22 express how they feel about living in the

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1 city and policies that are important to them.
2 So we appreciate them, you know, who might
3 not have ever testified before the Zoning
4 Commission before.

5 CHAIRMAN HOOD: Mr. Turnbull, do
6 you have any other questions?

7 COMMISSIONER TURNBULL: I have --

8 CHAIRMAN HOOD: Excuse me for
9 interrupting.

10 COMMISSIONER TURNBULL: No.
11 That's okay.

12 The ANC commissioner. Yes, Mr.
13 Frishberg?

14 MR. FRISHBERG: I just want to
15 add from our perspective as a commission
16 because we dealt with this over several
17 meetings that in three years of being on the
18 commission, I had never seen, I think, a more
19 thoughtful and robust dialogue within our
20 commission. It was very fact-based. We had
21 more people coming out for our meetings on
22 this case, this issue, than on probably many

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1 other issues other than, you know, a single,
2 like, you know, a development case, such as
3 Hine or something, in the District.

4 COMMISSIONER TURNBULL: Eastern
5 Market?

6 MR. FRISHBERG: But, as a matter
7 of policy, we never have people coming out to
8 address policy issues, with this being a
9 notable exception. And it was notable not
10 just because of the turnout but also because
11 of I think the thoughtfulness of the debate.
12 And so I was really impressed with the
13 conversation we had at our neighborhood that
14 resulted in the position we took.

15 COMMISSIONER TURNBULL: That's
16 good to hear. That's good to hear.

17 I just have for Mr. O'Looney, the
18 picture you submitted, it would appear --

19 MR. O'LOONEY: Sure.

20 COMMISSIONER TURNBULL: -- that
21 the pergolas you are showing are within the
22 height limit for the zone. And if you read

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1 this, this is talking about structures that
2 go above the height limit for the zone.

3 MR. O'LOONEY: Well, first of
4 all, The Envoy was built before there were
5 zones. But the --

6 COMMISSIONER TURNBULL: I'm just
7 talking about your picture --

8 MR. O'LOONEY: Sure.

9 COMMISSIONER TURNBULL: -- with
10 the pergolas would appear to be structures
11 that are built within the height limit that's
12 required.

13 MR. O'LOONEY: The building in
14 Columbia Heights, that would not be the case,
15 the one in the upper right-hand corner, where
16 there's a -- the point I'm trying to make is
17 that the requirements of C-505, for one,
18 would not allow you to have at the top of a
19 building a pergola at the edge of the
20 building. And you may be correct on the
21 Ellington. Both of these are PUDs, by the
22 way. So that's how they got pergolas, --

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1 COMMISSIONER TURNBULL: Right.

2 MR. O'LOONEY: -- but the point
3 being that we --

4 COMMISSIONER TURNBULL: That is
5 part of the process.

6 MR. O'LOONEY: Yes. We believe
7 that pergolas augment the quality of our
8 community, that they are part of our
9 historical heritage that should be something
10 that should be allowed by right for
11 architects to add character to the building.

12 Frankly, my developer clients are
13 not going to come in here to ask you just for
14 a pergola. And you won't get them.

15 And there is nothing wrong with
16 having them at -- you allow for architectural
17 embellishments at the perimeter of the
18 building. This should be one that is also
19 allowed.

20 COMMISSIONER TURNBULL: Right.
21 And during the PUD process, we review that.
22 We look at all embellishment. And we

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1 carefully look at the character of the
2 neighborhood and how they fit in and what the
3 adjacent character is and if it does work.
4 So that is all part of the PUD process.

5 MR. O'LOONEY: Right. But the
6 problem is you would have to go through a PUD
7 to do this. And that is not --

8 COMMISSIONER TURNBULL: Well, I
9 am sure the Office of Planning will comment
10 on this.

11 MR. O'LOONEY: Yes. We think
12 this --

13 COMMISSIONER TURNBULL: We can
14 ask that when we --

15 MR. O'LOONEY: Sure.

16 COMMISSIONER TURNBULL: -- ask
17 our questions.

18 MR. O'LOONEY: There are other
19 architectural embellishments that are allowed
20 by right. We believe this should be one.

21 CHAIRMAN HOOD: Vice Chair?

22 VICE CHAIR COHEN: Thank you, Mr.

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1 Chairman.

2 Mr. Frishberg, you state in your
3 testimony that we should encourage DDOT to
4 revise the residential parking permit policy.
5 Can you give me an idea or several ideas how
6 we should -- I mean, not how we should do it.
7 We can do it -- but what you would suggest?

8 MR. FRISHBERG: For about the
9 last year and a half or almost two years, we
10 have been in an ongoing pursuit to have the
11 ballpark performance parking pilot area,
12 which has authority to extend out to East
13 Capitol but is only in operation up to
14 Pennsylvania Avenue. So we have been trying
15 to get it extended to the north up to East
16 Capitol.

17 Especially around the Eastern
18 Market area, there is, you know, a
19 significant crush on parking, especially on
20 the weekends, when the market serves,
21 essentially, as our own ballpark. I mean, it
22 is that kind of a magnet.

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1 And so we have tried for, as I
2 say, almost two years to try and get that
3 parking relief expanded so that we can
4 provide some measure of -- we have a
5 particular proposal that had greater
6 protection for residents. On one side of the
7 street was Zone 6 only parking. And on the
8 other side of the street, it maintained
9 traditional no parking limits on weekends.
10 And that was a balance that we crafted with
11 the Eastern Market business community and
12 with the neighborhood there. And it's
13 been -- we have had no joy in trying to get
14 that through the Department of
15 Transportation, despite endless meetings.

16 So I think there's a lot that
17 they could do. It was notable that the city
18 sort of pulled back the DDOT's ability to
19 expand the visitor parking program. I think,
20 you know, there is a lot of work that could
21 be done around those sort of visitor passes.

22 VICE CHAIR COHEN: What was

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1 DDOT's pushback on that?

2 MR. FRISHBERG: Well, I think
3 they're reviewing -- I think -- I'm not going
4 to speak for DDOT, but in the meetings that
5 we have had, they felt like --

6 VICE CHAIR COHEN: Your
7 perception.

8 MR. FRISHBERG: -- they had a
9 good proposal. And I think a lot of it was
10 that they had not communicated what that
11 proposal was to neighborhoods. So the city
12 just wasn't ready for whatever it was they
13 were providing.

14 I do know that one of the
15 problems we have in our neighborhood is that
16 MPD now hands out guest passes like confetti
17 and there's no check on that. And so that
18 leads to basically, in essence, an
19 unregulated parking environment, which
20 undermines a lot of the policies that we do
21 have.

22 So I think that one of the

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1 problems we see is that DDOT doesn't have a
2 really comprehensive look at parking in the
3 District. They have different programs, some
4 of which they are having trouble
5 implementing, but collectively it does
6 represent a comprehensive policy.

7 VICE CHAIR COHEN: Thank you.

8 Ms. Cort, I don't think I have as
9 much enthusiasm on the success of IZ as you
10 may be experiencing. So I'd like to know,
11 how do we get IZ to be more effective in
12 actually meeting the demand for housing, as
13 opposed to -- I mean, I'm not saying any
14 housing isn't good, but it is not getting
15 down to the real need. There's a total
16 mismatch.

17 MS. CORT: In terms of income
18 targeting?

19 VICE CHAIR COHEN: Income
20 targeting, yes. I'm sorry.

21 MS. CORT: Yes. I mean, the
22 original proposal, the campaign for

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1 inclusionary zoning, was we originally talked
2 about doing like 60-65 percent of AMI income
3 targeting, like Montgomery County, and then
4 working with ACORN. Actually, ACORN wanted
5 to make sure that we were getting into a
6 lower income group. So we said, "Well, why
7 don't we split the income targeting between
8 50 percent AMI and 80 percent AMI?"

9 We brought that to the Zoning
10 Commission. And the Zoning Commission said,
11 "Well, let's split out high-rise construction
12 from low-rise construction and eliminate 50
13 percent AMI in high-rise construction." So,
14 starting with that, we lost a tremendous
15 amount of 50 percent AMI income targeting
16 that we had originally anticipated getting.

17 Looking at the certificates for
18 compliance right now, it's about 15 percent
19 is 50 percent AMI, which isn't terrible, but
20 it's not what we wanted. I think that, you
21 know, after the zoning update is done, I
22 think that it would be really helpful for the

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1 Zoning Commission to really look into this
2 issue in terms of what kinds of ways can we
3 strengthen inclusionary zoning to make sure
4 that we retain the amount of set-aside that
5 we're getting, the eight to ten percent set-
6 aside, and also examine how we can realize
7 the most from that in terms of providing for
8 lower-income targeting.

9 VICE CHAIR COHEN: Thank you.

10 Mr. O'Looney, you were speaking
11 very quickly and you had a lot of data. So I
12 presume it's in your presentation, on cost
13 especially. Is it an assumption that we can
14 make that if we reduce the requirement on
15 parking minimums, will that translate into
16 greater affordability of units? Do you
17 really believe that can be achieved or is it
18 just a bonus that we'll end up giving to the
19 development community?

20 MR. O'LOONEY: I can pretty much
21 guess that certain sites today that are not
22 developable will, all of a sudden, become

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1 developable because the threshold for those
2 projects to pencil and get financed will be
3 crossed. I think that is something you can
4 guarantee when the parking loads come down
5 because it is a substantial sizeable cost to
6 projects happening and more likely in
7 neighborhoods that aren't getting development
8 right now over the ones that have been seeing
9 lots of development.

10 VICE CHAIR COHEN: Thank you.

11 CHAIRMAN HOOD: I just want to
12 ask one quick question because I want to hear
13 from the public. Ryan Donahue, let me ask
14 you, how long have you been living in
15 Langdon? You said ten years.

16 MR. DONAHUE: No. Actually, I
17 have been in Northeast for three years and
18 Langdon for about one.

19 CHAIRMAN HOOD: About what time
20 do you see all of this empty parking space?
21 I am just curious. Are you talking about
22 where the Giant and the Home Depot is and all

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1 that?

2 MR. DONAHUE: Yes, exactly. Yes.

3 CHAIRMAN HOOD: Okay. Now, you
4 know -- were you there before -- the bank at
5 one time was built. So some of that parking
6 is now starting to be built on up.

7 MR. DONAHUE: Right.

8 CHAIRMAN HOOD: You weren't
9 talking about the Metro lot or the other lot.

10 MR. DONAHUE: No. I am just
11 talking about the area between the Giant and
12 the Home Depot.

13 CHAIRMAN HOOD: Okay. Okay.

14 MR. DONAHUE: And typically the
15 parking directly facing maybe five spots out
16 from those might be full, but there's a huge
17 sea of parking on the side closest to Rhode
18 Island Avenue that is typically empty around
19 the bank. People just drive through there.
20 And, really, that whole center section is
21 just a sea of asphalt.

22 CHAIRMAN HOOD: So that leaves a

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1 potential to be developed, then?

2 MR. DONAHUE: Right.

3 CHAIRMAN HOOD: So it's still
4 room to develop?

5 MR. DONAHUE: Right.

6 CHAIRMAN HOOD: Okay. I thought
7 you were talking about the Metro lot and the
8 other lot. I wanted to get clear on that.

9 MR. DONAHUE: Yes.

10 CHAIRMAN HOOD: Okay. Because I
11 was going to ask you what time were they
12 empty? All right. Thank you.

13 We appreciate all of your
14 testimony. Okay. Thank you very much.

15 And let me just say this for the
16 record. The overflow was for anything that
17 we missed. Now, I don't know if you are
18 aware, but our first meeting on subtitle C,
19 we had 48 or 50, 50-some odd witnesses. We
20 couldn't have heard 120 a night. So the
21 overflow was whatever we needed. It might
22 not have been that clear, but if you were

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1 here -- I don't mean to be bashing, but if
2 you knew we were trying to do that because we
3 didn't want to go until 2:00 and 3:00 o'clock
4 in the morning because the subway were closed
5 and then, you know, the bicycles, you know,
6 all of that stuff. So anyway --

7 MR. O'LOONEY: We understand, and
8 we're happy that the record is open --

9 CHAIRMAN HOOD: Okay. And you
10 can comment.

11 MR. O'LOONEY: -- so additional
12 testimony can be submitted.

13 CHAIRMAN HOOD: Okay.

14 MR. O'LOONEY: Thank you.

15 CHAIRMAN HOOD: Tad Baldwin,
16 Nancy MacWood, Chris Otten, Mitchell
17 Chrispell, Patricia Penny, Maisie Hughes,
18 Chris Furlong, Kelly Blynn, Jo-Ann Nehaus.
19 And, again, if I pronounced it incorrectly,
20 you can correct me when you come up. Okay.
21 Is this all we have out of all those names?
22 Okay. Darren Flusche, Elina Bravve, Jonathan

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1 Tomer, Susan Taylor, Brian Cohen, Hannah
2 Martin, William Condell, Rick Rybeck. Okay.
3 I think we have eight.

4 Also, we have been joined a long
5 time ago by Office of Planning. I actually
6 mentioned your all's name earlier.

7 Is NCPC still gone? Okay. Okay.

8 We're going to start to my right,
9 your left. You may begin. Identify
10 yourself.

11 MR. CRISPELL: Thank you very
12 much.

13 My name is Mitchell Crispell. I
14 live in Logan Circle, at 1416 R Street,
15 Northwest. I'm speaking on behalf of Jews
16 United For Justice. I have five minutes of
17 comments.

18 I am a livelong Washington, D.C.
19 resident, and I am also speaking based on my
20 own personal experiences. I wish to express
21 our support for lowering off-street parking
22 minimum requirements. The parking minimum

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1 policies you set will affect whether our city
2 can effectively address our affordable
3 housing crisis.

4 In my previous work as a housing
5 counselor, I met with tenants all over town
6 helping them understand their rights, improve
7 housing conditions, and pursue the tenant
8 purchase process. Top on the minds of my
9 clients was affordability. Many of them
10 lived in rapidly changing neighborhoods, like
11 Columbia Heights, where we have a serious
12 shortage of affordable units. Even in less
13 gentrified areas, in recent years we have
14 lost many more affordable units than we have
15 gained. Rents go up, but workers' paychecks
16 stay the same. And, increasingly, renters
17 face falling behind on their rent,
18 displacement, or even homelessness.

19 Part of the solution to our
20 affordable housing crisis is to lower off-
21 street parking minimum requirements. These
22 requirements raise the cost of housing by

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1 forcing developers to build more parking than
2 people want to buy. The dollars spent
3 building unnecessary parking spaces could go
4 toward building more housing units or towards
5 creating more affordable units. Lower
6 minimums allow developers to build what is
7 actually demanded by the market and not waste
8 money and space on unneeded parking spots.

9 These regulations are
10 particularly crucial for affordable housing
11 developers, who are trying to maximize the
12 number of units they build. Each dollar
13 spent on parking takes away from money that
14 could go towards more units. Few of my
15 former clients owned cars. What they needed
16 was a decent home they could afford.

17 We know that low-income city
18 residents are less likely to own cars.
19 Middle income people are also choosing to go
20 carless in increasing numbers. Today, as you
21 know, 38 percent of D.C. households are car-
22 free. Our zoning regulations should

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1 recognize this.

2 The proposed regulations allow
3 true parking demand to be met, lower housing
4 costs, and encourage what we need most of
5 all: affordable housing units.

6 I am also here representing Jews
7 United for Justice. Our over 6,000 local
8 members joined together to pursue justice and
9 equality in our city and region. Embedded in
10 our Jewish tradition is the concept of *tikkun*
11 *olam*, or repairing the world, which teaches
12 us that, as Jews, we have a responsibility to
13 lift us the concerns of marginalized people,
14 both within and outside our community. We
15 work on campaigns such as in recent years
16 marriage equality in the DREAM Act in
17 Maryland and paid sick days for all and a
18 higher minimum wage in the District of
19 Columbia.

20 My previous comments reflect the
21 values and positions of Jews United for
22 Justice. Additionally, we believe the city

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1 should allow new housing developments to
2 right size the parking supply to meet demand,
3 rather than build a government-mandated
4 minimum.

5 The zoning code should support a
6 mix of accessible affordable ways to get
7 around town, things like transit, car
8 sharing, bike sharing, walking, and other new
9 transportation options, as well as
10 appropriate infrastructure for cars. When
11 more people go car-free, driving and parking
12 are easier for drivers of all income levels
13 who truly need cars because they have
14 mobility issues or difficult commutes. High
15 parking minimums move us in the opposite
16 direction by encouraging and subsidizing more
17 cars that are not needed.

18 In these hearings, I am sure you
19 will hear about the effects of the proposed
20 zoning changes on on-street parking. I
21 encourage you to leave that issue up to its
22 appropriate regulator: the District

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1 Department of Transportation. The economics
2 is straightforward. Even as new developments
3 have built more parking than residents want
4 to rent or buy, street parking remains tight
5 in popular neighborhoods. This is because
6 on-street parking is practically free. Free
7 on-street parking lowers the market price for
8 off-street parking because building managers
9 must offer parking spots at a price that
10 appeals to drivers who might otherwise get
11 street parking for free. The off-street
12 spots are then priced lower than their costs.
13 And developers make up the difference in rent
14 levels. As you know, this means that other
15 residents of the building, who may not even
16 own a car, are subsidizing a car owner.

17 The only way to address
18 competition around street parking is to
19 manage it, which is DDOT's job. You should
20 not seek to solve the problem of a lack of
21 sufficient on-street parking by writing a
22 zoning code that creates off-street parking

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1 spots that drivers don't want to pay for.
2 Pass zoning regulations that make sense for
3 the city we are trying to create and leave
4 the issue of on-street parking to DDOT to
5 manage.

6 I am here to stay. The D.C. area
7 has always been my home. And I intend for it
8 to be the place I get married, buy a home,
9 raise children, and retire. I want to live
10 in a city where high-paid lobbyists and the
11 minimum wage worker who prepares her lunch
12 can both live with dignity. I want to live
13 in a city free of traffic jams and free of
14 air pollution. I want to hop on the bus for
15 a quick ride because most people are doing
16 that and fewer need to drive and create
17 traffic that holds up the bus. Parking
18 minimums are not the silver bullet to
19 creating such a place, but they are key.

20 The proposal before you, the
21 product of five years of dialogue between
22 planning and residents from every ward and

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1 neighborhood of the city, is a solid
2 compromise that will retain but reduce marked
3 parking minimums. It is an important part of
4 ensuring a vibrant and inclusive city in the
5 years to come.

6 On behalf of the Jews United for
7 Justice community and as a proud
8 Washingtonian, I encourage you to adopt the
9 proposed changes to the parking regulations.

10 Thank you so much for your time
11 and all of your hard work.

12 CHAIRMAN HOOD: Thank you.

13 Next?

14 MR. FURLONG: Hi, commissioners.
15 My name is Chris Furlong. I work for City
16 Interests, a local multifamily developer. I
17 am actually here, though, today to testify on
18 behalf of myself. And my views do not
19 reflect those of my organization, and they
20 are mine personally.

21 I am testifying tonight in favor
22 of lowering the off-street parking minimum

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1 requirements. As a lifelong resident of
2 Arlington County who attended high school in
3 the District and now proudly calls D.C. my
4 home, I have been afforded a unique
5 perspective on the evolution of the city and
6 its transformation from a once sleepy
7 government town to the bustling, lively,
8 diverse community it has grown to become.
9 D.C. has not always maintained a sense of
10 place like its suburban neighbors have
11 enjoyed, but changing demographics, evidenced
12 in the city skyline and accelerating
13 commercial development, have begun to create
14 the District that our progressive Office of
15 Planning had envisioned.

16 A new era demands new thinking.
17 And the Office of Planning has done an
18 excellent job thus far responding to current
19 and future needs of the city's residents. No
20 city ever grew or progressed and improved
21 without visionary leaders and strong,
22 resolute decisions.

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1 I would like to focus a couple of
2 minutes on the economic realities of the
3 rewrite, which I find central to this
4 discussion. Just a couple of thoughts. So,
5 first of all, parking is a vitally important
6 issue. Cars aren't going anywhere. We all
7 know that. And no one is really waging a war
8 on cars, as some would have you believe.

9 Preferences are changing,
10 though. And, as Ms. Cort pointed out
11 earlier, there is a growing number of non-
12 car-dependent households and people are
13 choosing to live without cars for whatever
14 reason, whether it's affordability or they
15 just prefer to live in the city, use buses,
16 use public transit.

17 Second of all, parking is not a
18 public good. And it demands investment.
19 Adam Smith's invisible hand has proven
20 incredibly effective at allocating the
21 resources efficiently. And such is the case
22 with parking. Developers, including my firm,

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1 which I have seen it from my own experience
2 professionally, understand the demographics
3 of realistic development and the demands of
4 parking better than perhaps anyone besides
5 parking experts and DDOT and yourselves
6 probably, too.

7 If the market demands parking,
8 the bottom line is it will be billed. Who
9 among us can break the future, though? How
10 can you know what people's preferences will
11 be ten years from now? I didn't when I grew
12 up here. I never saw Arlington becoming this
13 transit hub in terms of development like it
14 did.

15 A couple of recent projects in
16 Northeast, in H Street, in particular, are
17 very overparked. And the reason for it is
18 because developers built parking that they
19 felt was necessary for the area. It had
20 nothing to do with the zoning regulations,
21 but they built to the market. That's going
22 to continue to happen. And allowing the

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1 market to dictate the level of parking is
2 really the logical and progressive way
3 forward since neither myself nor you nor OP
4 really knows what parking is going to be like
5 in two to five or ten years.

6 Obviously this debate is not
7 going to end tonight. We have a long way to
8 go. But when making your decision with
9 regards to zoning rewrites, parking reforms,
10 please think long and hard about where your
11 city is heading. If you believe the next
12 generation, my generation in many respects,
13 will revert to the same preferences as our
14 parents, who fled to suburban schools and
15 lifestyles, then, by all means, reducing
16 funding for both transit, cut transportation
17 finance, expand local highway systems. You
18 can do it.

19 However, if you think that, as I
20 think many people do, that the next
21 generation will continue to operate cars with
22 far less reliance than previous generations,

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1 then I have confidence that you will make the
2 right decision and push the zoning rewrite
3 forward.

4 CHAIRMAN HOOD: All right. Thank
5 you.

6 MR. FURLONG: And bring the
7 'Skins back to D.C., please.

8 CHAIRMAN HOOD: Okay. Next? Oh,
9 do we have any 'Skins fans? Chicago? The
10 Giants?

11 MR. FURLONG: Oh, no.

12 CHAIRMAN HOOD: Oh, we've got
13 Giants and 'Skins fans. So that didn't work.

14 Next?

15 MS. HUGHES: Good evening. Casey
16 Trees is a nonprofit organization with the
17 mission to restore, enhance, and protect the
18 tree canopy of Washington, D.C.

19 Since 1950, Washington, D.C.'s
20 tree canopy has declined from about 50
21 percent to its current 36 percent. To
22 reverse this trend, the District has adopted

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1 a 40 percent tree canopy goal to be reached
2 by 2032. And it has included this goal as
3 part of its Sustainable DC plan. So we, of
4 course, applaud the District's efforts to
5 create a more sustainable city by
6 implementing the Green Area Ratio as part of
7 the zoning code. This helps to mitigate the
8 negative environmental impacts of intensive
9 development.

10 We also applaud the District's
11 efforts to include trees in the Green Area
12 Ratio, subtitle C, chapter 17, page 50. This
13 is a clear recognition that trees are
14 environmentally beneficial and powerful storm
15 water managers and help to reduce urban heat
16 island effects and air pollution.

17 However, the Green Area Ratio has
18 a critical flaw. The best way I can explain
19 this flaw is with the following analogy. If
20 you were recruiting for a football team,
21 would you recruit your members based on their
22 size at birth? I don't think so because if

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1 you were to do that, you wouldn't take into
2 account their future growth or their
3 performance. So why would the Green Area
4 Ratio incentivize trees that are larger at
5 their size at planting than when they are at
6 maturity?

7 Here is the challenge with that.
8 We think that the District should incentivize
9 planting trees that will grow large because
10 those are the trees that deliver the most
11 environmental benefits. However, the Green
12 Area Ratio gets five times the credit for
13 planting a 6-inch tree than it does for
14 planting a 2.5-inch tree, even though the
15 survival rates for planting trees at larger
16 sizes are significantly reduced.

17 Also, regional and nurseries
18 don't even provide trees that are over three
19 inches in caliper. So you couldn't buy them
20 if you wanted to.

21 We believe the intent of the
22 Green Area Ratio is to value green elements

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1 based on their environmental benefits. The
2 environmental benefits of large canopy trees
3 are exponentially greater than those of
4 smaller trees. For example, a mature oak
5 tree provides far greater environmental
6 benefits than a small apple tree. So in this
7 example here, you can see that a mature oak
8 tree will grow to be 75 feet; whereas, a
9 mature apple tree would only be 25 feet. So
10 the difference in gallons of storm water is
11 the difference between 16,000 gallons of
12 storm water a year versus 2,287 gallons of
13 storm water a year.

14 But in the Green Area Ratio, if I
15 planted a six-inch Yoshino cherry or a six-
16 inch apple tree, I would get six times the
17 credit than I would for planting an oak tree.

18 So we have simple language that
19 we would like for you to substitute in the
20 Green Area Ratio that would indeed make the
21 policy make sense. Just like the Seattle
22 green factor, upon which the Green Area Ratio

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1 was based, we want you to prioritize planting
2 of trees that grow large. And to do this is
3 really simple. All you have to do is to
4 change two lines in the scorecard of the
5 Green Area Ratio. By simply changing the
6 language in lines B-3 and B-4 of the
7 scorecard, the District can create smart
8 regulation that will work for trees.

9 Thank you for your consideration.

10 CHAIRMAN HOOD: Okay. Thank you.

11 Before I get to you, sir, let me
12 just acknowledge -- and I know this happens
13 when people come late. I asked in my opening
14 statement that you not display any signs or
15 objects. So those who are sitting on the
16 front row who have those signs, 8 and a half
17 by 11, I would ask that you put those away
18 and not display them. If you keep displaying
19 them, we'll go back in the back and take a
20 break. And I will call security and ask them
21 to escort you out.

22 So if you cannot support that

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1 with those signs, we greatly appreciate --
2 the people behind you would appreciate it
3 more than we would so that we don't have to
4 stop and they don't have to come back
5 tomorrow night to testify on subtitle C.
6 Okay. Everybody has seen them. Okay? We
7 all know where you are. So if you can put
8 those up, that would be good. Thank you for
9 being cooperative.

10 You may begin. You get five
11 minutes. He's representing an organization?
12 Okay.

13 MR. B. COHEN: Thank you. Good
14 evening, commissioners. My name is Brian
15 Cohen. I live at 3908 Benton Street in the
16 Glover Park neighborhood. I have lived in
17 the District of Columbia for over 20 years.
18 I am married to a District of Columbia
19 native. And my two children attend D.C.
20 public schools. I intend to stay here for a
21 long time.

22 In addition to those roles, I

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1 also serve as the chair of Advisory
2 Neighborhood Commission 3B representing the
3 communities of Glover Park and Cathedral
4 Heights. And it's in that capacity that I
5 urge you to approve the draft revisions to
6 the zoning code.

7 ANC 3B has been monitoring the
8 ongoing discussion of these revisions and has
9 provided numerous opportunities for our
10 constituents to learn about and comment on
11 the proposed changes to the code.

12 We hosted a representative from
13 the Office of Planning in a public meeting in
14 December 2012. And then in February 2013,
15 the five ANC 3B commissioners unanimously
16 supported a resolution in support of the
17 zoning rewrite. I have attached a copy of
18 this resolution to my testimony.

19 Each ANC meeting was announced in
20 advance. Each was heavily publicized. And
21 each meeting provided ample opportunity for
22 commissioners and the public to ask

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1 questions, learn about the proposed changes,
2 and provide input.

3 You will hear later today from
4 one of my commissioners, who has revised her
5 views on the ANC resolution, but I am here to
6 tell you that the ANC 3 position as a whole,
7 memorialized in our February 2013 resolution,
8 has not changed. We continue to support the
9 rewrite.

10 The five-year process has allowed
11 for ample community input and education.
12 Representatives from the Office of Planning
13 and Office of Zoning have visited
14 communities, heard from residents, and
15 addressed concerns. It's time to move
16 forward to update the District's out-of-date
17 zoning code.

18 In particular, I would like to
19 take some time on the changes in parking
20 minimums in the proposed code. Current
21 parking minimums undermine market forces,
22 increase housing costs, reduce incentives to

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1 use mass transit, and damage a historic and
2 walkable form of many neighborhoods.

3 The changes proposed in the draft
4 zoning code, which are limited to downtown
5 and areas well-served by transit, would
6 mitigate these problems. They would allow
7 room for automobiles but create new
8 incentives and opportunities for
9 environmentally and neighborhood-friendly
10 transportation options: walking, car and
11 bike sharing, and mass transit. These
12 changes would apply to Wisconsin Avenue in
13 Glover Park and Cathedral Heights, which is
14 served by numerous bus lines. We support
15 these proposed changes because they would be
16 good for our communities. I want to provide
17 you two examples of how the market is able
18 to -- how it can or should be able to set
19 parking minimums.

20 We have two new buildings going
21 up in Glover Park. One is an 81-unit
22 development. And the developers voluntarily

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1 decided that they are going to build more
2 than the minimum required parking. They
3 believe that the market is there and it can
4 sell. In this case, there is no need for the
5 minimum.

6 There is another neighborhood
7 long vacant in Glover Park where a developer
8 has been trying to build an eight-unit
9 development. This would be good for our
10 community, eliminate an eyesore, and provide
11 new residents to shop in our stores, walk our
12 streets, and attend our schools. This
13 developer was stymied for several months
14 because the lot location simply would not
15 allow the minimum required number of parking
16 spaces.

17 There's no reason why we should
18 prevent this kind of development. The
19 developer could easily develop it without the
20 minimum required number of parking spaces,
21 but he was unable to do so. This was finally
22 resolved by an exemption, but this is an

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1 example of how the minimum parking
2 requirements inhibit development in our
3 communities. There is no reason why we
4 should prevent this kind of development. The
5 developer could easily develop it without the
6 minimum required number of parking spaces,
7 but he was unable to do so. This was finally
8 resolved by an exemption, but this is an
9 example of how the minimum parking
10 requirements inhibit development in our
11 communities.

12 Commissioners, I want to very
13 briefly bring to your attention -- it's in my
14 written testimony -- our support for other
15 changes in the zoning code with regard to
16 accessory dwelling units and corner stores.
17 Both would apply to Glover Park. Both would
18 make our community a better place to live. I
19 hope you will support those two.

20 I know that you are under heavy
21 pressure to maintain the status quo and delay
22 further. And I hope you will resist that

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1 pressure.

2 The proposed changes to the
3 zoning code are not radical. They are long
4 overdue modifications to an out-of-date 1950s
5 zoning vision. The proposed zoning changes
6 will make our neighborhoods and the District
7 of Columbia as a whole a better place to
8 live, work, and play in the years ahead.

9 On behalf of ANC 3B, representing
10 the communities of Glover Park and Cathedral
11 Heights, I hope you will approve these
12 changes in an expeditious fashion.

13 CHAIRMAN HOOD: Okay. Thank you.

14 Next?

15 MS. TAYLOR: Good evening. My
16 name is Susan Taylor. And I am President of
17 the Cleveland Park Citizens Association. I
18 am here to tell you about the association's
19 concerns with the proposed changes to parking
20 requirements in subtitle C.

21 CPCA believes that a blanket
22 minimum parking requirement policy for all

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1 areas of the District of Columbia does not
2 serve the city well and will have an unequal
3 impact on individual neighborhoods. D.C.'s
4 neighborhoods have unique characteristics
5 that dictate a need for different treatment.
6 And I'll tell you some of Cleveland Park's.

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

17 The abundance of neighborhood
18 choices for education is a huge benefit for
19 families living in Cleveland Park, but that
20 benefit comes with a cost. And the cost is
21 the traffic generated by these schools and
22 the corresponding strain on parking.

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1 Currently the zoning regulations'
2 minimum parking requirements for educational
3 institutions are calculated by a formula that
4 includes numbers for teachers, staff, and
5 student population as well as auditoriums and
6 gymnasiums available for public assembly.
7 Further, it divides educational institutions
8 into four categories: college or other
9 institutions of higher learning, elementary
10 and junior high school, high school and
11 accessory uses, pre-elementary and pre-
12 kindergarten.

13 The proposed subtitle C 1901.5
14 has two categories: education, private; and
15 education, public. Additionally, it proposes
16 the following formulas for calculating
17 required parking spaces for educational
18 institutions: education, private, 1.25 per
19 1,000 square feet; education, public, .25 per
20 1,000 square feet. It eliminates the
21 descriptive categories. And, more
22 importantly, it changes the minimum parking

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1 space formula from a population to a square
2 footage calculation.

3 This ignores the real impact of a
4 school's parking needs: the number of people
5 arriving at the school each day. For
6 example, I live two doors away from a private
7 early childhood development center and pre-K
8 school. These institutions are required to
9 provide a minimum ratio of teachers to
10 students, which is substantially higher than
11 that of high schools or even elementary
12 schools. The square footage of the school
13 bears little resemblance to the number of
14 people driving and parking at the school
15 every day. This school enrolls children with
16 special needs. This brings even more people
17 to the school each day, including physical
18 therapists, occupational therapists, speech
19 therapists, mental health counselors, and
20 private aides. Parents are extremely active
21 with the school. And the campus visits are
22 expected. There are several such

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1 institutions in Cleveland Park. And the
2 proposed new formula fails to recognize the
3 different impact of this type of institution
4 on a neighborhood's public parking
5 availability.

6 This is but one example of how a
7 school's population should be taken into
8 account when determining the number of
9 required parking spaces. Cleveland Park has
10 15 schools in its very small area. The
11 impact of traffic and parking is substantial.
12 The fact that the proposed parking policy is
13 applied equally across the city fails to
14 recognize the different circumstances in
15 different neighborhoods. And we urge you to
16 require best practices regarding parking
17 policy and insist on separate analyses of and
18 parking policy treatment for each of D.C.'s
19 distinct neighborhoods.

20 I am certain you have also heard
21 repeated testimony expressing concern that a
22 blanket reduction and in some cases

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1 elimination of minimum parking requirements
2 is premature, particularly given the sorry
3 state of Metro's performance, DDOT's failure
4 to complete its yearlong study of parking
5 pressures and recommendations, and a critical
6 need to review and update residential parking
7 policy. We concur and have adopted a
8 resolution outlining a complete list of
9 concerns last May, 2013. I have attached the
10 resolution to my testimony.

11 Thank you for your consideration
12 and attention.

13 CHAIRMAN HOOD: Thank you.

14 Next?

15 MS. PENNY: Good evening. My
16 name is Patricia Penny. I was born and
17 raised in Washington, D.C. I live in Ward 5.
18 I have been working for ONE DC, which is
19 Organized Neighborhood Equity, since 1998.

20 I am here tonight because what
21 ONE DC do, we organize around low-income
22 working poor residents who demand to be

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1 included in the new D.C. ONE DC organized to
2 ensure that the new housing development
3 proposed for the parcel 42 located at 7th and
4 R Street have affordable units for households
5 making less than \$50,000 a year. ONE DC also
6 call for units that were affordable for
7 households making or earning less than
8 \$25,000 a year. We target this income group
9 because we saw a new development in
10 affordable targeting household making 60
11 percent of the AMI, currently about \$100,000
12 a year for a household of 4.

13 ONE DC has tried to change the
14 definition of affordable before the D.C.
15 Council in 2009. And we are still trying to
16 do that. We are the only organization in
17 D.C. targeting the low-income units for the
18 AMI.

19 As you can see, Commissioner, the
20 new affordable housing actually applies to
21 the upper class and not to the lower class.
22 We have been fighting this battle with the

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1 AMI for several years.

2 And, also, the average income for
3 the African American and Washingtonians in
4 Washington, D.C. is only \$35,000 a year.

5 We need a clear definition of
6 affordability for the AMI to meet the income
7 of African Americans and working poor in
8 Washington, D.C. They're being misplaced and
9 being priced out of the city. It's time for
10 change. And we demand change for the AMI in
11 the Washington, D.C. area.

12 Thank you.

13 CHAIRMAN HOOD: Okay. Thank you.

14 Next?

15 MS. MARTIN: Hi. My name is
16 Hannah Martin. I live in the Petworth
17 neighborhood, at 5122 New Hampshire. And I
18 am actually not here to talk about car
19 parking. I am here to talk about bicycle
20 parking. I am one of my few friends who
21 bikes around. My significant other does as
22 well. We have four bicycles and one car in

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1 our apartment.

2 And it's almost laughable when
3 you try to go places and find bicycle
4 parking. I know people who drive cars talk
5 about having to walk around and look for
6 spaces, but I frequently lock my bike to park
7 meters or to signs telling me when you can
8 park a car, even though I haven't driven my
9 car there. So it would be really nice to see
10 additional bike parking. So I do support the
11 increases in required bike parking that are
12 in the proposed rules.

13 And I also appreciate the
14 stipulation that places that go over 1.5
15 times the minimum of car parking spaces are
16 required to have additional bike parking as
17 well.

18 I try to convince my friends to
19 bike. I have friends who drive two miles to
20 work from a house in the District to an
21 office in the District because parking is
22 free at his work and cheap in the street.

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1 And so it is really hard for me to convince
2 him to start biking and to reduce the
3 congestion in D.C. when he can't even find a
4 bike rack outside his office and he got his
5 bike stolen from the street from where he
6 lives.

7 People lock them to signs all the
8 time. I see poor bicycles that couldn't be
9 properly locked. I go to yoga, and I have to
10 lock it to a railing. It's just absurd how
11 few bike parking spaces there are. So I'm
12 really glad to see that you have increased
13 the minimums.

14 And, even for some of the
15 table -- I think it's 2004, section C -- some
16 of those even look a little low to me. I was
17 calculating. For any of you who have been to
18 Trader Joe's over in GW area, based on that
19 metric, it would only require them to have
20 like six or seven bike parking spaces, but I
21 think there were about 60 bikes there one
22 time when I went. They have chosen to put in

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1 additional parking, but a lot of places
2 haven't. And it's crazy. You know, you are
3 going to be walking with your grocery bags to
4 your bike. How far are you going to walk?

5 So I think it would really
6 encourage people. If we want people to
7 continue to go car-free or have fewer cars
8 per household, we need to make it convenient
9 for them to actually lock up their bike
10 within view of where they are going because I
11 know I certainly don't want to ride a less-
12 than-quality bike around, and I don't want
13 to park a quality bike where I can't see it.
14 So, if anything, I would support more bike
15 parking requirements, especially for retail.

16 Thank you.

17 CHAIRMAN HOOD: Thank you.

18 Next?

19 MR. RYBECK: Good evening. My
20 name is Rick Rybeck. I am the Director of
21 Just Economics, a firm that advises
22 communities about creating incentives for job

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1 creation, affordable housing, transportation
2 efficiency, and sustainable development. I
3 wish to lend my support tonight to the zoning
4 update in general and to provisions related
5 to inclusionary zoning and reducing parking
6 requirements in particular.

7 With regard to inclusionary
8 zoning, I commend the Commission for creating
9 this program. The program has had some
10 challenges, both in terms of administrative
11 issues and the recession, but these
12 challenges are being addressed and overcome.

13 According to officials at the
14 Department of Housing and Community
15 Development, some of the first units built
16 under this program are now being delivered.
17 And there are about 1,000 units in the
18 pipeline.

19 Inclusionary zoning is built on a
20 sound policy framework. Public subsidies are
21 used to create permanently affordable rental
22 or homeownership housing opportunities, in

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1 both condo buildings and single family homes,
2 using a shared equity approach. Shared
3 equity allows for wealth creation for
4 individual homeowners while sustaining
5 affordability for subsequent owners of the
6 same home. This shared equity model has been
7 the basis for successful programs around the
8 country with years of experience in providing
9 long-term affordable homeownership.

10 On October 31st, just a few weeks
11 ago, the Metropolitan Council of Governments
12 hosted a workshop on shared equity
13 homeownership to facilitate increased
14 utilization of this approach for affordable
15 housing in the region.

16 As you know, real estate prices
17 have reached or exceeded their pre-recession
18 levels and are heading up. There is a danger
19 that people of low and even moderate income
20 are going to be priced out of the District.
21 Inclusionary zoning will not solve this
22 problem, but it certain can help establish a

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1 stock of affordable housing that will remain
2 affordable into the future. Thank you again
3 for establishing this affordable housing
4 program in D.C.

5 With regard to parking, the
6 automobile is an amazing invention that
7 greatly enhances personal mobility. However,
8 automobiles require an enormous amount of
9 space, both when they are moving and when
10 they are parked.

11 Requirements for parking at
12 employment, retail, entertainment,
13 educational, and residential developments
14 provide each car with multiple dedicated
15 parking spaces, even though only one can be
16 utilized at any one time. Based on minimum
17 parking regulations, it would appear that we
18 are more concerned with preventing
19 homelessness for cars than for people.

20 While mobility is an important
21 capability, cities thrive not on mobility but
22 on accessibility. Accessibility relates to a

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1 parcel's proximity to desirable places to
2 live, work, shop, learn, and play. And that
3 is a key factor in determining the location
4 of the value of land.

5 As I mentioned, parking requires
6 a lot of space. And the space devoted to
7 parking reduces the proximity of urban
8 destinations and activities, thereby reducing
9 the accessibility that makes urban areas
10 attractive and valuable in the first place.

11 While a typical parking space
12 individually only takes up 144 to 200 square
13 feet, when you add lanes for travel and
14 turning, that space requirement balloons to
15 more like 300 to 350 square feet per space.
16 And that's about half the size of an
17 efficiency apartment for a human being.

18 Parking lots exacerbate the heat
19 island and storm water runoff effects, as has
20 been mentioned by others. And in areas where
21 there are high demands for residential and
22 commercial space, such as in Washington,

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1 D.C., urban parking requirements deprive some
2 people of the opportunity for living,
3 working, or shopping in prime locations,
4 pushing development into outlying areas.

5 The costs for parking spaces can
6 approach \$5,000 for surface lots, 15 to 20
7 thousand for structured lots. And in D.C.,
8 we regularly hear people talk about 40 to 50
9 thousand dollars per space for underground
10 parking spaces. And while we focus on these
11 construction costs, which are important, we
12 often ignore the operating and maintenance
13 costs, which need to be factored in as well.
14 And I have listed those in my testimony.

15 According to the Victoria
16 Transport Institute, these costs can approach
17 \$300 per space per year unless, of course,
18 you have a cashier, in which case that cost
19 goes up to up to \$500 per space per year.

20 Parking requirements increase the
21 cost of housing on average between 12 and a
22 half and 25 percent depending on the

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1 requirement, depending on the type of
2 housing. When parking spaces are required,
3 their costs are included in the cost of
4 residential units and in the cost of goods
5 and services sold at that location. In many
6 instances, some of these costs are paid by
7 households or customers who do not own or use
8 cars. Thus, walkers, cyclists, and transit
9 users end up subsidizing the driving of
10 others. This is --

11 CHAIRMAN HOOD: Okay. Thank you
12 very much. I'm going to have to cut you off.
13 Thank you very much. I know they didn't do
14 that over at NCPC. I can find out in a few
15 minutes. But over here because we have so
16 many people --

17 MR. RYBECK: Sure. I understand.

18 CHAIRMAN HOOD: We want to
19 finish. So I appreciate that.

20 MR. RYBECK: Thank you.

21 CHAIRMAN HOOD: We have your
22 testimony.

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1 MR. RYBECK: Thank you very much.

2 CHAIRMAN HOOD: Let me just
3 acknowledge that we have been joined by our
4 colleagues Commissioner Miller and
5 Commissioner May, who had a long day and I
6 know Commissioner Miller especially, BZA,
7 NCPC, and now with us. Welcome, Commissioner
8 May. Pass some of that down this way. But,
9 anyway, and also Director Tregoning from the
10 Office of Planning. Did I miss anyone who
11 joined us lately? And also those in the
12 audience who were at the National Capital
13 Planning Commission's hearing today. So
14 welcome.

15 COMMISSIONER MILLER: Mr.
16 Chairman, Commissioner May and I will be
17 reviewing the hour and whatever minute-plus
18 that we missed.

19 CHAIRMAN HOOD: Okay. Great.
20 Okay. Let's see if we have -- first of all,
21 let me thank each and every one of you for
22 your testimony, very helpful. And we

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1 appreciate you providing us testimony. Let's
2 see if we have any questions. Any questions,
3 Commissioner Turnbull?

4 COMMISSIONER TURNBULL: Yes.
5 Thank you, Mr. Chair.

6 Ms. Hughes, your trees?

7 MS. HUGHES: Yes?

8 COMMISSIONER TURNBULL: I wonder
9 if you could expand a little bit more about
10 the two changes that you are talking about.
11 I know you were talking about the height of
12 maturity. And somehow I think you were
13 saying that the way the language is now, OP
14 is giving bonus for a tree that when it's
15 fully mature isn't that substantial, even
16 though we maybe planted at a bigger size
17 originally.

18 MS. HUGHES: Right. So let's say
19 you have two trees, right? The way the GAR
20 is written currently, if you plant a tree,
21 that is six inches in caliper, right, you get
22 more credit than if you plant a tree that is

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1 two inches in caliper. It doesn't matter
2 what kind of tree it is. It just matters the
3 size of the tree.

4 COMMISSIONER TURNBULL: Just the
5 caliper?

6 MS. HUGHES: Just the caliper of
7 the tree. So we're saying, hey, if one of
8 those trees is an oak, why does it matter
9 what size you plant it at because it is still
10 going to be an oak? However, if one of those
11 trees is an oak and the other tree is an
12 apple tree, which one should you give more
13 credit for? Well, you should give more
14 credit for the oak tree, but if you plant a
15 six-inch apple tree, you will get more credit
16 than you will if you plant a two-inch oak
17 tree. And that doesn't make any sense.

18 And it's particularly confusing
19 because the GAR is supposed to be based on
20 the Seattle's Green Factor, which does rate
21 trees at the size of maturity. It is also
22 confusing because the GAR gives -- if you

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1 plant a larger shrub, you get more credit
2 than if you plant a smaller shrub. So why
3 wouldn't you get more credit for a larger
4 tree at maturity than you would for a smaller
5 tree at maturity?

6 COMMISSIONER TURNBULL: Okay.
7 And you were also mentioning that you think
8 the six-inch caliper should be reduced to a
9 five-inch caliper?

10 MS. HUGHES: No. I think that
11 the six-inch caliper shouldn't even be a
12 consideration. It should all be based on the
13 size of maturity. So we think that you
14 should have 2 categories: tree canopy for
15 all new trees 40 feet or less at maturity
16 calculated at 50 square feet per tree. And
17 the other category would be tree canopy for
18 all new trees greater than 40 feet at
19 maturity calculated at 250 square feet per
20 tree.

21 COMMISSIONER TURNBULL: And not
22 concern ourselves with the caliper?

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1 MS. HUGHES: You don't want to
2 concern yourself with the caliper because
3 there are several things wrong with it, the
4 first being the size of maturity issue. The
5 other is that a tree survivability is
6 compromised if you plant it at a larger size.
7 It is kind of counterintuitive, which is why
8 I didn't mention it when I was first trying
9 to explain the flaw.

10 COMMISSIONER TURNBULL: Right.

11 MS. HUGHES: So if you got a
12 balled and burlapped tree that was two
13 inches, it would take two years for the
14 tree's roots to regrow.

15 COMMISSIONER TURNBULL: Right.

16 MS. HUGHES: But if you got that
17 same tree at six inches, it would take maybe
18 seven years for the tree's roots to start to
19 establish. So your smaller tree could end up
20 growing faster because it starts its growth
21 at a sooner time than the tree at a larger
22 size. So, even if you could find a six-inch

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1 caliper tree, it would still be the same size
2 for several years before it started to
3 regenerate its roots and start to grow.

4 So the International Society of
5 Arboriculture doesn't recommend planting a
6 tree that is over five inches at all. And so
7 I am an arborist, and that is the society of
8 arborists who look at these scientific issues
9 as it relates to trees.

10 And so the GAR is recommending
11 practices that scientists believe are not
12 smart.

13 COMMISSIONER TURNBULL: Okay.
14 Well, thank you for clarifying that. I
15 appreciate it.

16 Ms. Taylor, I think we have heard
17 some comments similar to what you are talking
18 about a week ago. And I think OP is aware of
19 that. But we will bring it up again when we
20 ask our questions of them.

21 MS. TAYLOR: Okay. Thank you.

22 COMMISSIONER TURNBULL: So thank

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1 you again for your comments, and thank all of
2 you for your comments.

3 COMMISSIONER TURNBULL: And, Ms.
4 Martin, you can always let the air out of
5 someone's tire.

6 (Laughter.)

7 COMMISSIONER TURNBULL: You
8 didn't hear that here, though. I will deny
9 that.

10 MS. MARTIN: That doesn't let me
11 take their space, though. That just means
12 that --

13 COMMISSIONER TURNBULL: Okay.

14 MS. MARTIN: -- there is a
15 bicycle with a popped tire.

16 CHAIRMAN HOOD: Okay. Any other
17 questions?

18 (No response.)

19 CHAIRMAN HOOD: Okay. Again, we
20 want to thank this panel. We appreciate you
21 coming down and providing testimony.

22 Let's take a break, five-minute

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1 break.

2 (Whereupon, the foregoing matter
3 went off the record at 7:29 p.m.
4 and went back on the record at
5 7:35 p.m.)

6 CHAIRMAN HOOD: We would like to
7 go back on the record. I think we are all
8 straight. We are going to call a few names.
9 I think it's Jalal Greene, Richard Layman,
10 Renee Bowser, Lindsley Williams, Holly Chase,
11 Sara Green, Sonia Conly, Brenna Barber,
12 Delores Bushong. Okay. I'll keep moving. I
13 don't think I have -- Scott Hall. Let me
14 see. One more person. Oh, okay. Okay.
15 Sarah Scruggs. Okay. I think we have eight.
16 We're going to start to my left, your right.
17 Mr. Greene, if you could begin? Make sure
18 your light is lit up.

19 MR. GREENE: Thank you.

20 Good evening. And thank you for
21 the opportunity to present my testimony
22 tonight. My name is Jay Greene. I am a

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1 resident of Ward 5. I have been involved in
2 building and financing of affordable housing
3 for the past 15 years in the region. I am a
4 former Director of Housing and Community
5 Development in both D.C. and Prince George's
6 County. I have worked for a national not-
7 for-profit developer of affordable housing
8 focusing on development of affordable housing
9 in the Mid-Atlantic region. I have worked
10 for private developers whose mission was the
11 development and financing of affordable
12 housing in D.C. And I am currently the Chief
13 of Housing Division for the Department of
14 Housing and Community Affairs in Montgomery
15 County. I am here tonight to support
16 reducing parking requirements for the
17 development of affordable housing.

18 Various studies show a strong
19 correlation between household income and
20 vehicle ownership. Residents with lower
21 incomes, enabling them to qualify for
22 affordable housing, typically have lower

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1 automobile ownership rates than the
2 population at large and, therefore, have less
3 need for parking.

4 If the affordable housing is
5 located near public transportation or in
6 walking distance of a commercial center, that
7 will further reduce the demand for parking.
8 It is becoming increasingly more effective to
9 locate affordable housing near mass
10 transportation in order to reduce both
11 housing and transportation costs to lower-
12 income families.

13 Parking is an expensive component
14 to affordable housing projects. For surface
15 parking, the cost can range from two to five
16 thousand dollars per space. For one level of
17 underground parking, the range can be 25,000
18 to 40,000 dollars. And for a second level of
19 underground parking, the cost can be \$45,000
20 or greater.

21 At a time when our community is
22 struggling to meet the demand for affordable

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1 housing, minimum parking requirements that do
2 not reflect actual need can increase the cost
3 for housing and be a determining factor in
4 making affordable housing projects infeasible
5 because of the amount of GAAP financing
6 required. And that is low-income interest
7 rates from local government is just too
8 great.

9 As an example, I am currently
10 working on an affordable housing project
11 within four blocks of a Metro station. The
12 project is for 149 units of housing, of which
13 139 units are affordable housing, including
14 15 units affordable to people at 30 percent
15 of varying median incomes.

16 CHAIRMAN HOOD: Thank you.
17 Thank you very much. Appreciate it. All
18 right. Yes, we do have it.

19 Next?

20 MS. CONLY: My name is Sonia
21 Conly. I have been a resident of Capitol
22 Hill. My husband and I have been a resident

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1 of Capitol Hill for nearly 40 years. I am
2 here to express our support of the
3 compromised requirement reducing the minimum
4 parking requirements in new multi-unit
5 buildings in transit-rich neighborhoods by 50
6 percent.

7 The District has a major
8 competitive advantage in its already rich
9 transportation options. Reducing parking
10 requirements will stimulate further
11 innovative transportation options and
12 potentially reduce housing costs for those
13 who choose to go car ownership-free.

14 Although we believe that the
15 market will, at least in the near future,
16 typically provide parking above the minimum
17 requirements, the proposal will allow
18 developers to provide innovative options. We
19 believe that the proposal will enable
20 additional current and future residents to
21 take advantage of auto ownership-free life
22 and, thus, spend their consumption dollars on

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1 other residential or non-residential goods
2 and services.

3 My husband and I anticipate that
4 when we decide to move from our rowhouse to
5 an apartment, we will not own a vehicle.
6 Thus, we would prefer not to subsidize
7 parking spaces for other residents.

8 The growth of alternatives to own
9 car transportation will be critical to our
10 ability to access the community. We believe
11 that density is key to more efficient
12 transportation options and also to the
13 necessary growth of this city. Providing
14 city services to the entire population and
15 special housing, medical, and other services
16 to the many low-income residents of this city
17 requires additional revenue. Additional
18 revenue requires additional population as the
19 city tax rates are already higher than
20 neighboring jurisdictions.

21 Thank you for your time.

22 CHAIRMAN HOOD: All right. Thank

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1 you.

2 Next?

3 MS. BUSHONG: Good evening. My
4 name is Delores Bushong. I live at 2030
5 Hamlin Street, Northeast. I am here this
6 evening to discuss concerns I have about the
7 proposed Green Area Ratio, GAR.

8 First, I want to commend the
9 Zoning Commission for including regulations
10 that will contribute to a green D.C. as
11 development increases in the city. However,
12 I am concerned that the regulations as
13 written do not give enough weight to the
14 planting of large canopy trees. As proposed,
15 trees are given a GAR score based on their
16 size at planting, not their size at maturity.
17 Thus, a dogwood, which reaches a mature
18 height of about 30 feet, would receive the
19 same score as a white oak, which reaches a
20 height of over 150 feet at maturity.

21 I am also concerned that green
22 roofs are given equal value to large-diameter

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1 trees in the proposed regulations. Note that
2 an intensively vegetative roof would earn a
3 multiplier of .8, the same as an existing 24-
4 inch or greater in diameter tree. Green
5 roofs certainly do aid in storm water
6 management, improve air quality, mitigate
7 temperature, thus providing cooling and
8 heating savings to the owner, but they do not
9 provide some of the important aspects that
10 trees do.

11 When I am walking down the
12 street, I can't see the plants on the roof.
13 I can't walk in the shade the tree would
14 provide. I can't hear and see the birds that
15 the trees provide home to.

16 One of the purposes of GAR
17 according to the regulations is to "promote
18 attractive and functional landscapes." Trees
19 can provide that. Green roofs are
20 functional, but, as attractive as they may
21 be, they cannot be viewed by those of us at
22 the street level. The pedestrian experience

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1 needs to be considered.

2 If we want developers to plant
3 large canopy trees, then we must provide the
4 incentive of a larger value on the GAR
5 scorecard for planting them.

6 I have always appreciated the
7 large canopy trees in the neighborhoods where
8 I have lived. As a resident of D.C. for over
9 40 years, I have seen many of these older
10 trees die. We must protect those that we
11 have and encourage builders to plant more.
12 Revising the GAR scoring to give greater
13 value to planting large canopy trees will
14 provide that incentive. Large canopy trees
15 not only make the city more beautiful. They
16 will substantially improve our air quality,
17 act as air conditioners for our hot city, and
18 reduce storm water runoff.

19 Thank you.

20 CHAIRMAN HOOD: Thank you.

21 Next?

22 MS. SCRUGGS: Good evening. And

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1 thank you for this opportunity to testify and
2 the many hours you spend serving residents in
3 this city.

4 My name is Sarah Scruggs, and I
5 am the Director of Advocacy and Outreach at
6 Manna, Incorporated. I would like to speak
7 tonight about the ownership side of
8 inclusionary zoning regulations, which are
9 similar to affordable dwelling units with
10 long-term resale restrictions that have been
11 integrated into market-rate condo buildings
12 all over the city.

13 I am not speaking about the
14 rental side. Manna supports including
15 affordable rental units in market-rate condo
16 buildings and believe rental units can and
17 should target even lower income levels than
18 they do now. The ownership side could serve
19 more residents and lower-income families but
20 only after certain regulatory and
21 administrative issues are addressed.

22 Since the Zoning Commission

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1 oversees issues regarding inclusionary
2 zoning, I think you need to understand the
3 economics involved in mixing a smaller
4 percentage of affordable units into a market-
5 rate building need to be taken seriously.

6 D.C., along with other high-
7 priced markets across the United States, had
8 some serious regulatory/administrative issues
9 that need to be addressed. And D.C. should
10 look to changes that other cities, with
11 longer-running inclusionary housing programs,
12 have made and continue to grapple with.

13 I will speak about the findings
14 of a study that Manna did on inclusionary
15 housing programs in comparable cities, like
16 Boston, San Francisco, and San Jose. I will
17 also submit the study along with my
18 testimony. And I hope the Commission will
19 take seriously the findings and the
20 experiences of owners here and elsewhere.

21 Rising condo fees threaten to and
22 have economically forced out affordable

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1 owners living in market-rate buildings.
2 Boston covered fees in one building for a
3 short period of time. And San Francisco is
4 grappling with how to help owners facing fee
5 hikes. These issues are also being faced by
6 surrounding jurisdictions, like Montgomery
7 County.

8 Currently condo fees are the only
9 uncapped housing expense for affordable
10 buyers. If we want to continue to integrate
11 affordable units into market-rate condo
12 buildings, then the District needs to cap or
13 somehow reduce the potential increase of
14 condominium fees and include this information
15 in all condo documents.

16 In the interest of creating
17 larger units for families in economically
18 viable living situations, we believe the
19 District should keep in mind boosting up a
20 robust in lieu fee system for off-site
21 construction. With on-site development, unit
22 sizes are determined by the makeup of market-

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1 rate units in a given development and are
2 typically studios, one-bedrooms, and a fewer
3 number of two-bedroom units. If the District
4 wants to provide longer-term ownership
5 opportunities for families or individuals and
6 couples planning to have children, then it
7 should consider available avenues to build
8 larger units.

9 Finally, the economics and
10 administration of long-term or permanently
11 restricted ownership units need to be
12 evaluated. Other jurisdictions are spending
13 a lot of money buying back units that
14 affordable owners cannot find a buyer for or
15 are allowing owners to sell at the market
16 after a period of time.

17 During the resale-restricted
18 period, if an affordable owner is unable to
19 find a buyer in their income category after
20 taking off realtor and closing costs, if they
21 are able to find a buyer, the owner usually
22 leaves the sale without enough to purchase

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1 elsewhere. This is especially the case for
2 owners who have already used a home purchase
3 assistance loan in the District.

4 Especially with smaller units, we
5 are setting up a system where affordable
6 owners are funneled back into an affordable
7 rental or out of the District entirely. San
8 Jose's subsidy recapture program ensures both
9 a future funding source for its affordable
10 housing programs as well as the ability for
11 affordable owners to have access to the
12 appreciation of their homes and more easily
13 move into the open market if they need to
14 sell at some point.

15 In order to make the ownership
16 side of inclusionary zoning thrive and
17 benefit lower-income folks in the District,
18 we need to not ignore issues. And we need to
19 be creative. We need to create a system that
20 supports affordable housing in the future and
21 allows lower-income families to grow.

22 Thank you.

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1 (Applause.)

2 CHAIRMAN HOOD: Okay. Thank you.

3 Next?

4 MS. CHASE: My name is Holly
5 Chase. I live in Ward 3. I'd like to
6 testify in support of the proposed zoning
7 code update, specifically the reduction in
8 minimum parking requirements.

9 Reducing parking minimums is very
10 important to me, both professionally and
11 personally. I am a transportation planner as
12 well as one of the many D.C. households that
13 do not own a car. Biking is my primary form
14 of transportation, in addition to walking,
15 transit, and occasionally car share.

16 I value the amenity of living in
17 a neighborhood where car ownership is
18 unnecessary for my day-to-day. In fact, I
19 work in Maryland, but I choose to live in
20 D.C. and reverse-commute by bike exactly
21 because this is so important to me.

22 Although I would prefer to see

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1 all parking minimums removed, the zoning code
2 update as proposed is a critical step in the
3 right direction. It will support sustainable
4 active transportation options. In contrast,
5 mandating arbitrary amounts of off-street
6 parking in excess of market demand
7 incentivizes driving.

8 The oversupply of parking
9 influences travel behavior over time, leading
10 to congestion, pollution, and streetscapes
11 that are hostile to anyone not insulated by a
12 car.

13 Not updating the zoning code is
14 in direct conflict with D.C.'s goal to
15 achieve a more balanced mode share of 75
16 percent non-auto commute trips.

17 Although I am a relatively new
18 D.C. resident, I care about the future of the
19 District. And I hope to become a homeowner
20 here in the future. However, that
21 opportunity will only become more difficult
22 for me and for many others if D.C. continues

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1 to bundle the cost of housing with the cost
2 of constructing and maintaining parking
3 spaces. Reducing parking minimums is one way
4 to help keep D.C. affordable and inclusive
5 for residents spanning the age and economic
6 spectrum.

7 I feel very strongly that
8 abundant free off-street parking is an
9 outdated and unsustainable expectation.
10 Reducing parking minimums will offer D.C.
11 residents more, not less, transportation
12 choice.

13 Thank you for your consideration.

14 CHAIRMAN HOOD: Okay. Thank you.

15 Next?

16 MR. HALL: Hello. My name is
17 Scott Hall. I am the General Manager of
18 Zipcar for the greater Washington, D.C. area.
19 And I want to thank the commissioners for
20 what I know is a very passionate topic for
21 everyone here and at all the hearings.

22 I am here to speak in support of

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1 the proposed zoning updates to reduce the
2 parking minimums. To give you a sense of how
3 we sit on this issue, Zipcar is currently one
4 of the largest private lessors of parking
5 spaces in the greater Washington, D.C. area
6 with close to 1,000 spaces under lease at any
7 time. So from a purely economic issue, by
8 reducing the parking minimums, we're, in
9 effect, increasing our own fixed costs. We
10 recognize that it is a better way of life in
11 the District and it is the right way to go.

12 We currently negotiate with a
13 variety of private and public entities as
14 well as speak to a number of advisory
15 neighborhood commissions for on-street
16 locations. And we see the passion from the
17 citizens as well as from the local government
18 entities regarding parking minimums.

19 As parking has been reduced, we
20 have seen our own impact as well, too. So
21 lots where we formerly were able to serve our
22 members better disappeared. Again, we still

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1 stand in support of the reduced parking
2 minimums.

3 More than 25 percent of our
4 members own one or more vehicles. So we
5 recognize there is a percentage of our
6 membership that still takes advantage and
7 utilizes vehicles on a somewhat regular or
8 regular basis. Again, we still stand in
9 support of the reduced minimums. We're very
10 sensitive to these parking limitations.

11 We understand that to people,
12 losing parking is a way of giving up their
13 security. And they're using alternate forms
14 of transit, whether it be biking, walking,
15 using a bus, or all sorts of other different
16 ways of getting around. It is a form of
17 trust, whether it is car sharing, bike
18 sharing. That is what people have to feel
19 comfortable doing. So when one of our
20 largest expenses is parking as an
21 organization and we're saying it's worth it
22 to reduce those minimums, it's a faith that

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1 we have in the public to endorse and continue
2 to use those alternate forms of
3 transportation.

4 And when they do take the plunge,
5 when our residential partners tell us that
6 the reason that their residents select where
7 they are is because of the transportation
8 alternatives, this is what we find: 61
9 percent of our members had postponed a
10 vehicle purchase because of their
11 transportation alternatives; 71 percent of
12 members make more multipurpose trips as a
13 result of multi-transit options; and,
14 finally, 23 percent of our entire membership
15 was able to sell their vehicle as a result of
16 having other transportation options. These
17 are very powerful statistics that speak to
18 the need for a more sustainable transit
19 alternative set in the community.

20 So I would like to thank the
21 Zoning Commission for their time. Thank you
22 for having me here tonight.

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1 CHAIRMAN HOOD: Thank you.

2 Next?

3 MS. BOWSER: Good evening,
4 commissioners and Chair Hood. I thank you
5 for holding these hearings and hope that you
6 will hold additional hearings so as to
7 provide thorough consideration of the many
8 issues raised by the proposed rewrite.

9 My name is Renee Bowser. And I
10 am ANC 4D's vice chair and commissioner of
11 ANC 4D02. I am testifying this evening on
12 behalf of ANC 4D in support of our resolution
13 urging the Zoning Commission to adopt
14 regulations now to allow D.C.'s real low and
15 moderate-income population to rent and own
16 units in new or substantially rehabilitated
17 multi-unit housing under the inclusionary
18 zoning law.

19 I am also testifying in support
20 of ANC 4D's resolution urging retention of
21 parking minimums for multi-unit housing
22 bordering fully residential blocks in our

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1 neighborhoods.

2 D.C.'s severe poverty rate goes
3 hand in hand with the acute housing crisis
4 our city's poor and moderate-income residents
5 suffer. In 2012, according to D.C. Fiscal
6 Policy Institute, over 18 percent of D.C.
7 residents lived below the poverty line. And
8 one in four D.C.'s children lived below the
9 poverty line. In 2012, according to the
10 Washington Legal Clinic for the Homeless, a
11 worker earning a minimum wage of \$8.25 per
12 hour would have to work 132 hours all 52
13 weeks of the year to afford a 2-bedroom
14 apartment at fair market rent, which would be
15 \$1,412 per month.

16 There is a severe homelessness
17 crisis. And according to the 2013 report by
18 National Low-Income Coalition, D.C. is the
19 least affordable housing jurisdiction when
20 compared to other states. D.C.'s
21 inclusionary zoning law was developed to help
22 address this existing crisis. Ironically,

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1 D.C.'s law does not help residents most in
2 need of affordable housing. That is because
3 D.C. currently defines low and moderate-
4 income households by considering incomes of
5 far wealthier suburban jurisdictions whose
6 residents don't even live in D.C. and
7 provides inclusionary zoning units for
8 families that earn 50 percent to 80 percent
9 of median income of the metropolitan area.

10 ANC 4D urges the Zoning
11 Commission to adopt now realistic definitions
12 of low and moderate-income households that
13 are based solely on the median income of D.C.
14 residents, which is just 66,000, although,
15 unfortunately, it is rising very fast. The
16 definition of low-income households should be
17 zero to 30 percent of D.C.'s median income
18 and that of moderate-income households should
19 be 30 to 50 percent of D.C.'s median income.

20 ANC 4D also urges that developers
21 be required to build double the current
22 percentage of affordable units in their

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1 buildings, which would be 16 to 20 percent of
2 affordable units.

3 ANC 4D also opposes a reduction
4 in the parking minimums for developers that
5 construct multi-unit housing in buildings
6 that border fully residential blocks.
7 Instead, ANC 4D urges the Zoning Commission
8 to maintain the existing number of parking
9 spaces that developers are required to
10 construct.

11 The proposed change I believe is
12 shortsighted, our commission believes, for,
13 as the City of Portland, Oregon found,
14 residents who move into multi-unit housing
15 own cars at the same rate as residents in
16 other housing. Therefore, residents of
17 multi-unit buildings without parking will
18 compete with existing residents in the
19 bordering blocks, including those residents,
20 housemates, friends, and relatives who visit
21 them for the same limited number of spaces.

22 Additionally, the proposed change

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1 ignores the fact that residents'
2 transportation needs change as their families
3 and work conditions change. At various
4 stages, families may need to transport
5 children and/or seniors in their care,
6 accommodate nontraditional hours of work.
7 And such activities likely require use of
8 cars.

9 For example, now that many
10 children in D.C. cannot attend neighborhood
11 public schools, residents must transport
12 their children out of their neighborhoods to
13 schools at greater distances. It is not
14 feasible to regularly transport young
15 children by car sharing or biking.

16 Further, the Office of Planning
17 has proposed buy right accessory dwelling
18 units, which will only increase the density
19 and competition for limited parking.

20 At the January 2013 meeting of
21 the Office of Planning in Ward 4, where I
22 live, at Takoma School, residents near Silver

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1 Spring, D.C. residents near the Silver Spring
2 line, told Ms. Tregoning of their experience
3 of having Silver Spring residents who live in
4 nearby apartments with no parking spaces park
5 on residential streets in D.C. neighborhoods.

6 I urge the Commission to consider
7 these practical impacts of this proposed
8 zoning change and not merely focus on the
9 attractive slogan of a "walkable city." Low
10 and moderate-income people are carless but
11 not by choice. If they could afford cars,
12 they would have cars and have greater
13 flexibility for school, work, --

14 CHAIRMAN HOOD: Thank you. Thank
15 you.

16 MS. BOWSER: -- and other
17 community issues.

18 CHAIRMAN HOOD: Thank you.

19 Next?

20 (Applause.)

21 CHAIRMAN HOOD: Let me just say a
22 lot of people are clapping. I know, you

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1 know, you were at another hearing, but I read
2 a statement about no demonstrations in the
3 hearing. I read all of that earlier. So
4 let's do like we did over at NCPC because I
5 watched it. It went very well. So let's do
6 like we did over there, at least from what I
7 saw streaming, with the exception of one
8 mistake.

9 But, anyway, next?

10 MR. WILLIAMS: Good evening, Mr.
11 Hood, members of the Commission. My name is
12 Lindsley Williams. And I am appearing here
13 tonight as a substitute witness for Parking
14 Development Solutions, a group that's
15 organized with Fred Gorove, Stylianos
16 Christofides, and Marc Slavin, who have
17 already contributed to this process at the
18 definition tonight.

19 The point of our being here
20 tonight is to simply ask that we focus a
21 little bit on the provisions of subtitle C at
22 1911.4 and 1912.2. Both of those are

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1 citations to the proposed regulations where
2 the term "mechanized parking" is used. To
3 us, "mechanized parking" is a term that is
4 now outdated. And we're suggesting that the
5 term "automated parking" substitute for it
6 but not just for semantic reasons but because
7 it's a really whole different system.

8 And you may remember, members of
9 the Commission, the picture that Mr. Gorove
10 showed you the other day of -- and it's in
11 the record -- of the warehouse-like
12 situation, which is basically what automated
13 parking is. You can think of automated
14 parking -- this is for the benefit of the
15 audience at least -- as filing cabinets on
16 steroids. Then you have very large corridors
17 and systems that exist to pick up the car
18 and put it into a module of one sort or
19 another. And it works out so that it can
20 take a larger number of cars in a smaller
21 volume and area of space. It saves money.
22 It provides economic benefits. It provides

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1 environmental benefits and so on and so
2 forth.

3 So the point here is to make some
4 slight adjustments to the terminology and
5 also to ask you to look at another part of
6 the submission that we made earlier, which
7 has to do with the way in which we count the
8 space in gross floor area. That gets really
9 into the geeky side of zoning. I apologize
10 for that, but there are things in the
11 regulation about GFA, about excluding ramps
12 leading to a parking garage. But it doesn't
13 really quite pick up the nuance on how it
14 needs to be reworked to deal with the
15 automated portions of garages. I don't want
16 to take you through our suggestions, but I
17 would like to have an opening to talk with OP
18 about this some more so that they can provide
19 final recommendations to you that will we
20 think best implement this.

21 The second thing we wanted to do
22 this evening is to ask, in the event that you

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1 determine that there needs to be further
2 study, whatever that means, for the parking
3 provisions, we would like to take this, which
4 we believe has been in the plan all along.
5 There has been no testimony that we know of
6 against it. And if the parking side is going
7 to be delayed for any extraordinary period of
8 time, we would like to have an opening to
9 request that it go into the current body of
10 regulations so that the benefits can begin to
11 flow to the entire city for this option,
12 which people need to know about in the
13 development process at the beginning.

14 When you're designing a building,
15 basements sort of are the bottom of the
16 building. And the shape of basements,
17 columns, and all that kind of stuff varies if
18 you're going to take conventional spaces with
19 ramps and aisles or whether you have
20 something that can work its way around other
21 parts, such as the automated systems can.
22 You need to know this. You don't want to

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1 come in and ask the BZA for a variance just
2 on this and then decide. It will just stop
3 it.

4 So we would like to see this go
5 in to go forward as soon as possible,
6 possibly through an amendment to the current
7 regulations, but we welcome it in ZRR. And
8 congratulations for getting this far in the
9 overall ZRR process.

10 Thank you.

11 CHAIRMAN HOOD: Thank you. We
12 really appreciate everyone's testimony, some
13 very good points.

14 Let me see if we have any
15 questions. Vice Chair?

16 VICE CHAIR COHEN: Thank you, Mr.
17 Chairman.

18 Ms. Scruggs, you referred to a
19 particular study that you have done that you
20 will be submitting as part of your testimony.
21 But obviously we're looking for best
22 practices on shared equity. There's been a

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1 lot of studies in the industry. And I just
2 would hope that you would spend just a couple
3 of minutes telling us what is the best way of
4 acknowledging homeownership but without
5 giving undue rewards for people who have been
6 subsidized and fortunate enough to have
7 gotten that help in purchasing a unit or a
8 home.

9 MS. SCRUGGS: I think shared
10 equity is a particularly difficult model in
11 high-priced markets, like D.C., and in high-
12 priced areas, like the Northwest part of
13 D.C., as well. And that is what I found in
14 looking at different cities, like Boston, San
15 Francisco, and San Jose, some of those issues
16 that they were dealing with.

17 So as far as providing people a
18 benefit but not allowing them to take too
19 much from the subsidy and flip properties and
20 lose units, again, I do think that San Jose
21 has a very interesting model. It's less
22 administratively difficult to put into

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1 action. So basically what it does is it
2 looks at the unit, what it was worth on the
3 market when someone actually purchased it.
4 And you place a lien on that deed. So the
5 difference between what the unit is sold for
6 to the owner and what it was worth on the
7 market, that is recorded as a lien on the
8 property. Whenever it is sold in the future,
9 that lien will be paid back to the city
10 for -- in some areas, they use it for
11 increased home purchase assistance so that
12 people are more competitive on the market in
13 higher-priced parts of the city or for more
14 production.

15 The owner has access to any
16 equity appreciation. So they're put on an
17 equal footing with their market-rate
18 neighbors. But that lien, that subsidy,
19 which sometimes the District didn't even put
20 in to begin with, it's just that funny money
21 that exists between a contract sales price
22 and what it was worth on the market, that

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1 would come back to the city. And it could be
2 used in a variety of ways.

3 So I think that in high-priced
4 markets, this is particularly something that
5 should be considered, just because of the
6 economics that are at play here.

7 VICE CHAIR COHEN: Thank you.
8 What about condo fees?

9 MS. SCRUGGS: This is a really
10 difficult one. And a lot of jurisdictions
11 are grappling with what to do. San Francisco
12 has been looking into dipping into their
13 housing fund in order to provide people loans
14 to pay for special assessments and fees, but
15 how would people then pay back that money?
16 And they're not sure how they would
17 underwrite it either.

18 So if you want to, you would have
19 to cap the increases. And it would have to
20 be in the originating condo documents that
21 every market rate and affordable owner would
22 sign and agree to. So that would actually

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1 create a subsidizing by the market rate
2 owners for the affordable owners.

3 Massachusetts tried to institute
4 statewide. They looked at legislation. It
5 was referred to a committee and then referred
6 favorably back to the legislature in the
7 beginning of 2012 but didn't go anywhere
8 after that.

9 I do know that New York has
10 looked at something similar, but it's an
11 issue that hasn't been dealt with by a lot of
12 different areas.

13 VICE CHAIR COHEN: Thank you.

14 MS. SCRUGGS: You're welcome.

15 VICE CHAIR COHEN: I have a
16 question for Ms. Bowser. You have heard a
17 lot of testimony tonight and in former nights
18 about the cost of parking and how that
19 actually impacts on affordability. It really
20 adds to the cost of housing. Yet, you
21 believe otherwise. Can you reconcile
22 your -- you know, can you give me a little

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1 bit more information as to how you came up
2 with your position because it's confusing to
3 me?

4 MS. BOWSER: I did not say
5 parking has no impact on affordability. I
6 did not say that or imply that. But what I
7 did say was that in existing neighborhoods,
8 particularly -- there is a development going
9 up on Georgia Avenue in Ward 4. And it's
10 bordering fully residential neighborhoods.
11 And to say that we're going to have a livable
12 and walkable city doesn't really recognize
13 the practical impacts of people who already
14 live in the neighborhood and people who come
15 to the neighborhood in the multi-unit
16 building with their own cars because also
17 having a car, having ability to bike or to
18 use car sharing, that is not something that a
19 parent that has to take a child to school
20 across the city is going to be using. First
21 of all, to do car sharing on a five-day basis
22 is expensive. That person would rather, that

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1 family would rather, get a used car that was
2 reliable.

3 So our zoning regs have to
4 recognize that at different points in time
5 and that people at different incomes have
6 different needs. People who make 20, 30, and
7 40 thousand dollars would love to have a car
8 so that they could do their shopping all at
9 once and then take their child to school.

10 The notion that -- for example,
11 just me. I go to meetings. I am an ANC
12 commissioner. I go to do other things. I am
13 a member of other organizations, such as
14 Empower D.C. The notion that I am going to
15 go to two or three meetings in a night and go
16 on public transportation and get home at
17 10:00 o'clock doesn't make sense. Even if I
18 were 26, I wouldn't do it that way. So it
19 has to be the parking minimums have to
20 recognize everybody.

21 And I think what we need to do
22 with regard to affordable housing, there are

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1 so many ways that this District of Columbia
2 could increase the affordable housing, really
3 put a dent in affordable housing, truly
4 affordable housing, for low and moderate-
5 income people, starting with changing the
6 definition, but there are so many other
7 issues in building affordable housing. I am
8 not denying that parking, to build parking,
9 makes a dent on it, but I don't know that --

10 VICE CHAIR COHEN: Well, I
11 appreciate your explaining it. Just for, you
12 know, your information and other people, the
13 issue of using a metropolitan statistical
14 area for housing income levels, it's a
15 federal issue. And it does discriminate
16 against inner cities overall. I don't think
17 it's the District of Columbia that wouldn't
18 change it. It's really HUD directing subsidy
19 programs and trying to keep it as a
20 nationwide-consistent program.

21 So I really don't argue with you.
22 I understand what you are saying completely.

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1 But I just didn't want you to think it's the
2 District that solely can change it. It
3 really is a federal issue. And it does
4 discriminate against inner cities.

5 MS. BOWSER: But may I say that
6 in that case, we really should -- that's even
7 more important to really reduce the 50
8 percent and 80 percent because that is giving
9 a subsidized apartment or a condo to someone
10 who makes \$80,000. Why not give some
11 subsidies to a working-class person that
12 really needs it, someone that makes -- for
13 example, as I said, at the minimum wage --

14 VICE CHAIR COHEN: For purposes
15 of time --

16 MS. BOWSER: Yes. I'm sorry.

17 VICE CHAIR COHEN: -- I don't
18 disagree with you.

19 MS. BOWSER: Okay. Thank you.

20 CHAIRMAN HOOD: Any other
21 comments?

22 (No response.)

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1 CHAIRMAN HOOD: Let me just say,
2 Ms. Bowser, I appreciate your testimony
3 because that is a live situation. And that's
4 what we grapple with.

5 I've heard a lot of the other
6 way, but, you know, parking, coming over in
7 the other neighborhoods, I mean, that's real.
8 And we've got to find the upper bound. So I
9 appreciate your testimony.

10 MS. BOWSER: Thank you.

11 CHAIRMAN HOOD: Actually, I
12 appreciate everyone's testimony. You bring a
13 lot to us, and we appreciate it. Thank you.

14 Okay. Brenna Barber. And I want
15 to apologize, Ms. Barber. You didn't make
16 it. I thought I saw you coming but okay.
17 Lyle Blanchard, Jerrold Johnson, Kyle Todd,
18 Florence Harmon. I'm getting ready to mess
19 this up. Laszlo Bockh.

20 MR. BOCKH: You got it right.

21 CHAIRMAN HOOD: I got it right?
22 I did one thing right today. Okay. Leslie

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1 Steen, Larry Werner, Graham Jenkins, Samone
2 Hoston, Gene Batiste, David Edmondson, Chip
3 Glasgow. Did I call more than eight? One
4 more. Joe Wisniewski. Okay. Samone Hoston,
5 her name is here twice. We've got her.
6 David Avitabile, I know you're here. Okay.
7 We're going to start with you, Ms. Brenna, to
8 my left.

9 MS. BARBER: Okey-doke. Thank
10 you very much for the opportunity to be here
11 tonight.

12 My name is Brenna Barber. I live
13 and work on Capitol Hill. I am here tonight
14 to let you all know that I strongly support
15 easing off-street parking minimum
16 requirements in the area with good transit
17 and allowing accessory dwelling units and
18 more corner stores.

19 When I first graduated from
20 college and I was determining where to go, I
21 chose to come to D.C., in part, because it's
22 a vibrant walkable city and I knew it would

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1 be very easy to live without a car.

2 I have lived in D.C. for five
3 years now. And I absolutely love living
4 here, in no small part, because of its dense
5 walkable neighborhoods, many of which have
6 the added benefit of being beautiful and
7 historic.

8 For transportation, I commute by
9 bike. I am a 15-minute walk to Union
10 Station. I walk a lot. I regularly use the
11 many different bus lines that service Capitol
12 Hill and H Street: the X2, the 90s, and the
13 D6.

14 My girlfriend and I live
15 together. And she owns a car that I
16 sometimes use as well. I say that because I
17 would describe myself not as car-free but as
18 car-light. I say this because sometimes of
19 greater density and fewer parking minimums
20 are portrayed as people who hate cars, who
21 want to get rid of all of them, or just want
22 to make life hard for car owners. And I want

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1 to be clear that those aren't my views.

2 I am here tonight largely because
3 I want to express my support for the current
4 proposed updates to D.C.'s zoning code, which
5 are sorely overdue. I would like to see
6 parking minimums eased because they end up
7 requiring more parking than people need and
8 raise the cost of housing. Additionally,
9 parking minimums often damage the historic
10 and walkable form of many District
11 neighborhoods.

12 I really love living in D.C., but
13 I am negatively affected by the high cost of
14 housing. And I am worried that over the long
15 term, I may never be able to afford to buy a
16 house in a walkable transit-connected part of
17 the District.

18 I think we need more walkable,
19 vibrant neighborhoods, not fewer. Easing
20 parking requirements in certain areas will
21 help achieve those goals. My support for
22 affordable housing is also why I strongly

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1 support accessory and dwelling units and
2 allowing homeowners to create an ADU without
3 undergoing a long and burdensome process. I
4 am someone who would happily rent a carriage
5 house or a renovated garage.

6 I also want to express my support
7 for local corner stores in residential areas.
8 I regularly patronize my local corner stores
9 and find the ability to walk or bike just a
10 few blocks to a neighborhood store enriches
11 my quality of life and the social fabric of
12 my neighborhood.

13 In sum, I strongly support the
14 current proposed updates to D.C.'s zoning
15 code that ease off-street parking minimum
16 requirements in certain areas, allow
17 accessory dwelling units and more corner
18 stores.

19 Thank you.

20 CHAIRMAN HOOD: Okay. Thank you.

21 Next?

22 MR. BLANCHARD: Good evening,

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1 commissioners. My name is Lyle Blanchard of
2 the law firm of Greenstein, DeLorme and
3 Luchs. I am a Ward 4 resident. And I am
4 testifying this evening on behalf of the D.C.
5 Building Industry Association on subtitle C.

6 DCBIA is generally in support of
7 subtitle C of the new zoning regulations as
8 set forth in case 08-06C and generally
9 supports the parking and loading requirements
10 and revisions that have been made to these
11 standards. We specifically support the
12 following concepts, which are allowing the
13 shared parking between different uses,
14 allowing parking to be located off site,
15 elimination of the minimum parking
16 requirements within the downtown zones,
17 updated compact parking standards, and the
18 Metro and streetcar proximity requirements.

19 We suggest further consideration
20 be given to the following concepts:
21 reconsidering the elimination of parking
22 minimums near transit zones. We appreciate

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1 what OP has done as far as the 50 percent
2 reduction, but we still are very much
3 enamored with the elimination near the
4 transit zones and suggest that that might be
5 tried on a trial basis for 5 years, at which
6 time the impacts could be reevaluated and
7 refined; studying further the transportation
8 demand management features proposed when
9 excess spaces are provided. We were glad to
10 hear monitoring the hearings last Tuesday
11 that the Commission and OP are interested in
12 raising that to two times the allowed amount.
13 I think that is a step in the right
14 direction.

15 Studying further the impact on
16 development of landscaping requirements in
17 section 1915, particularly with respect to
18 the length of parking rows; consideration of
19 gravel and other porous composites, such as
20 recycled tire products, as allowable all-
21 weather surfaces in section 1913.1; studying
22 the relative minimum requirements for short-

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1 term and long-term bicycle parking spaces in
2 section 2002.1, especially where bike-sharing
3 facilities are already located near a
4 project, in close reasonable proximity; and
5 reconsidering the queuing provisions,
6 particularly the prohibition of a queuing
7 aisle within 20 feet of a street lot line.

8 We also would like to provide a
9 couple of comments on loading in subtitle C.
10 We support the removal of the 55-foot truck
11 bay requirements. We support allowing shared
12 loading facilities between different uses and
13 allowing loading to be shared by adjoining
14 buildings.

15 We suggest further consideration
16 be given to the following concepts in
17 loading: allow for trash rooms to be located
18 nearby but not immediately adjacent to a
19 loading area in section 2107. In many
20 instances, the layout of buildings -- and
21 I've seen this with a variety of projects.
22 It's just hard to put them right next to each

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1 other. And, then, finally, clarifying the
2 measurement of gross floor area provisions in
3 section 2102 to include the provisions in the
4 current zoning regulations for gasoline
5 service stations, which are in 2205.2.

6 Thank you for this opportunity to
7 testify.

8 CHAIRMAN HOOD: Thank you.

9 Next?

10 MR. WERNER: I'm Larry Werner.
11 I'm a Ward 3 resident. And I am here tonight
12 to talk primarily about parking. And, if I
13 can, to paraphrase H. L. Mencken, Washington
14 has a potential parking problem and the
15 Office of Planning has a solution: neat;
16 easy; and very, very wrong.

17 OP could not be more wrong in its
18 parking recommendations. We need to increase
19 the off-street parking requirements. Let me
20 repeat that, please. We need to increase the
21 off-street parking requirements. The burden
22 of changes on those who propound it, yet, OP

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1 has provided a lot of hope, a lot of faith,
2 says we should believe them, but there is
3 almost zero hard, empirical, validated
4 information that demonstrates any causal
5 relationship between OP's proposals and the
6 outcomes that will occur by dramatically
7 restructuring the city.

8 So, absent real data, let's look
9 at what we do know. In round numbers,
10 Washington has 260,000 curbside parking
11 spaces; 285,000 vehicles, not cars, vehicles,
12 registered; and hundreds of thousands of more
13 from commuters, tourists, and service
14 vehicles.

15 OP proposes to help this
16 situation by reducing the number of off-
17 street parking places and forcing cars onto
18 city streets. OP expects 200,000 more people
19 to live here in the relatively near future.
20 If only half of them have vehicles, that
21 means we need 100,000 more spaces. Where
22 does OP think these people will park?

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1 Much of the population growth is
2 expected to be people with families. They're
3 the people who get cars. They need them for
4 the reasons you have heard so many people
5 testify.

6 In the transit zones, we are
7 already requiring the transit residents, city
8 residents have special reserved parking
9 because there isn't enough off-street
10 parking. Then, fundamentally, OP is saying
11 the developers are not smart enough to prove
12 to the Zoning Commission or to anybody else
13 that there is no demand for the parking
14 that's required. If there were, they would
15 be in here telling you, "These are our actual
16 facts." The dog isn't barking.

17 There are a number of options
18 before you. I have included them in my
19 testimony. I would just like to conclude by
20 saying that we just had our first 2014
21 mayoral debate. All 6 candidates talked
22 about the progress our city has been making

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1 in the last 20 years with the existing zoning
2 code that the Office of Planning seeks to
3 change. Please don't choose to be remembered
4 as the five people who made a terrible
5 decision to stop what has been working quite
6 well in favor of something else.

7 Thank you.

8 CHAIRMAN HOOD: Thank you.

9 Next?

10 MR. BOCKH: Good evening. Thanks
11 for the opportunity to testify.

12 I am Laszlo Bockh. I live in
13 Ward 3. I want to comment on the way the
14 Green Ratio, Green Area Ratio, is calculated,
15 specifically as it applies to trees. I
16 believe that the formula is tweaked right now
17 to where it is encouraging unsuccessful
18 trees. I think it should be changed to
19 encourage successful trees.

20 You get six times as much credit
21 for planting a tree that is six-inch caliper
22 or more than you get for planting a tree that

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1 is three-inch caliper or less. Other
2 witnesses have stated the reasons why a
3 smaller tree is a bigger investment. And I
4 think that the formula should be revised to
5 give credit to the planting of a smaller
6 tree, which is much more likely than a bigger
7 tree to grow up to be a sound adult, which
8 would contribute to the canopy of the
9 District of Columbia.

10 And that's all I have to say. I
11 have submitted written testimony. The future
12 successful trees is assured, as opposed to
13 having something nice and fancy today which
14 is bound to die soon. Thank you very much.

15 CHAIRMAN HOOD: Okay. Thank you.

16 Next?

17 MR. GLASGOW: Good evening,
18 members of the Commission. I am Norman M.
19 Glasgow, Jr. of the law firm of Holland and
20 Knight. I will present some brief comments
21 concerning the parking proposals in the new
22 ZRR.

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1 Once again I'd like to commend
2 the Office of Planning for its efforts in
3 this regard in modernizing the parking and
4 loading regulations. And we will be
5 submitting some more detailed comments for
6 the record.

7 In the most recent census data
8 that we have seen and requests that we have
9 gotten for parking space information from our
10 clients, we are seeing that in terms of
11 multifamily high-rise construction that car
12 ownership and demand for space is decreasing.
13 And I have tried a number of cases before the
14 Zoning Commission and before the Board of
15 Zoning Adjustment where we have been going
16 forward on that analysis. We are also seeing
17 that in highly urban location, parking
18 requirements for mixed-use projects and
19 particularly retail projects should be
20 reevaluated.

21 You have heard some testimony
22 previously concerning the grid DC USA project

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1 up in Columbia Heights. I worked on that
2 project from start to finish. And we had
3 parking analysis that said that that project
4 was going to be grossly overparked. It ended
5 up being that way, even though we got
6 reductions in parking of several hundred
7 parking spaces.

8 We also made sure that -- the
9 District of Columbia essentially demanded
10 through the Office of the Chief Financial
11 Officer that the District own that parking
12 garage. We then came down. My client, who
13 was based in New York, we went back down to
14 the City Council and said that was not our
15 idea because we knew it was going to be a
16 financial disaster because it was going to be
17 just parking, empty parking, everywhere and
18 the District was going to be the owner of it.

19 So we want to make sure that
20 parking is right sized. The parking spaces
21 cost about 40 to 50 thousand dollars per
22 space all-in for your underground parking.

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1 So it's a significant cost.

2 Our client will provide the
3 parking if they believe that it is necessary
4 and important for their projects to be
5 successful. They do not want to undertake
6 that expense if it's going to sit empty
7 because it's a burden on the rest of the
8 project, whether it's residential,
9 commercial, whatever it is.

10 We have also looked at several
11 residential cases where the data are given in
12 neighborhoods that fully support the
13 provision of either no or nominal parking.
14 Those are sometimes on smaller sites but
15 sometimes that are on sites that are right on
16 top of Metro stations. Given unit sizes and
17 other factors, that can be an appropriate
18 response.

19 However, we do not support
20 provisions which would make building owners
21 provide free parking spaces to companies
22 which provide car-sharing vehicle

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1 alternatives to residents or occupants of a
2 building. Providers of those types of
3 services should be required to make market
4 backed arrangements. We heard earlier
5 tonight that someone, that they are a big
6 leaser of spaces on streets. They certainly
7 should not be in a position where they have
8 any free parking within a building. We have
9 already gone over. And you have heard a
10 number of times how much those spaces cost.

11 We also have concern that in
12 certain residential buildings, access to
13 garages has to be entirely secure. We cannot
14 have a situation where people can just go in
15 and out of a residential garage.

16 The feedback that we have had
17 from our clients in the marketplace is
18 particularly that single females, in
19 particular, are extremely concerned about
20 having not secured parking spaces. We have
21 seen if you don't and can't assure that, you
22 may lose a part of that demographic in your

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1 building.

2 Thank you for the opportunity to
3 make these comments concerning the zoning
4 rewrite. And, as I said, we will be
5 submitting a number of specific comments for
6 the record.

7 CHAIRMAN HOOD: Thank you.

8 Next?

9 MS. STEEN: Good evening. My
10 name is Leslie Steen. I have been a resident
11 of D.C. since the mid '70s. And I'm a
12 developer of affordable housing in the region
13 for most of those years. I am here tonight
14 to say that I support reducing the parking
15 minimums. It's a huge cost to affordable
16 housing and can reduce or even destroy
17 feasibility.

18 Car ownership is a huge expense.
19 I can tell you that many low-income residents
20 in areas that are close to transit don't own
21 cars. They cannot afford it. In many
22 instances, the cost of parking cannot be

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1 passed along to low-income residents. In the
2 structures under which I build affordable
3 rental housing, the D.C. taxpayers through
4 the government are bearing the burden because
5 a low-income resident cannot. Parking
6 requirements unnecessarily increase housing
7 costs, making housing projects less feasible.
8 If a parking spot costs \$50,000 per parking
9 space, as for an underground parking space,
10 that cost translates into \$316 of debt
11 service alone. A tenant would have to earn
12 over \$12,000 a year to pay that debt service.
13 That's not affordable.

14 I recommend that the
15 Zoning -- I'm sorry. I would like to change
16 gears and talk about the inclusionary zoning
17 program. I commend the Zoning Commission for
18 creating an inclusionary zoning program. I
19 was Housing Chief of D.C. and shepherded the
20 first version of the regulations of this new
21 program. The program was slow to start due
22 to the housing crash, and it has had

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1 administrative challenges. All of these
2 problems are being addressed by DHCD. And
3 the pipeline is now doing very well.

4 While inclusionary zoning may be
5 new to us, it is not a new approach. Our
6 program was built on sound policy framework
7 after much research of other programs that
8 have been operating over longer terms across
9 the country. It is critical that we realize
10 that housing built under inclusionary zoning
11 will be new production housing built in
12 higher-cost locations. If this housing is
13 lost, it will never be replaced.

14 Research shows that our program
15 has been well-designed to sustain
16 affordability for the next homeowner while
17 optimizing wealth creation for individual
18 homeowners. Other housing, usually in less
19 expensive locations, other housing programs,
20 offer more ways to create wealth, which is
21 fine. One size does not fit all.

22 For the small number of

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1 inclusionary zoning homeownership units being
2 created in higher-cost locations, it is
3 critical that they be preserved as
4 affordable.

5 Thank you again for creating a
6 farsighted affordable housing program. It
7 promises to be the only way we will succeed
8 in creating --

9 CHAIRMAN HOOD: Thank you.

10 MS. STEEN: -- new housing in --

11 CHAIRMAN HOOD: Thank you very
12 much.

13 MS. STEEN: -- high-cost,
14 resource-rich locations.

15 CHAIRMAN HOOD: Thank you.

16 Next? Thank you.

17 MS. HOSTON: Good evening. Thank
18 you for giving me the opportunity to testify
19 this evening. My name is Samone Hoston. And
20 I am a resident of Ward 6.

21 I am a condominium owner at City
22 Vista. This month makes four years since I

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1 purchased my home. I first became aware of
2 the development when a flyer was sent through
3 the mail to my office at D.C. Fire and EMS
4 Departments, Fire Prevention Division. The
5 flyer advertised a new condo, high-rise
6 development in the neighborhood in the HPAP
7 EAHP incentive programs for firefighters,
8 police, and teachers. Reading this
9 information inspired me to want to become a
10 homeowner.

11 I am here to speak about resale-
12 restricted ownership units, both affordable
13 dwelling units and inclusionary zoning units,
14 integrated into market-rate condo buildings.
15 As an owner of an ADU with 20-year resale
16 restrictions, I think it is important for the
17 Zoning Commission to understand what I have
18 experienced living in this type of unit.
19 Along with ADU owners, I have been working
20 with the Department of Housing and Community
21 Development to come up with solutions for
22 other situations and want to ensure future

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1 affordable owners do not face the same
2 issues.

3 One of my concerns as it relates
4 to my ability to gain equity access in my
5 condo are the resale restrictions that are in
6 place. I did not have a clear understanding
7 of refinancing and using my equity.

8 My ADU is located in downtown
9 D.C. When I moved into my condo, there were
10 meters outside of my building enforcing paid
11 parking between 9:00 a.m. through 6:30 p.m.
12 Monday through Friday. Months later, it was
13 changed to 7:00 a.m. to 10:00 p.m. Monday
14 through Saturday with no residential parking.

15 The residents spoke to
16 Councilmember Tommy Wells regarding
17 residential parking. Mr. Wells informed us
18 that due to storefronts on the lower level of
19 the building, we were not able to have
20 residential parking on our street.

21 Because of this, I applied for an
22 equity loan to purchase a parking space in my

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1 building. I was told by multiple lenders and
2 eventually by my own bank that they will not
3 finance the loan because of my 20-year resale
4 restrictions on my unit.

5 Even if I decided to sell my car
6 and just take public transportation, I still
7 have an added dilemma regarding my son going
8 away to college. Without access to my
9 equity, I am not able to assist him with
10 college tuition and expenses, as I had
11 planned on doing, not to mention that the
12 condo board has raised our condo fees once a
13 year every year since the condo owners took
14 ownership three years ago, which has truly
15 created a financial hardship for me and my
16 son.

17 I have been a responsible
18 homeowner with superb credit and have done
19 everything that I am supposed to do to become
20 a homeowner. However, to be denied the
21 opportunity to access my own home's equity
22 for something as slight as purchasing a

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1 parking space or as --

2 CHAIRMAN HOOD: Thank you.

3 MS. HOSTON: -- essential --

4 CHAIRMAN HOOD: Thank you very
5 much. We appreciate it.

6 Next? We have your testimony.
7 We have everybody's testimony I cut off for
8 the most part.

9 MR. AVITABILE: Thank you. Good
10 evening. For the record, my name is David
11 Avitabile with the law firm of Goulston and
12 Storrs. I am here tonight on behalf of
13 Independent Education, the association of
14 independent schools in the Washington, D.C.
15 area, which includes over two dozen D.C.
16 schools. Very, very short comments tonight.

17 We are continuing to review the
18 proposed change in the parking requirements
19 for private schools, which would change it
20 from a standard based on the number of staff
21 to a standard based on the area of the
22 school. We're still verifying the impact of

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1 that change on our schools. And once we have
2 done that, we will better understand what our
3 position is.

4 We'll submit comments in writing
5 and in the near future. But I wanted to just
6 get on the record that we're still looking at
7 the issue. I know this came up when I was
8 here two weeks ago on subtitle A.

9 That's all I have to say. Thank
10 you.

11 CHAIRMAN HOOD: Okay. Thank you
12 all very much. We greatly appreciate your
13 testimony.

14 Any questions, colleagues? Any
15 questions? Vice Chair Cohen?

16 VICE CHAIR COHEN: It's really
17 just a comment for Ms. Hoston. Have you met
18 with Manna, M-a-n-n-a, the woman who spoke:
19 Sarah Scruggs?

20 MS. HOSTON: Yes.

21 VICE CHAIR COHEN: Okay. I just
22 wanted to make sure --

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1 MS. HOSTON: Yes.

2 VICE CHAIR COHEN: -- that you
3 knew that they're working on the issue.

4 MS. HOSTON: I'm a part of that
5 team.

6 VICE CHAIR COHEN: Okay. Thank
7 you.

8 MS. HOSTON: That doesn't help
9 for now.

10 CHAIRMAN HOOD: Okay.
11 Commissioner Miller?

12 COMMISSIONER MILLER: Thank you,
13 Mr. Chairman.

14 I wanted to thank Ms. Steen for
15 all the work you did to get inclusionary
16 zoning and other housing programs working in
17 the city. I remember working with you at
18 that time, actually.

19 Mr. Glasgow, is it an urban myth
20 that the big box retailer up there in
21 Columbia Heights wanted to have all that
22 parking there?

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1 MR. GLASGOW: No. They wanted to
2 have the parking. And we told everyone that
3 there was way too much parking. There was
4 just --

5 COMMISSIONER MILLER: Okay. So
6 it was the retailer who was insisting on --

7 MR. GLASGOW: It was the retailer
8 was --

9 COMMISSIONER MILLER: It wasn't
10 the District as much as --

11 MR. GLASGOW: Well, the District,
12 we --

13 COMMISSIONER MILLER: It doesn't
14 get it, but it was the retailer that asked
15 for it. I just wanted to make sure.

16 MR. GLASGOW: Retailer asked for
17 parking. Our study showed that the parking
18 was not necessary. We had at one point in
19 time gotten the retailer down even further
20 with the number of parking spaces, but that
21 was not supported within the government. And
22 we said, "Well, we're not going to go against

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1 the government and briefing forward a case to
2 reduce the parking."

3 COMMISSIONER MILLER: Thank you.
4 Thank you all for your testimony. I'll look
5 forward to the Independent Education's
6 analysis.

7 CHAIRMAN HOOD: Any other
8 comments or questions?

9 (No response.)

10 CHAIRMAN HOOD: Okay. Thank you
11 all very much. We appreciate your testimony.
12 By a show of hands, how many more people are
13 here to testify?

14 CHAIRMAN HOOD: Okay. So I'm
15 going to still have to cut you off when the
16 second buzzer goes because we want to make
17 sure we -- we don't want you to have to come
18 back tomorrow night. Okay.

19 Holly Muhammad, Kathryn Tinker,
20 Debbie Smith Steiner, Kathy Henderson, Dave
21 Paprocki, Sue Hemberger, Denis James, Melissa
22 Kunstadter, Andrea Rosen, Carolyn Nichols,

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1 Jonathan Wellemeier. We've got two more.
2 Okay. One more. Laurel Halsey. Okay.
3 Okay. Steve Seelig. Okay. Now we've got
4 eight. All right. We're going to start with
5 you, Ms. Hemberger, and work our way down.

6 MS. HEMBERGER: Hi. My name is
7 Sue Hemberger. I am here today mostly to
8 testify about parking.

9 I have given you a packet of
10 data, including census printouts, which will
11 indicate that ownership rates have been
12 constant since about 1990. And with constant
13 ownership rates and increased population,
14 what we're experiencing is an increase in the
15 number of registered vehicles in D.C. It has
16 increased about ten percent according to
17 DMV's statistics between 2005 and 2012.
18 There are citations for this in your packet.
19 And in 2013, we're already seeing vehicle
20 excise taxes collected at a rate ten percent
21 higher than the previous year.

22 So yes, people in D.C. still own

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1 cars. They own cars at the rate they always
2 have. And they're continuing to buy cars.

3 On the question of affordability,
4 if you would like a case study of whether
5 eliminating parking minimums decrease housing
6 prices in a city, I would suggest you look at
7 London, which repealed parking minimums in
8 2004. The real estate market tanked
9 throughout England thereafter. Only London's
10 real estate prices, residential real estate
11 prices, have increased in the double digits.
12 It's about 28 percent since 2004 compared to
13 single digits and negative property gains
14 elsewhere. They got rid of the Height Act,
15 too. Getting rid of the Height Act and
16 getting rid of parking minimums didn't make
17 London a more affordable city.

18 Now, I think the really
19 interesting thing on affordability would be,
20 instead of a wholesale elimination or
21 reduction of minimums, let's make it quid pro
22 quo. If you're getting rid of parking in

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1 order to make housing more affordable, make
2 that the deal. You can have parking
3 requirements waived or eliminated if you
4 provide affordable housing. See how many
5 developers take you up on that deal. It is
6 an interesting experiment, much better than a
7 wholesale change.

8 But I specifically want to talk
9 about downtown parking. And in that context,
10 I want to talk more about residential than
11 anything else. The first thing I want you to
12 know about downtown parking is that in our
13 central business district, less than one
14 percent of our land is devoted to parking.
15 And this is in stark contrast to other U.S.
16 cities, where you see 20 and sometimes 35
17 percent of the land used for surface, above-
18 ground parking or for lots.

19 The combination of the Height Act
20 and our parking on-site requirements
21 literally force our parking underground. And
22 that has led to a lot of the walkability we

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1 experience and the superior land use we see
2 downtown.

3 While I agree that retail
4 minimums might be too high and while I could
5 see the argument that class A office building
6 parking can be left to the market, when
7 Covington and Burling negotiates with City
8 Center, there is market power there. I don't
9 think residential parking is in the same
10 category downtown for two reasons. First,
11 you know, Susie from Ohio is not Covington
12 and Burling when she deals with the landlord.
13 Secondly, I was Susie from Ohio. So I'm not
14 disparaging Ohioans or Susies.

15 Secondly, there is a different
16 logic to parking in a residential context
17 than in a destination context. When you
18 drive less in a residential context, your
19 demand for parking increases. Drive less.
20 Park more. And in our multi-modal citizenry,
21 we have a lot of people who store their cars
22 until the weekend. Let's do that off the

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1 street downtown. And I think that you heard
2 in the last hearing that we need to make
3 downtown livable if we want more people to
4 live there. This is part of that.

5 CHAIRMAN HOOD: Thank you. Thank
6 you very much.

7 Next?

8 MS. HENDERSON: Good evening,
9 Chairman Hood, members of the Commission. My
10 name is Kathy Henderson. I am here on behalf
11 of ANC Commission 5D.

12 First let me begin by saying that
13 I support walkable neighborhoods. I have a
14 pair of tennis shoes. I used them today when
15 I walked over here from the Zoning
16 Commission. I also have a SmarTrip card that
17 is well funded at all times. I drive. I am
18 here to ask on behalf of ANC 5D that we be
19 given an additional opportunity to not only
20 weigh in on this section of the zoning
21 rewrite but the entire process.

22 We have not been afforded the

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1 opportunity to have personal assistance with
2 addressing these issues as some of our
3 neighbors in Georgetown. I understand Ms.
4 Steingasser has walked some of our neighbors
5 through the process and taken their comments.
6 We have not had that benefit. Our citizens
7 deserve the opportunity to be fully heard.

8 Briefly with regard to the
9 parking issue, I would ask you and your
10 members not to be myopic in insisting that we
11 do away with minimum requirements for
12 parking. There is a need for parking. We
13 have to include everyone in our community.
14 Ward 5 has senior citizens, families, young
15 women. We can't just simply say, "Oh, we're
16 pushing everyone out into the streets. Oh,
17 go walk. Go take a bike. Take Metro."

18 We have not fully explored safety
19 avenues on Metro. Metro is not even fully
20 funded with -- Metro police are not even
21 fully funded. We still have safety issues.

22 We need parking. People need to

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1 have access to parking. And any development
2 needs to consider minimum numbers for
3 parking. Doing away with parking is simply a
4 mistake. It's absurd.

5 And I think if you extend this
6 process, which we are asking, you will hear
7 from a lot of citizens in 5D and Ward 5 in
8 general that they want parking. They want to
9 continue to enjoy parking. And parking
10 certainly needs to be planned for.

11 The idea that developers
12 should -- we should reduce the minimum
13 required rent for parking is as absurd as
14 saying, "Oh. Well, enrollment numbers are
15 down for our schools. So let's sell off all
16 of our public buildings."

17 These issues are cyclical.
18 Today's millennial is tomorrow's, you know,
19 family person. We have families that will
20 have children, that will care for aging
21 parents. We have senior citizens who have
22 equity in their homes, large homes. They're

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1 empty nesters. They may want to go move
2 downtown to a condominium. Should they now
3 give up a car that they enjoy for practical
4 mobility purposes? We have not fully
5 considered this.

6 There is a rush to judgment, you
7 know, in saying, "Hey, transit-aware
8 development. It sounds good." We need less
9 parking. That's ridiculous.

10 People, we need to be balanced in
11 our approach. People walk. We can make this
12 a more walkable city. We can make it safer.
13 We can certainly improve our transit options.
14 And we can encourage our citizens to enjoy a
15 diversity of transit options without saying
16 we don't need cars. We need to stop this war
17 on cars.

18 First of all, the Department of
19 Public Works has expanded their objective
20 regarding -- now, they used to be focused on
21 simply picking up our trash and picking it up
22 on time every time. Now we have had a

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1 reprogramming of funding for environmental
2 officers to parking enforcement attendants.
3 So every time you leave your car for five
4 minutes, they will slap you with a ticket to
5 beat you into submission. This is not the
6 way to have a livable city, a city that is
7 welcoming to all. We have to be balanced.

8 We want this process open,
9 transparent, and we want to be fully heard.
10 So we ask that you give us great weight into
11 continuing this debate to allow the good
12 citizens of 5D, ANC 5D, to be fully heard.

13 And thank you so much for your
14 time and attention.

15 CHAIRMAN HOOD: Thank you.

16 Next?

17 MS. MUHAMMAD: I have got a cold.
18 So you've got to bear with me.

19 Good evening to Chairman Hood,
20 members of the Commission, Director Bardin,
21 and Office of Planning. I am Commissioner
22 Holly Muhammad. I am here representing

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1 Advisory Neighborhood Commission 8A. We are
2 proud to be Ward 8 servants.

3 I am here again tonight to
4 reiterate the importance of extending these
5 proceedings and keeping the record open for a
6 total of 180 days and providing additional
7 hearings for these subtitles.

8 After speaking with the president
9 of my own civic association and the president
10 of the Federation of Civic Associations, I
11 became more aware of the lack of outreach
12 provided by the Office of Planning regarding
13 this rewrite. I made a request to the
14 president of the Federation of Civic
15 Associations to also write a letter
16 requesting that this process be extended.

17 I have to take my hat off to my
18 fellow commissioner here because she did so
19 well in representing what many, many feel in
20 this community. And Ward 8 is seen as the
21 last frontier. Development is ripe. And we
22 know that they are coming. And we want to

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1 have ample time, reasonable time, to review
2 this rewrite, discuss it with our leadership
3 and our community, consult with professionals
4 if we need to, and then comment on the areas
5 that are important to Ward 8 and to the Ward
6 8 residents. And I am here asking that again
7 because I know that Chairman Hood said that
8 you will be meeting on December the 9th. And
9 I want you to really understand how important
10 this is to us and to our residents.

11 And I purposely just did my own
12 spot check with just people walking on the
13 subway, passing me by in the store to ask
14 people, "Did you know about the rewrite?" Do
15 you know I did not get one "Yes," not one.
16 So that shows you that there has to be more
17 outreach in this community with something
18 this massive.

19 In the words of one of the
20 attorneys, it was a massive undertaking. And
21 I agree. But there should also have been a
22 massive advertising or notification process

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1 also. And that did not take place because
2 there are too many District of Columbia
3 residents that know nothing about this.

4 So I am just asking you again,
5 respectfully, to weigh this. Give us great
6 weight. Give us the 180 days that we ask
7 for.

8 Thank you.

9 CHAIRMAN HOOD: Thank you.

10 Next?

11 MR. PAPROCKI: Hi. Good evening.
12 My name is Dave Paprocki, and I live at the
13 Kenyon Square condos. I've been there four
14 years. Thank you for letting me testify
15 tonight and taking the time to hear us.

16 I am here to speak about the
17 resale restriction ownership units, both
18 affordable dwelling units and inclusionary
19 zoning units, integrated into market-rate
20 condo buildings.

21 You may know that as an owner of
22 an ADU, I have severe restrictions placed on

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1 me for when I can sell my unit at market
2 value, a full 20 years before I can do so.
3 And I knew this coming into the program.

4 However, I also have severe
5 restrictions placed on me if I can no longer
6 live there and need to rent my place out or
7 suffer losing it. There is a myriad of
8 situations that could arise in one's life to
9 make living 20 consecutive years in one place
10 rather difficult.

11 My fellow ADU owners and I have
12 been working several years with the
13 Department of Housing and Community
14 Development to find a solution for this
15 situation. However, we still have a long way
16 to go before there is something that is
17 workable for all of us. And we certainly
18 don't want to pass along these rules to
19 future ADU owners as well.

20 I bought an ADU as a way to make
21 an investment in my future. Everyone wants
22 to own a home and something we all hope for

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1 as part of the American dream and a way to
2 control costs and ensure having something to
3 retire with. I wanted to make a wise
4 investment.

5 However, I have experienced
6 multiple special assessments worth over
7 \$2,000 in those 4 years. My condo fees were
8 in the low 300s when I moved in. And they're
9 now almost 500 a month. Luckily I have been
10 able to handle those costs, but I know my
11 other ADU owners and colleagues in my
12 building are suffering greatly from this.

13 The materials that are used to
14 build the ADU units are also of the very
15 lowest quality, especially in the bathrooms,
16 but I won't get into those issues. But the
17 qualities of the units and the costs and so
18 forth are really minor things in comparison
19 to the restrictions of not being able to even
20 rent out our units if we need to move for
21 simply costs: mortgage payment, condo fees,
22 and taxes. I am just hoping that we can get

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1 this city to allow us to do that if we need
2 to.

3 The restrictions have been a
4 straightjacket. I know that the Zoning
5 Commission does not enforce regulations
6 attached to ADUs and IZ units, but I do know
7 that you have a role in approving certain
8 regulations.

9 Please consider current ADUs, the
10 owners' experiences, and at least make the
11 renting rules more flexible so owners can
12 still hold onto their investments, even with
13 the normal changes of life circumstances that
14 may arise. Without some flexibility, we
15 could be stuck as renters for the rest of our
16 lives, nullifying the investments and hard-
17 earned money we have already put into our
18 homes.

19 Thank you so much.

20 CHAIRMAN HOOD: Okay. Thank you.

21 Next?

22 MR. JAMES: Good evening. I am

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1 Denis James, President of Kalorama Citizens
2 Association.

3 Tonight I am going to talk about
4 the parking minimums. But before I get to
5 that, the Kalorama Citizens also will be
6 submitting further resolutions about roof
7 structures, corner stores, and I just wanted
8 to mention that we did pass a resolution in
9 favor of extending the time for this
10 Commission to hear comments for 180 days.

11 So before you, you have two
12 resolutions. They are both from an Adams
13 Morgan point of view. We have such
14 challenges there: 7,000 seats of ABC
15 occupancy, approximately 7,000 households in
16 the neighborhood, which all have been given a
17 visitor's pass. So we are intensely parked
18 at all times, and we're not that close to a
19 Metro stop, even though we are on the Woodley
20 Park as a named destination. But it's a good
21 little walk. So we don't really believe that
22 the methodology that OP adopted applies to

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1 Adams Morgan or should apply to it.

2 I've got some written comments,
3 which I will get onto the record typed up in
4 a few days.

5 OP does nothing to effectively
6 encourage suburbanites from commuting
7 downtown. After work, some of these
8 commuters park in Adams Morgan for the
9 nightlife. Creation of the residential
10 parking permit program was a reaction to
11 commuters parking in close-in neighborhoods,
12 such as Adams Morgan, where I have been a
13 homeowner for 42 years. Now there is a
14 visitor's pass program that is said to
15 introduce another 7,000 potential parkers
16 into Adams Morgan.

17 Reducing parking minimums, at
18 least in Adams Morgan and probably in
19 numerous other fully built-up neighborhoods,
20 is a very shortsighted idea. Adams Morgan is
21 a community made up of rowhouses and many
22 medium-sized, purpose-built apartment

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1 buildings, be they rental, condo, or co-op.

2 Most of Adams Morgan was built
3 between 1890 and 1920. And very few of the
4 mid-sized apartment buildings have any parking
5 attached. Some of the larger apartment
6 buildings have a modest amount of parking
7 underneath or on private surface spaces
8 adjacent.

9 Adams Morgan's population
10 remained virtually unchanged from the 2000 to
11 the 2010 census, 16,400 or so. We have
12 occasional in-field development, mostly in
13 the Reed-Cooke section and occasionally in
14 other commercial streets.

15 We also have -- let's see. I
16 already covered that. On any given night and
17 routinely on Thursday, Friday, Saturday, and
18 Sunday nights, many, many more visitors made
19 descend on Adams Morgan, forcing residents
20 who depend on street parking to circle
21 endlessly and in ever-widening circles in the
22 hope of finding a space. Keeping the current

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1 minimum parking requirements for Adams Morgan
2 and other similar neighborhoods simply means
3 that those who move there, into these new or
4 renovated or expanded buildings, will not
5 provide further competition for the residents
6 who currently use street parking.

7 For those newer D.C. residents
8 testifying against the parking minimums,
9 heaven forbid that they should grow older or
10 infirm and be less able to get around without
11 cars. Wait until they start having children
12 and need to carpool their kids to school,
13 attend soccer practice and other after-school
14 activities, or perhaps their parents may
15 someday come to live with them, increasing
16 the likelihood that a car would become a
17 necessary convenience.

18 D.C. has had a few years of
19 population growth, but there is no certainty
20 that this will continue. We must welcome all
21 of those who come to live and enjoy our
22 neighborhoods and become engaged in the civic

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1 life of the city. But long-term planning
2 must not overreact to a sudden, possibly
3 short-term period of population growth.

4 Many have lauded Metrobus and
5 Metrorail. And it is essential. But
6 Metrobus service is uneven and its planners
7 routinely attempt to cut lines. Metrorail is
8 at capacity. If OP was really serious about
9 planning how we get around and what we do
10 with our vehicles when we arrive, it would be
11 pressing for study of how Metro might expand
12 in D.C. to better serve its residents.

13 Yes. That's about it. The
14 methodology I already covered. I just don't
15 think it should apply to Adams Morgan or
16 other neighborhoods that are somewhat
17 distanced from Metrorail.

18 Thank you.

19 CHAIRMAN HOOD: All right. Thank
20 you.

21 Next?

22 MS. KUNSTADTER: Thank you for

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1 the opportunity to testify on the D.C. zoning
2 rewrite. I am here this evening to speak
3 against the changes proposed by the Office of
4 Planning to the city's zoning regulations as
5 they pertain to parking requirements.

6 My name is Melissa Kunstadter. I
7 am an officer of the Tenleytown Neighbors
8 Association, but I am testifying as an
9 individual today.

10 My family and I have lived in
11 Tenleytown for 25 years, a block and a half
12 east of Wisconsin Avenue. Our neighborhood
13 is quiet, tree-lined. And all of my
14 neighbors own at least one vehicle. The
15 young couple next door has small twin boys.
16 The single professional across the street
17 works in Silver Spring. The elderly lady has
18 a husband with Alzheimer's. There's a young
19 guy on the corner who is into cars. And
20 there is a family with a disabled child.

21 Most of these neighbors park on
22 the street because they have no garages. As

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1 of now, we can usually find a parking spot
2 fairly close to our house, but we do compete
3 with shoppers and restaurant goers and others
4 who are attracted to the commerce on nearby
5 Wisconsin Avenue.

6 Should parking requirements be
7 diminished or removed due to our being
8 defined as part of a major transit corridor,
9 such would bring hardship to the families on
10 our block. Convenient parking is a necessary
11 benefit to having invested in a home in our
12 area.

13 There are those who complain
14 about the traffic in Tenleytown and claim
15 that reducing or removing the number of
16 parking spaces required for residential and
17 commercial units would discourage the use of
18 cars on our streets and, thus, open up
19 Wisconsin Avenue to freer flowing traffic.

20 May I mention that the length of
21 Wisconsin Avenue from Sidwell Friends to
22 Friendship Heights has almost a dozen traffic

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1 lights in almost as many blocks. To serve
2 schools, businesses, American University, the
3 post office, fire department, banks, food
4 stores, public library, residential
5 diplomatic office buildings, sufficient
6 parking is needed to serve local residents in
7 addition to those coming from other areas.

8 A closing statistic. Seventy-
9 nine percent of Ward 3 households own one or
10 more cars. The current zoning requirements
11 for parking are already far below the
12 statistics on car ownership in D.C. Current
13 parking requirements should, therefore, be
14 retained or increased.

15 Thank you.

16 CHAIRMAN HOOD: Thank you very
17 much.

18 Next?

19 MS. ROSEN: Hello. My name is
20 Andrea Rosen. I live in Chevy Chase.

21 I need to explain, first of all,
22 that, like Ms. Bowser, I did not realize that

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1 the use of metropolitan AMI was out of D.C.'s
2 control. So my testimony about inclusionary
3 zoning makes the same incorrect assumption
4 and I am changing my testimony on the fly.

5 The District's inclusionary
6 zoning program has enlightened purposes.
7 However, last April, the District closed a
8 waiting list of more than 70,000 names for
9 housing assistance. To reach these
10 residents, who are severely impacted by
11 burgeoning market rate residential
12 development, the IZ program must be expanded.

13 What is clear is that the
14 Commission's definitions of moderate and low
15 incomes do not mesh with the populations that
16 most need assistance. And income defined as
17 moderate by zoning regs corresponds at its
18 lower end to the average income of the middle
19 quintile of District earners and at its upper
20 end to the average income of the fourth
21 quintile. An income of 53,750, which is the
22 cap for zoning's defined low-income

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1 households, corresponds to the average income
2 in the middle quintile of D.C. earners and
3 far exceeds the average incomes earned by the
4 working poor in the second and first
5 quintiles.

6 I urge the Commission to align
7 their definitions of low and moderate incomes
8 with the lower two and a half quintiles of
9 District earners by adjusting the percentages
10 that are applied to the Metro AMI.

11 Second, I would urge the
12 Commission to increase the set-asides for IZ
13 units in residential developments from 10
14 percent and 8 percent to 20 percent and 18
15 percent, respectively, in order for
16 developers to qualify for bonus development
17 density.

18 The Townhomes on Capitol Hill, a
19 model mixed-income housing development,
20 devotes 50 percent of its units to affordable
21 housing. Of its 134 units, 34 are dedicated
22 to moderate-income households and 33 units

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1 provide housing to low-income residents.
2 This city should stop tinkering at the edges
3 of the problem and strengthen inclusionary
4 zoning to realize its salutary goals for
5 citizens of the District of Columbia.

6 Thank you for your consideration.

7 CHAIRMAN HOOD: Thank you.

8 Next?

9 MR. SEELIG: I hope nobody moved
10 my checks around so I have to flip around,
11 too.

12 Chairman Hood and members of the
13 Commission, thank you for the opportunity to
14 testify tonight. I am Steve Seelig. And I
15 am testifying on behalf of Ward 3 Vision, a
16 grassroots campaign that supports the
17 addition of vibrancy in opportunity to Ward
18 3.

19 Ward 3 Vision strives to maintain
20 the high quality of life that currently
21 exists while encouraging improvements along
22 major transportation corridors, like

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1 Wisconsin Avenue and Connecticut Avenue.

2 Through community engagement, we
3 encourage sustainable urbanism by supporting
4 affordable housing, multi-modal
5 transportation options, appropriate mixed-use
6 development, and walkable streetscapes that
7 enhance everyone's quality of life. Our goal
8 is to improve upon what is great about Ward
9 3. We don't want to lose that.

10 Chairman Hood mentioned last week
11 he was concerned that he was not hearing from
12 the "silent majority." And I am glad to
13 report that Ward 3 Vision does represent the
14 silent majority. Ward 3 Vision was created
15 out of frustration that voices in support of
16 sustainable growth and good urbanism were not
17 being heard in issues relating to planning,
18 development, and transportation of the ward
19 over the past 20 years. And some of those
20 voices are actually on the dais with me this
21 evening.

22 We looked around the region and

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1 the nation. And we saw other jurisdictions
2 in apprising smart growth and saw not just
3 environmentally more responsible growth but
4 more livable and walkable neighborhoods grow
5 up. They're in our own backyard. And we
6 heard only opposition where we live. Unless,
7 of course, we spoke to our neighbors, who in
8 general are okay with the direction the
9 District has taken, we would submit that the
10 alphabet soup of neighborhood organizations
11 from our ward that you repeatedly hear from
12 in opposition to development is nothing more
13 than the vocal minority.

14 Our members are Baby Boomers and
15 Gen-Xers. Oh, we've got a millennial in our
16 group. And we have one member of the
17 Greatest Generation. Our members own cars
18 and bicycles. We walk, cycle, run, ride
19 buses, and we take Metro. And we have been
20 active in previous zoning cases before you,
21 including the Wisconsin Avenue Giant; Jamal's
22 redevelopment of Babes; and the 5220, well,

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1 the ill-fated 5220 Wisconsin Avenue acreage
2 case. We believe our involvement has helped
3 to craft better places for our ward. And we
4 are proud to have been involved in the
5 process. And we have participated in many
6 discussions with you and the Office of
7 Planning about the comprehensive plan and
8 zoning code.

9 We believe the silent majority of
10 residents desire a responsible,
11 environmentally resilient solution to address
12 the issues facing the District over the long
13 term, but we don't believe that singling out
14 any particular generation as representing a
15 particular point of view is fair and hope
16 that the Commission removes from this
17 discussion old versus the young, me versus
18 them statements about the process.

19 From a personal perspective, yes,
20 I read Greater Greater Washington blog. And
21 I learn a great deal of information about our
22 city. But I also read information from

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1 conservative sources, like the Heritage
2 Foundation. I am a member of WABA, and I am
3 also a member of AAA. I own four bicycles
4 and two cars. I ride my bike to work some
5 days. I drive to others. I am a Baby
6 Boomers, just on the cusp. And I have a
7 four-year-old child. So I hang out with
8 millennials. So which group am I a member
9 of? Let's move beyond these labels for the
10 city's sake. And let's really focus on the
11 important things for our city.

12 On the zoning rewrite itself,
13 it's time to move forward with this process.
14 It has been many years and hundreds of public
15 meetings. And there has been plenty of time
16 for all voices to be heard. It's time to
17 plan for the future of the District and no
18 longer live in the 1950s past.

19 On the parking minimum issue, the
20 subject of tonight's discussion, Ward 3
21 Vision supports lower or no parking minimums.
22 The proposal from the Office of Planning

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1 begins the process of providing more
2 flexibility and living choice and how much
3 parking must be built, although we would have
4 preferred the original iteration of the
5 proposal with no minimums.

6 On-street parking management.
7 That is something that has been talked about
8 quite a bit on this dais this evening. I
9 would urge that the Zoning Commission does
10 not get mixed up in the issue of parking on
11 street that is solely the subject of DDOT.

12 You have a once in a lifetime,
13 once in, well, an every 50-year lifetime
14 opportunity to do your work on this zoning
15 rewrite. And we hope that you support the OP
16 provisions.

17 Thank you.

18 CHAIRMAN HOOD: Okay. Thank you
19 all very much. We appreciate all of your
20 testimony.

21 Let's see if we have any comments
22 or questions of this panel. I am not seeing

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1 any. Ms. Muhammad, let me just ask -- first,
2 Commissioner Henderson, do we have your
3 testimony?

4 MS. HENDERSON: No, you do not.
5 You will have that by close of business
6 tomorrow.

7 CHAIRMAN HOOD: Okay. You have a
8 little more time than that.

9 MS. HENDERSON: If I may add, we
10 are asking for a minimum of the 180 days --

11 CHAIRMAN HOOD: Okay.

12 MS. HENDERSON: -- to extend this
13 process. Thank you.

14 CHAIRMAN HOOD: Okay.
15 Commissioner Muhammad, let me just ask you a
16 question. And I am going to do this because
17 I do know the President of the Federation of
18 Civic Associations --

19 MS. MUHAMMAD: Yes.

20 CHAIRMAN HOOD: -- very well, Ms.
21 Barbara Morgan, --

22 MS. MUHAMMAD: Right.

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1 CHAIRMAN HOOD: -- very well. So
2 if she is watching, she will get me later.
3 She helped raise me. So I'm going to use her
4 as the example.

5 MS. MUHAMMAD: She told me she
6 did write the letter.

7 CHAIRMAN HOOD: But I'm going to
8 use her as the example.

9 MS. MUHAMMAD: Okay.

10 CHAIRMAN HOOD: Was it that she
11 mentioned that she didn't know about the
12 zoning rewrite or maybe I misunderstood your
13 testimony.

14 MS. MUHAMMAD: No. I said I
15 called her and requested her to write a
16 letter for resolution on behalf of the
17 Federation of Civic Associations. And I told
18 her that the commissioners across the city
19 were requesting more time. And she couldn't
20 believe that we weren't getting more time.
21 And she even called Chairman Mendelson's
22 office with me on the phone because she could

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1 not believe that we weren't being offered
2 more time for this process.

3 CHAIRMAN HOOD: But she knew
4 about the zoning rewrite, right? It's not
5 that --

6 MS. MUHAMMAD: Well, she knew
7 about it. She knew about it. But she
8 couldn't understand why we weren't being
9 given more time because she didn't know it
10 was 1,000 pages. Now, she didn't know that
11 is what she said.

12 CHAIRMAN HOOD: Okay. All right.
13 All right.

14 MS. MUHAMMAD: And then I went to
15 my own civic association tonight. I don't
16 know if you know Mr. Presbury. He didn't
17 know anything about it. And I gave him the
18 brochures that we had been given and just as
19 much information as I knew and told him that
20 we did request the resolution requesting more
21 time along with many other ANCs. And he
22 asked me had a decision been made. And I

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1 told him no.

2 CHAIRMAN HOOD: We have heard you
3 loud and clear. I am just glad that you
4 didn't say that Ms. Morgan didn't know about
5 the rewrite, though.

6 MS. MUHAMMAD: Oh, no. She knew
7 about it, but she didn't know it was 1,000
8 pages.

9 CHAIRMAN HOOD: Because I
10 actually --

11 MS. MUHAMMAD: So she did agree
12 that we needed more time.

13 CHAIRMAN HOOD: I actually
14 attended with the Office of Planning at her
15 meeting about two years ago. So I know
16 that -- and, plus, like I say, I can say that
17 because she raised me. She may reprimand me
18 later.

19 MS. MUHAMMAD: She raised a lot
20 of people.

21 CHAIRMAN HOOD: Okay. All right.

22 MS. MUHAMMAD: And I will say

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1 this. There are some areas that had over
2 hundreds and hundreds of meetings. They may
3 have had that in Ward 3, but that did not
4 happen in Ward 8. And it sure didn't happen
5 in Ward 7, which is east of the river.

6 CHAIRMAN HOOD: Okay. I'm not
7 going to get into that.

8 MS. MUHAMMAD: Well, I just
9 wanted to make that clear.

10 CHAIRMAN HOOD: Again, this is
11 about trying to get the information to
12 balance. And the Commission will continue to
13 do the best we can to make sure that we get
14 it out there like we have done in the past.

15 MS. MUHAMMAD: Yes, sir.

16 CHAIRMAN HOOD: I mean, that is
17 why I always go to Ms. Cort. You know,
18 people think I am being sarcastic, but it
19 actually works bringing the smart growth
20 people down here. Maybe we need to take
21 again a page out of her book, but that is a
22 whole other discussion, another argument. We

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1 are looking forward to it.

2 And just stay tuned. Let me just
3 say this to the commissioners at the table
4 now. Just stay tuned.

5 MS. MUHAMMAD: Thank you.

6 CHAIRMAN HOOD: Okay?

7 MS. MUHAMMAD: What time will
8 your meeting be on the 9th, December the 9th?

9 CHAIRMAN HOOD: The meeting on
10 the 9th, let me also help you with that. The
11 meeting on the 9th is how we move forward.
12 It's not setting any deadlines or anything at
13 this point. We are going to have a
14 discussion among ourselves. That is what the
15 meeting on the 9th is about.

16 MS. MUHAMMAD: Okay.

17 CHAIRMAN HOOD: It wasn't about
18 we're going to make a decision on the 9th,
19 no.

20 MS. MUHAMMAD: Okay.

21 CHAIRMAN HOOD: No, no.

22 MS. MUHAMMAD: When will that

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1 decision be made? Can I ask?

2 CHAIRMAN HOOD: You asked for 180
3 days, right? When is that going to start?

4 MS. MUHAMMAD: Well, actually,
5 in our resolution, we requested the 180 days,
6 beginning from the first day of testimony,
7 which was November the 4th.

8 CHAIRMAN HOOD: So we are already
9 on countdown. Okay? No, but stay tuned.
10 Stay tuned. That is all I can say. Stay
11 tuned. There are some more things that are
12 going to happen. You will hear something
13 from the Office of Zoning real soon,
14 especially ANC commissioners, on some other
15 things that this Commission is planning.

16 We're going to discuss all of
17 that on the 9th. If you want to come down
18 and hear our discussion, that will be great.

19 MS. MUHAMMAD: I would like to.
20 That is why I am trying to ask you what time.

21 CHAIRMAN HOOD: We start at 6:30.
22 I get confused now. We start at 6:30 that

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1 night. That's our regular meeting.

2 MS. MUHAMMAD: Yes, sir. Thank
3 you.

4 CHAIRMAN HOOD: We meet every
5 second Monday or you can tune in and watch us
6 webcast live.

7 MS. MUHAMMAD: Okay.

8 CHAIRMAN HOOD: Okay. All right.
9 Thank this panel. We appreciate all of your
10 testimony.

11 MS. MUHAMMAD: Thank you.

12 CHAIRMAN HOOD: Okay. John
13 Chelen, Jim Dickerson. Okay. David
14 Ogunsanya, Arlene Anderson, Elizabeth Miller,
15 Mary C. Young, Bernard Ries, Lyndi Borne.
16 Okay. Tom Quinn. And I don't see Cyril
17 Crocker. Cyril Crocker. I don't see him.
18 Michelle, you help me with this name again.
19 Natale Stracuzzi, Guy Durant, and Elizabeth
20 Croydon.

21 MS. CROYDON: Croydon.

22 CHAIRMAN HOOD: Croydon.

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1 MS. CROYDON: Thank you.

2 CHAIRMAN HOOD: You're welcome.

3 Did I call too many people? Mr.
4 Otten, I'm going to come back to you. And I
5 see Ms. MacWood. I've got you all on the
6 next panel. Yes, that's fine.

7 MR. OTTEN: Thank you.

8 CHAIRMAN HOOD: Did I call too
9 many people? Okay. Okay. We're going to
10 start to my left, to your right. You may
11 begin.

12 MR. STRACUZZI: Thank you for
13 having us, first of all. I appreciate you
14 taking your time to hear the public's vision
15 on your vision.

16 My name is Natale Stracuzzi. I
17 am with the Statehood Green Party. I live in
18 Southeast Washington in Ward 8.

19 I would just like to say if you
20 think about what is going on in the city with
21 the parking, let's look at 7th Street and
22 what is going on with the public housing

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1 development that was there and what is going
2 on there now. Again, when it was there in
3 the past, there was adequate parking for the
4 tenants. And being so people didn't park in
5 the outskirt neighborhoods, I have friends
6 that live on 5th Street over there. When I
7 go there, it is impossible to find parking.

8 Just look at 14th Street, what it
9 was and what it is now. It is impossible to
10 find parking if you go to Target, even with
11 the parking they have. Things have changed
12 in the city to a fact that it doesn't work.

13 Look at Eye Street, Southwest,
14 what it is with the older buildings and what
15 it is with the newer buildings. We are
16 taking away the parking of the residents in
17 the neighborhoods.

18 I am with the Statehood Green
19 Party. So I have to say that we are for
20 cleaner vehicles and clean up the
21 environment. But, again, we still have needs
22 for vehicles. And until we get to the point

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1 that we can lessen our dependency on fossil
2 fuels, we have to be realists here.

3 Now when it goes, I want to talk
4 about the AMI. When you look at this
5 realistically, this is not a real figure.
6 Based on the fact when you have to do a real
7 study in this matter, we have to go to tax
8 and revenue, what is being built in those
9 areas. Look at Congress Heights, what is
10 going to happen at the Metro. And let's look
11 at on South Capitol what is going to happen
12 by the Murray's. These developments are
13 going to be built with public money.

14 I myself cannot qualify to live
15 anywhere in the District of Columbia anymore.
16 I have an Audi 8, a bug, but I can't qualify
17 because my income has dropped so low. I am
18 an independent sales rep for the furniture
19 industry. I make five cents on the dollar.
20 What happens to people like me and others
21 that are working poor now?

22 Now, I know once the income picks

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1 up, the economy picks up, my income will grow
2 again and I will go back to living like I
3 was. But until then, I have to live in
4 another type of world, which is okay because
5 I always say D.C. has pockets of good. If
6 you go at night, you know where to live.

7 Realistically, there's a lot of
8 good places in this city. But, again, it's
9 getting to the point that you can't qualify
10 to live in these places anymore. And it's
11 all based on what is going on in the
12 development in our city.

13 So I know you have a very hard
14 decision. But what I do say is that when we
15 come up with a solution, let's look through
16 tax and revenue in a one-mile radius what's
17 going on in that area income-wise. Let's
18 take it in perspective: how many people are
19 in public housing, what the population is of
20 the area, how many people are unemployed in
21 this area. And, on top of that, let's do a
22 real calculation based on real residents in

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1 the area because, again, you don't work for
2 the mayor's office. You don't work for the
3 developers. You work for the residents of
4 the District of Columbia. And we're here
5 telling you to think about us just as much as
6 everybody else.

7 And I know you have a very
8 difficult task ahead of you. And I don't
9 envy you for it. But it does have to be
10 done. And the decisions have to be made. So
11 let's hope that the decisions are going to be
12 there for the citizens of the District of
13 Columbia.

14 And thank you for your time.

15 CHAIRMAN HOOD: Thank you.

16 Next?

17 MS. CROYDON: Thank you, Chairman
18 Hood. My name is Elizabeth Croydon. I am an
19 independent filmmaker. I am here to address
20 specifically the smart growth solution.

21 There is not enough time to read
22 this. It's 1,000 pages long. What is 180

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1 days, 6 months, compared to 100 years?

2 Excuse my informality. I just
3 got off a plane from Hollywood in New Mexico.
4 I'm planning my third feature film. I've
5 shot two in this city. Where is my crew
6 going to park without ample parking? You do
7 want my revenue and income. I want to give
8 it to you.

9 We need affordable housing.
10 There are students. There are artists, low-
11 income. If someone is making \$65,000 a year,
12 why would a landlord give a house to someone
13 making \$30,000?

14 Let me address the term "smart
15 growth." That implies that any other
16 solution is foolish. And I know we have all
17 heard educated voices today.

18 CHAIRMAN HOOD: Stop the clock
19 just for a moment. If you move back just a
20 little bit --

21 MS. CROYDON: Thank you.

22 CHAIRMAN HOOD: You're on that

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1 mike. That's good.

2 MS. CROYDON: I'm not used to
3 this kind of mike. I'm used to an SM58.

4 CHAIRMAN HOOD: Move back. We
5 want to make sure we hear you clearly. Okay.

6 MS. CROYDON: Thank you, Chairman
7 Hood. All right.

8 So smart housing, smart growth,
9 smart zoning, no, no, no. This is twilight
10 zoning. And I kind of want to look for Rod
11 Sterling. You know, to imply that the D.C.
12 citizens are uninformed is wrong. We have a
13 longstanding tradition. And we need to set
14 an example.

15 Some people say D.C. stands for
16 Damage Control. I say D.C. stands for
17 District of Change. And we need to set an
18 example to the world. There are other
19 solutions.

20 Thank you.

21 CHAIRMAN HOOD: Thank you.

22 Next?

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1 MR. DURANT: Good morning. I
2 mean, good afternoon. Good evening, Chairman
3 Hood. I don't even know what time it is I am
4 so tired. But I appreciate the Commission
5 allowing me to speak.

6 My name is Guy Durant. I live in
7 Ward 5. And I am also a 200 Footer, but I
8 represent myself today.

9 Basically I just want to talk
10 about a couple of issues. One is the
11 affordable housing, and the other is parking.
12 And also I want to start by saying that I do
13 hope that you will extend 180 days for
14 everyone to review this because there hasn't
15 been enough time for everybody to react to
16 what is going on here.

17 And I wanted to start by saying
18 that I think affordable housing is a very
19 important issue. There is such a need to
20 make sure, as Renee Bowser said, that we
21 change it so that the District of Columbia
22 median income is used, instead of just the

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1 regional. So I really want you to take that
2 seriously and extend this to 180 days so you
3 can more people of lower economic means to
4 come in here and testify. A lot of us are
5 not, you know, of that income level. Some of
6 us are more upper income. And so we need to
7 hear more voices.

8 So, speaking about more voices,
9 now let me talk about parking and just say
10 that, you know, there's a concept that we all
11 know about called stakeholders. And when
12 you're making big policy decisions, you want
13 to really include all the stakeholders at the
14 table. My question to you is, have you
15 really included and has the Office of
16 Planning really included and has DDOT really
17 included the major stakeholders in the
18 parking issue? And that is car owners.

19 Now, how are you going to do
20 that? It is very simple. You reach out to
21 AAA. Where has AAA been? They have been
22 shunned. They have been avoided. They have

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1 been left out of this process. I know
2 firsthand because I have talked with Mr. John
3 Townsend at AAA. And he has told me that you
4 have not included him in this process to the
5 large degree you could. The Office of
6 Planning has not included him in the process.
7 They represent over 80,000 members. So you
8 really don't have the right to make a
9 decision about car owners unless you're going
10 to include the largest organization of car
11 owners: AAA. So do not have any decisions,
12 you know, lifting the parking minimums
13 without AAA at the table. In fact, AAA
14 should supervise DDOT because DDOT is making
15 so many bad mistakes as far as
16 transportation. AAA should be overall part
17 of the civic, you know, group that oversees
18 them.

19 So I would just say if you need
20 to get AAA at the table, before you make any
21 policy decisions about parking, AAA should be
22 involved. And I just want to say that I

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1 think the reason they weren't involved was
2 because the Office of Planning and DDOT don't
3 give a park. Okay? And you need to give a
4 park about the people that are senior
5 citizens trying to drive. You need to give a
6 park about all the people in the District of
7 Columbia who really are struggling right now
8 to really shop and live here.

9 You talked about affordability.
10 And if we don't, we are one of the places in
11 the country that have the worst traffic
12 situation because we don't give a park.

13 And so I'm asking you, don't make
14 the situation worse by changing this into
15 what is going to become the motherparker of
16 all situations.

17 (Laughter.)

18 MR. DURANT: So I am just saying
19 please, you know, give a park about D.C.
20 Thank you.

21 CHAIRMAN HOOD: Thank you.

22 Next?

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1 MR. OGUNSANYA: Good evening,
2 Chairman Hood, fellow commissioners. Today I
3 will be speaking on behalf of my
4 organization. My name is David Ogunsanya,
5 and I work for City First Homes here in
6 Washington, D.C. Today I will be testifying
7 in favor of lowering the parking minimum
8 requirements in higher-density areas.

9 To start, City First Homes is a
10 nonprofit that creates permanently affordable
11 homes in transit-oriented hubs in Washington,
12 D.C. And I will be more than happy to answer
13 any questions you have about shared equity or
14 shared appreciation as well.

15 As an organization, City First
16 Homes supports parking reforms to reduce
17 parking minimums in higher-density areas that
18 have multiple sources of transportation
19 readily available. Sometimes minimum parking
20 requirements are too high and create extra
21 costs for developers, who, in turn, transfer
22 those costs to homeowners at sale or at lease

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1 up of a rental. This reform will help bring
2 down the cost of housing and make challenging
3 projects more feasible. It would also enable
4 developments to better serve the growing
5 market of transit-oriented households in
6 Washington, D.C.

7 Reducing parking also allows
8 residents to choose an ecological lifestyle
9 by relying more on walking, bicycling, using
10 public transportation that the District has
11 invested so much money into. This also
12 creates a more vibrant city and reduces
13 congestion on our streets. As you all know,
14 14th Street and U Street can be hectic on the
15 evenings.

16 Also, we would like to commend
17 the Zoning Commission for creating the
18 District's IZ program. While it has had its
19 administrative challenges, we believe that
20 its issues can all be addressed. The IZ
21 program is built on the framework of
22 permanent affordability. This is the same

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1 thing City First Homes was built on.

2 We run this very similar program
3 for permanently well-stewarded affordable
4 homeownership and condo buildings, co-ops,
5 and single family homes all around the
6 District, which realizes the best of wealth
7 creation for individual homeowners and
8 sustaining affordability for the next
9 generation of homeowners.

10 The IZ program and City First
11 Homes programs are built on the experiences
12 of successful programs around the country
13 with years of experience and successful long-
14 term affordable homeownership and stewardship
15 of more than 500 units of permanently
16 affordable homes in their programs. We
17 continuously strive to increase the
18 effectiveness of our program by participating
19 in sharing groups around the country.

20 We are very eager to see the IZ
21 program succeed and will continue to
22 contribute to help its success however we

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1 can.

2 I thank you again for creating
3 this farsighted affordable housing program.
4 It promises to be one of the leading ways we
5 will create and sustain affordable housing
6 opportunities, especially in neighborhoods
7 which are readily rising in value and will be
8 out of reach of the future generations of
9 moderate and low-income homeowners.

10 Thank you.

11 CHAIRMAN HOOD: Thank you.

12 Next?

13 MS. YOUNG: Good evening. My
14 name is Mary Young. I am commissioner for
15 ANC 3B04. My chairperson testified earlier
16 this evening. And I have to say as a baby
17 commissioner -- I was just elected last
18 November and have only been serving for 11
19 months -- on February 2013, attending my
20 second meeting, I voted to approve by
21 unanimous decision a resolution on the part
22 of ANC 3B regarding the changes to the zoning

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1 law.

2 At the time, mostly the
3 discussion was only among the five persons
4 making up the commission. And we represent
5 approximately 10,000 persons. Since that
6 time and during the past 11 months, I have
7 been working among my constituents and have
8 discovered how important it is not to think
9 that I am the decider on their behalf and
10 that I bring back to our ANC their concerns
11 and encourage them to engage in open public
12 discussion.

13 This did not happen before we
14 voted on that resolution. We engaged in a
15 flurry of emails among ourselves, reported
16 out our decision to the public, and then we
17 approved the resolution to accept the
18 changes. And we only looked at those
19 changes, really, that reflected us as our 3B.

20 I know that my chairperson will
21 testify that our position has not changed and
22 the resolution as signed stands. However,

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1 this is no longer my position since I had not
2 consulted with the people I represent. And
3 we only looked at the very narrow issues
4 pertaining to our 3B, which are mostly
5 private homes, multi-unit buildings, and a
6 very small commercial strip. So the other
7 issues in the zoning changes were never
8 looked at, nor addressed by us, which I think
9 we should have done.

10 Now that our other ANCs are
11 seeking more time, I feel that we should not
12 rush to sign into law the zoning changes
13 proposed until other ANCs, especially for
14 those areas of the city which have more
15 complex issues and those east of the river,
16 have ample opportunity to understand how the
17 changes in the zoning law will impact them.
18 I also think that we, too, in ANC 3B should
19 take a closer look at all of the changes
20 because we are not an enclave, but we belong
21 to a wider city as well.

22 As a nation, we are now

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1 experiencing all of the unintended
2 consequences of a law that was rushed through
3 without enough study and input from concerned
4 parties. Let's learn from that experience
5 and not repeat it. Time is not the enemy.

6 Another thought I had is that
7 with the heightened master plan, which could
8 possibly be enacted in the near future,
9 should we not wait to see what impact that
10 would have on our zoning laws. I feel a
11 postponement would allow the heightened
12 master plan to come to conclusion and at the
13 same time give time to those persons who need
14 more time to study the zoning changes.

15 Thank you very much.

16 CHAIRMAN HOOD: Thank you.

17 Next?

18 MS. BORNE: Hello, commissioners.
19 My name is Lyndi Borne. I'm a resident of
20 Ward 6. And thank you for staying out here
21 very late so that we can testify.

22 I noticed that there have been

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1 many people testifying on the issue of
2 parking. And I do think that we might need a
3 lot more parking because a lot more people
4 might have to live in their cars because they
5 can't afford to live in homes here. And I
6 kind of don't even mean that as a joke
7 because there is literally a school teacher
8 who, you know, works for D.C. Public Schools
9 and is staying in a shelter because she
10 cannot afford to live within the District
11 limits right now. And, you know, there are
12 other cases like this.

13 But I really just wanted to make
14 the point that we can have development
15 without displacement. We don't need to
16 displace people and gentrify. We can make
17 the city better. I am not against having a
18 zoning rewrite. In fact, I am very much in
19 favor of changing the status quo.

20 Specifically, I want to address
21 the AMI, as a few other people have already.
22 One proposal that we already heard is that we

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1 can just use the D.C. AMI, which is
2 significantly lower. It's not 107,000 a
3 year. It's below 100,000 a year. But I
4 really think we need to be more honest about
5 what affordable means and really embrace the
6 idea of inclusive zoning and affordability.

7 If you are a minimum wage worker
8 or above minimum wage, you work at Target,
9 you still cannot afford to live in a place
10 that is \$1,600 a month, which is 80 percent
11 of the AMI now. I very much support tying it
12 to the minimum wage and then going up from
13 there. A hundred percent of minimum wage is
14 your income, 200 percent, and so on.

15 And I also want to make the point
16 that I am not saying we only need to make
17 sure that the lower class can afford housing.
18 The middle class, too, is struggling right
19 now and is being slowly displaced and then
20 displacing other people and just going south
21 and going east.

22 And I really think we can have an

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1 inclusive city, but we need to stop
2 pretending by using words like "affordable"
3 completely cynically when it's clearly not
4 the case.

5 Oh, I know that there is also
6 another argument that the federal HUD money
7 requires that we use the AMI. And I don't
8 think this is a very valid argument. And we
9 don't need to use the public/private
10 partnerships at all, I believe. I think we
11 can completely go public and we can use this
12 idea of tying it to minimum wage, which is
13 completely logical.

14 So I would love to have more
15 time, as everyone has asked, so you can all
16 discuss this more and we can come to a better
17 conclusion and have a better city for all of
18 us.

19 Thanks.

20 CHAIRMAN HOOD: Thank you.

21 Next?

22 REV. DICKERSON: Good afternoon.

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1 I am Jim Dickerson with Manna, Incorporated.
2 And I am a 44-year resident. I want to thank
3 you all for your service tonight.

4 The affordable dwelling unit
5 owners from five market-rate buildings have
6 submitted testimony to the Zoning Commission
7 concerning extremely detrimental issues with
8 their units and their 20-year resale-
9 restricted covenants, their financial
10 hardship and ruin as a result of not being
11 fully and clearly informed of the bad
12 consequences visited upon them when they
13 bought their units, and testimony about their
14 concern for issues that future IZ and ADU
15 unit owners like them will have.

16 The Zoning Commission holds the
17 covenants for ADU owners in two of those
18 buildings: The Fedora and Chase Point. I've
19 attached -- I'm sorry. I haven't got it. I
20 didn't attach it, but you got this from
21 another owner, a detailed example from Chase
22 Point.

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1 Some of these owners could not
2 attend tonight due to extra jobs they are
3 working that they have to have to afford
4 their condo fees, major health issues, or
5 still being scared to death about speaking
6 out publicly.

7 While the devastating
8 consequences of other ADU units and buildings
9 have been submitted and testified to tonight,
10 I would particularly like to alert you to
11 Chase Point in Ward 3 near the Friendship
12 Heights Metro stop. At Chase Point, there
13 are 5 ADU units in a building of 108 units.
14 Some of the market-rate units in that
15 building are worth 105 million. And a Yemeni
16 official owns three units that he uses when
17 he comes into town.

18 All of the ADU owners have seen
19 their condo fees almost double since they
20 purchased in '08. Each of these low-income
21 owners is paying close to over \$800 in condo
22 fees, close to or over, or for some of them,

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1 their condo fee is more than their monthly
2 mortgage payment.

3 They have attempted to work with
4 their condo association on fee increases, but
5 the association is under no obligation to
6 control fee increases for ADU owners. And
7 they feel the cost should be spread evenly
8 across all of the owners, including the
9 lower-income ones. This is outrageous and
10 totally drives low-income owners deeper into
11 poverty and creates tremendous stresses on
12 their lives. And this is not what I'm sure
13 the Zoning Commission had in mind when it
14 created these units, but it's what we have
15 now. And these are terrible consequences.
16 We spoke to this, and we were disregarded
17 when these policies were put in place.

18 Chase Point board is currently
19 being sued by a former owner and has sought
20 legal counsel over 200,000 the board is
21 spreading across all of the owners equally,
22 resulting in a \$1,920 special assessment to

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1 be paid over 4 months. And the ADU owners
2 have expressed an extension, but the condo
3 board is not open to that. These ADU owners
4 have spent so much more money on their units
5 than they have --

6 CHAIRMAN HOOD: Thank you very
7 much.

8 REV. DICKERSON: -- expected.
9 Okay.

10 CHAIRMAN HOOD: Thank you.

11 REV. DICKERSON: Thank you.

12 CHAIRMAN HOOD: Thank you very
13 much.

14 Next?

15 REV. DICKERSON: I want to
16 also --

17 CHAIRMAN HOOD: No. Thank you.
18 Thank you.

19 REV. DICKERSON: Okay.

20 CHAIRMAN HOOD: Thank you. We
21 have it.

22 REV. DICKERSON: You got it?

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1 CHAIRMAN HOOD: Thank you. Yes.

2 REV. DICKERSON: Good.

3 CHAIRMAN HOOD: Next?

4 MR. CHELEN: Hello. I am John
5 Chelen. I am a Ward 3 resident. And I
6 expect that I would have five minutes this
7 evening because I am representing the Ward 3
8 Democrats. I was a head of the zoning task
9 force and also had a role in other efforts in
10 Cleveland Park and greater Ward 3.

11 I tried to anticipate the
12 questions you are asking yourselves this
13 evening because you don't have, I believe,
14 clear guidance from anybody who has worked
15 for you, either officially, informally. You
16 have heard, though, a lot of practical
17 suggestions this evening. I think that is
18 what we need you to take to heart.

19 Theory is easy. Those of us --
20 and I guess I shared many years with many of
21 you here, too, accumulated a lot of data over
22 the years, a lot of exceptions to the easy

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1 theories we put together.

2 I think what I urge you to take a
3 look at are the efforts of some good thinking
4 people. And I would start with the two
5 letters that have been submitted to you by
6 Councilmembers Cheh and Evans. They take to
7 task the analytical approach, the data used,
8 the effects that are likely to result from
9 what OP has proposed on parking. Those
10 letters have been submitted to you. I won't
11 go into them in detail. But I want to
12 emphasize that what they wrote to you has
13 been emphasized by three other organizations
14 at least.

15 First of all, the Ward 3
16 Democrats passed two resolutions. One of
17 them was on process. I spoke to that when I
18 testified before you in your first hearing.
19 Nobody was really satisfied with how this
20 happened, but I'll pass by that.

21 Their second resolution, though,
22 was that the parking proposals really did not

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1 meet the needs of the residents in Ward 3.
2 Ward 3 Dems is a fairly diverse grassroots
3 organization. It includes many people, the
4 kind of people I think you would like to have
5 seen here tonight: the typical median family
6 with one or two kids and a minivan. We don't
7 see too many of those people here tonight.
8 They are members of Ward 3 Dems. They come
9 to Ward 3 Dems meetings. They know the
10 burdens now with the lack of parking, as it
11 is, in Ward 3, Cleveland Park in particular.

12 A similar resolution was passed
13 by CPCA. You heard Susie Taylor's testimony.
14 I thought she did a very nice job talking
15 about the need for more nuanced planning and
16 analysis. Basically people like being hit by
17 one size fits all is essentially a sophomoric
18 approach to the analysis of this issue.

19 The same kind of resolution was
20 passed by the Business Association of
21 Cleveland Park. They ran into another buzz
22 saw recently. You probably have heard about

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1 the effort to close the service lane in
2 Cleveland Park. Nearly every single business
3 owner put a sign in their front window
4 saying, "Don't Touch Our Service Lane." It
5 was going to eliminate parking. It was going
6 to create a nightmare for traffic, probably
7 increase the accident risk. Luckily, the
8 neighbors joined together with the business
9 association to say, "Let's take a better
10 approach to this."

11 I think what struck me, in
12 particular, in all of these circumstances was
13 not merely the inadequacy of the analysis. I
14 mean, I mentioned the flawed data that OP has
15 relied upon, the cherry picking of data, the
16 avoidance of the right data, what it would
17 have been against, their proposals. But the
18 fundamental problem of coordinating the
19 planning mechanisms between DDOT, OP, the
20 fire department, the police department, and
21 others shows us that no one of these agencies
22 is really able to comprehend the basic

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1 effects on day-to-day life.

2 Now, this is not merely quality
3 of life, as some people seem to think. It's
4 efficacy of life. It's the ability of the
5 lower-income persons, sole proprietor who
6 relies upon their vehicle as an entrepreneur
7 to do their day-to-day work, for the mom to
8 carry the kids to school back and forth. We
9 don't hear anything about the basic essential
10 day-to-day challenges that face people in the
11 District. It's not in the documents. It's
12 not been in the presentations. We don't hear
13 anything that's contraindicated being
14 addressed.

15 So, for example, as solid
16 evidence that if you reduce parking, you are
17 going to have a major effect on an increase
18 in local traffic. There is good data that
19 shows 25 to 30 percent of local traffic is
20 based on the hunt for parking. Has OP
21 indicated that it has even taken this into
22 account?

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1 I could go through a litany of
2 these kinds of pieces of evidence,
3 alternative modes of analysis that really
4 have not been included, let alone has the
5 community had a chance to raise these issues.

6 So I ask you in my last two
7 seconds please read these resolutions. If
8 they have not been submitted to you, I will
9 submit them.

10 CHAIRMAN HOOD: Thank you.

11 MR. CHELEN: And read the
12 letters.

13 CHAIRMAN HOOD: Thank you very
14 much.

15 MS. CROYDON: Thank you, Chairman
16 Hood. Ms. Tregoning was not present during
17 my testimony, and I would like her to
18 specifically refer to me, Elizabeth Croydon,
19 to see what I had to say. Please excuse me.
20 Thank you.

21 CHAIRMAN HOOD: Okay.

22 MS. CROYDON: Thank you.

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1 CHAIRMAN HOOD: Okay. Thank you.
2 If you all can hold your seats? We may have
3 some questions.

4 Vice Chair?

5 VICE CHAIR COHEN: Thank you, Mr.
6 Chairman. Rev. Dickerson, can you help me or
7 everybody, frankly? How do you balance when
8 it comes to condo fees? How do you balance
9 the homeowners who paid market and are
10 facing, you know, increases in their condo
11 fees versus the homeowners in the ADU units?
12 How do you balance the acceptance of trying
13 to please everybody in our work together? Do
14 you have any suggestions?

15 REV. DICKERSON: Well, I mean,
16 you have -- when somebody can purchase a,
17 what, 1.5 million, a million-dollar condo,
18 and then there's another person who is lower
19 income --

20 VICE CHAIR COHEN: Excuse me for
21 interrupting, but that is one extreme.
22 Really, you know, market rate goes maybe to

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1 600,000. And you may be right that they
2 could afford that.

3 REV. DICKERSON: They can't
4 balance it. You know, there's -- I don't
5 know how unless you pour a lot of subsidy, as
6 has been tried in other cities and is being
7 given up on because it's just there's not
8 enough subsidy to subsidize this for the
9 rising condo fees, et cetera. They go up,
10 and they go up, and they go up. And these
11 owners are on fixed incomes. They're not
12 able to do this. They're not able to keep up
13 with these costs. And it drives them into
14 financial ruin.

15 And so far, you're trying to
16 balance it in the building itself that these
17 folks are in. It's really very difficult.
18 And it's not really possible long-term. It
19 doesn't work. And then if they get
20 foreclosed on, what happens? They go back
21 out into the affordable housing market.
22 They're not able to -- you know, we lose the

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1 unit or we lose them. They go back to
2 the -- it's not really saving a unit. So
3 there's another way, we feel, on the
4 ownership side to do this as you can manage
5 it on the rental side, if it's rental.

6 We just did a lottery for 90
7 rental units at the city center, and it's
8 work fine with a rental. But ownership is a
9 different thing. And these folks risk
10 everything for that.

11 And then they get resented by the
12 upper-income owners. It doesn't work
13 socially. It just doesn't work. Their
14 finishes are different. They are in
15 different parts of the building.

16 We work with eight of these
17 different buildings. And they're stuck.
18 They're trapped. And so it needs to be
19 looked at again to come up with a program
20 that does work.

21 I don't know. How do you balance
22 it? I don't --

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1 VICE CHAIR COHEN: Yes.

2 REV. DICKERSON: I'm saying,
3 basically, it's impossible to balance it.

4 VICE CHAIR COHEN: Is your
5 conclusion, then --

6 REV. DICKERSON: Economically, it
7 is.

8 VICE CHAIR COHEN: Is your
9 conclusion, then, to eliminate homeownership
10 units --

11 REV. DICKERSON: No. That's
12 another --

13 VICE CHAIR COHEN: -- in --

14 REV. DICKERSON: In the building?

15 VICE CHAIR COHEN: In buildings
16 but homeownership on a single --

17 REV. DICKERSON: Homeownership in
18 some of these buildings is just not
19 financially feasible long-term unless you
20 subsidize the condo fees, all of the fees
21 that go up, up, up always going up --

22 VICE CHAIR COHEN: Yes.

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1 REV. DICKERSON: -- because the
2 upper-income owners resent that the others
3 don't and all of this.

4 VICE CHAIR COHEN: No. I
5 understand that.

6 REV. DICKERSON: They want them
7 to pay it, the same as anybody.

8 VICE CHAIR COHEN: All right. I
9 do understand your conclusion. Thank you.

10 REV. DICKERSON: Yes.

11 CHAIRMAN HOOD: Okay.
12 Colleagues, any other questions of this
13 panel? Okay.

14 VICE CHAIR COHEN: Yes, one
15 other. I am going to mispronounce your name.
16 So I am going to call you Mr. City First.

17 MR. OGUNSANYA: It's Ogunsanya.

18 VICE CHAIR COHEN: Thank you.

19 MR. OGUNSANYA: No problem.

20 VICE CHAIR COHEN: I'll still
21 mispronounce it probably.

22 City First, again, is very

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1 involved with homeownership for affordable
2 units. Do you lend in condos or are you
3 totally single family?

4 MR. OGUNSANYA: Well, we do both
5 single family and condominiums. And what we
6 saw in our initial program, we had a second
7 mortgage program. And we discontinued that
8 because we realized it wasn't, you know,
9 sustainable. And we came up with a new
10 method of a recoverable grant program, where
11 you reduce the price of the unit at a certain
12 percentage so that the homeowner is below 20
13 percent, is below -- doesn't even require 20
14 percent to bring to the table, which
15 eliminates PMI. And you still keep your
16 market raise appraisal. So that keeps track
17 with the market.

18 And when they sell, they show
19 their appreciation and that subsidy is
20 retained to make the property more affordable
21 for the next purchaser, whenever that
22 happens.

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1 VICE CHAIR COHEN: Where are you
2 getting your subsidy, though, to --

3 MR. OGUNSANYA: Well -- I'm
4 sorry? I didn't hear you.

5 VICE CHAIR COHEN: I'm sorry.
6 Where do you get your subsidy?

7 MR. OGUNSANYA: Well, initially
8 we started with funding from the D.C.
9 government. And as time went on, we recycled
10 those funds at resale. So let's say
11 initially we had a \$75,000 second mortgage.
12 At resale, it would become, a portion of
13 that, 75, into a grant. And now we can use
14 it for two units, instead of one.

15 And also we have grants and
16 funders that support our program. And we are
17 able to go into an entire building and offer
18 predevelopment. And when the units come out,
19 the developer agrees for the units to be
20 priced at a certain AMI level. For our
21 program, it's below 120.

22 We have worked with the DHCD on a

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1 building on 2nd Street: Metropolitan
2 Overlook. And that is 60 percent AMI. And
3 it's the same method. And we do have proof
4 of concept that it works.

5 VICE CHAIR COHEN: But you can't
6 do it without subsidy from the D.C.
7 government to continue this. Are you now
8 working on your own by just your revolving
9 fund?

10 MR. OGUNSANYA: Yes. We are
11 working on our own right now. But what we
12 found out is with the initial subsidy that
13 was put into our program, we're able to
14 recycle those funds and still retain the
15 affordability of those homes without
16 requiring additional subsidy for each unit.
17 So what we look at is affordability years of
18 a unit, not just affordability at time of
19 sale or resale.

20 VICE CHAIR COHEN: And your
21 target is at up to 120 percent of median.

22 MR. OGUNSANYA: Yes because when

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1 the legislature was passed, that was the
2 target. It does have to be 120 percent AMI
3 and below, but our portfolio averages 85
4 percent AMI. But our portfolio of homes is
5 affordable to 50 percent AMI of the HUD MSA.

6 CHAIRMAN HOOD: Commissioner
7 Miller?

8 COMMISSIONER MILLER: Thank you,
9 Mr. Chairman. Just quickly.

10 Thank you, Mr. Dickerson, Rev.
11 Dickerson, for all that you have done for
12 affordable housing and homeownership
13 opportunities and your organization has done.
14 We have your written testimony that showed
15 the algorithm that you referred to in your
16 testimony and --

17 REV. DICKERSON: The algorithm
18 from Hell as a calculation for how they
19 recalculate the resale prices for the folks,
20 yes. It's a very difficult program to
21 administer.

22 COMMISSIONER MILLER: Mr.

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1 Ogunsanya, have you submitted -- thank you.

2 Have you submitted your testimony
3 in writing? And if you haven't, would you
4 please submit? You said you had some ideas
5 about shared equity. And I don't know if you
6 have ideas about the condo fees issue.

7 MR. OGUNSANYA: Yes, I do. I do
8 have a copy of my testimony here.

9 COMMISSIONER MILLER: Do we have
10 it?

11 MR. OGUNSANYA: And I just wanted
12 to say that I do understand the condo fee
13 issue. It is very tough for a lot of
14 homeowners. And I sympathize with them. But
15 I do believe that IZ is a wonderful program.
16 And both issues can be resolved.

17 The common trend that I have
18 noticed with a lot of IZ owners that were
19 here or ADU owners was they were never
20 informed or notified or didn't know what was
21 going on. And that is due to lack of, you
22 know, engagement with the homeowner. That's

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1 where our program is different because we are
2 very engaged. And we steward our homeowners
3 and our property from the time they purchase
4 until whenever the sale.

5 We send them annual service. We
6 provide them discounts. We send them an
7 annual letter reminding them of their
8 covenant and what they have agreed to so that
9 it is not a shock when they are ready to sell
10 that they have to share all the -- they can
11 only sell for a certain price or that they
12 cannot rent their unit.

13 So I do completely understand the
14 issue with condo fees. I know some states
15 have tried the land trust model and some
16 states have even tried to give tax breaks on
17 the development side so that when the units
18 come online, the co-op fees are less due to
19 the developer getting a tax break.

20 So City First is definitely open
21 to assisting in any way we can. And we're
22 all for affordable housing.

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1 COMMISSIONER MILLER: Thank you.
2 Please submit your testimony in writing at
3 some point. Thank you.

4 CHAIRMAN HOOD: Any other
5 questions or comments?

6 (No response.)

7 CHAIRMAN HOOD: Okay. I want to
8 thank this panel. I really appreciate you
9 coming down and providing testimony.

10 MS. CROYDON: Happy holidays.

11 CHAIRMAN HOOD: Same to you.
12 Thank you.

13 Okay. Nancy MacWood, Chris
14 Otten, Cyril Crocker, Tom Quinn. And who
15 else would like to testify? Linda Leaks. I
16 know a few people. Linda Leaks. Who else?
17 Is there anyone else? Okay. You two try to
18 come forward. I think I might have enough,
19 but let's see. If not, we'll do the next
20 panel. Right. Save one seat. Okay. I
21 think we might have -- okay. This gentleman,
22 Cyril, is going to take a seat. I think you

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1 can come up. Sir, you can come on up. Okay.
2 Do we have anyone else left who would like to
3 testify tonight? Okay. Two, three. Okay.
4 We'll do another panel. One person come up
5 now if you'd like, whoever is closer. There
6 you are. You can come on up. Okay.

7 We're going to start on my left,
8 your right. You may begin.

9 MR. WELLEMEYER: Good evening.
10 My name is Jonathan Wellemeyer. I would like
11 to thank you for your patience and also your
12 endurance. Planning and zoning are generally
13 about looking 10, 25, or even 50 years into
14 the future, but this evening seem to me it's
15 about discussing an archaic regulation so
16 that we might finally catch up with the
17 increasingly less car-dependent urban
18 realities with which we have been living for
19 quite some time. In a greater national
20 discourse, there has been to a large extent a
21 popular preference for markets.

22 The profit motive was supposed to

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1 lead to the best innovation and the most
2 rational decision-making. I don't always
3 agree with this. In fact, I often disagree
4 vehemently. But, however, when a major
5 developer comes to town ready to put millions
6 of dollars on the line, I trust that they
7 have done their research, whether I agree
8 with the particular development or not.

9 This is happening right now. The
10 developer has done market study after market
11 study and determined they need build only a
12 certain number of parking spaces to provide
13 for their tenants and customers.

14 Yet, when they come to us with
15 their plan, we say, "Sorry. You need to
16 build roughly three times as many parking
17 spaces as you penciled out."

18 And on top of that, sometimes our
19 neighbors protest, saying that "If you do not
20 build three times as many spaces as you'd
21 like, our neighborhoods will be flooded with
22 overflow parkers. And I won't be able to

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1 park in front of my building or in my
2 neighborhood."

3 This leads me to another broader
4 discussion that goes on, which is -- well,
5 first, let's keep in mind a conservative,
6 highly averaged cost estimate for a single
7 parking space is \$40,000, which is more money
8 than I make in a year.

9 With that in mind, I can come to
10 this or any other major city in this country.
11 And if I say, "I would like a good job with
12 benefits," I am considered entitled. If I
13 come and I expect an affordable place to live
14 with good transportation options, I am called
15 entitled. If I come and I expect good
16 schools and save spaces for my children, I am
17 called entitled. And if I come and I expect
18 affordable, effective health care, I am
19 called entitled or even a socialist. If I,
20 further, come and say I would like one or
21 sometimes even two, three parking spaces, I
22 am simply called an American. It is as if

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1 free parking is my birthright, held higher
2 than some human rights.

3 And in this recessionary period
4 where we're all asked to adjust our
5 expectations, reexamine our priorities, and
6 essentially revalue every service in society,
7 parking minimums should be near the top of
8 the list. Parking and its related
9 infrastructure represent one of the largest
10 and most invisible subsidies in this country.
11 And we shouldn't build more than we need.
12 And, further, we should start paying for what
13 we have.

14 I urge you to please abolish
15 parking minimums. Thank you.

16 CHAIRMAN HOOD: Thank you.

17 Next?

18 MS. HALSEY: Good evening,
19 commissioners. Thank you for this
20 opportunity. My name is Laurel Halsey. I
21 have lived in Washington, D.C. for five
22 years. And at the moment, I work as a custom

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1 framing specialist at International Art and
2 Framing downtown.

3 I am testifying tonight in favor
4 of lowering the off-street parking minimum
5 requirements. In an effort to explain why, I
6 just wanted to tell a bit of my personal
7 story.

8 D.C. is a lovely city, and I am
9 in no hurry to leave. During my time here, I
10 have lived on Capitol Hill, Glover Park, and
11 now Petworth, where a little over a year ago,
12 I lucked out in finding a tiny and expensive
13 room in a group house with nice people, who
14 have since become my good friends.

15 I enjoy being able to easily
16 access so much of this city on my bike from
17 where I live. Biking keeps me healthy, saves
18 me money, is eco-friendly, and contributes
19 almost nothing to traffic congestion.

20 I also enjoy the many perks my
21 own neighborhood offers, including friendly
22 people, a farmer's market, free concerts

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1 during the summer, consignment shops with
2 amazing sales, restaurants, and so on. And I
3 can do all of this without breaking the bank
4 or having to rely on a car.

5 I worry, though, that as Petworth
6 continues to gentrify, I will be gentrified
7 out unless I start earning more money, a
8 prospect which seems unlikely as I have
9 recently decided to pursue my musical and
10 other artistic passions in earnest, rather
11 than focus on landing a higher-paying job.

12 About a year ago on this pricing
13 out, a friend of mine who used to live on H
14 Street and no longer can afford to, even
15 though he works full-time, I worry that this
16 will happen to my neighbors, too, who are
17 similarly industrious and, yet, not wealthy.
18 Many of them have lived in our neighborhood
19 for years. Many of them have children or are
20 taking care of elderly relatives. And many
21 of them take the bus every day.

22 My mother, a full-time freelance

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1 editor in her 60s, is another D.C. resident,
2 who at first benefitted from the
3 gentrification of her neighborhood but is now
4 being pushed out by it. For the past few
5 years, until very recently, she lived on
6 Capitol Hill near Lincoln Park, a beautiful
7 area she is sad to leave. She loved that she
8 could walk everywhere, to yoga, to church, to
9 the store, to Eastern Market, to volunteer as
10 an ESL teacher, to visit with friends, and so
11 on. Every once in a while, she would take
12 the Metro or the bus and, even less, used a
13 Zipcar.

14 Her health improved as a result
15 of the exercise. And because she experienced
16 so much of her neighborhood on foot, she felt
17 that it was hers. She would not voluntarily
18 go back to living in a car-centered
19 lifestyle, the one that she tolerated for so
20 long before coming to D.C.

21 Unfortunately, in spite of all
22 the money she saved on transportation and her

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1 growing professional success, she is having
2 to move to Texas for a couple of months to
3 save money on rent.

4 Goodness, time flies.

5 She hopes to be able to come back
6 and afford to live in D.C. again, but we'll
7 see if she will be able to afford to.

8 Thank you for your time and
9 attention.

10 CHAIRMAN HOOD: Great. Thank
11 you.

12 Next?

13 MS. MacWOOD: Good evening. I
14 appreciate the opportunity to testify. I am
15 Nancy MacWood representing the Committee of
16 100.

17 We have extensive testimony that
18 tracks the subtitle C bullet points we
19 submitted earlier. Our comments include
20 treatment of nonconformities, number of
21 principal buildings per lot, height
22 measurement, inclusionary zoning, and density

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1 controls. But I will restrict my oral
2 testimony to what must be your favorite
3 topic: parking. We hope, however, that you
4 will consider the entire testimony.

5 The Committee of 100 agrees with
6 many of the comments opposing the parking
7 proposals. There is no D.C.-based data that
8 we have seen to support reducing the minimum
9 parking requirements. In single family and
10 two-family zones, the requirement for on-
11 street parking would be waived if there is no
12 alley access.

13 Why would we want to discourage
14 driveways where a family's car or cars could
15 be parked, visitors' and maintenance vehicles
16 parked in order to relieve on-street parking
17 demand? How does alley access change the
18 need for accommodating the demand for parking
19 in neighborhoods? We do not think this is a
20 practical proposal and suggest the waiver
21 should be deleted.

22 In the R-5 and commercial zones,

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1 OP is proposing a single parking requirement
2 that exempts the first 4 residential units
3 and applies one space for every 3 units,
4 which would eliminate the escalating 1 per
5 unit up to 1 for 4-unit current requirement.
6 We have seen no persuasive information that
7 this proposal won't result in exacerbating
8 spillover parking in areas adjoining new
9 multifamily buildings.

10 The D.C. percentage of households
11 owning cars has been pretty consistent, no
12 big increase or decrease, according to the
13 Census Bureau, for the past 20 years.
14 Without neighborhood-specific data
15 demonstrating that car ownership, on-street
16 demand, and business support lead to the
17 reasonableness of reductions, we believe they
18 will create more frustration and anger in
19 neighborhoods due to spillover.

20 There is no guarantee that
21 without parking, new units will be more
22 affordable. If you want to ensure a

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1 connection between parking and affordability,
2 you might consider continuing the requirement
3 of a special exception, but condition
4 approval partly on a demonstration that a
5 majority of the units will be affordable for
6 a range of incomes. This is potentially an
7 opportunity for you.

8 In my neighborhood, a building on
9 Wisconsin Avenue was converted to housing.
10 And the one space per three-unit parking
11 requirement was provided. And experience
12 shows it is inadequate to meet the tenants'
13 need for parking. So they park in the
14 street. And one tenant actually had the
15 chutzpah to park in a resident's driveway and
16 leave a note estimating when they would
17 return.

18 I receive constant complaints
19 about how much on-street parking the tenants
20 consume. We recommend that the minimum
21 parking requirements continue and be reduced
22 only by special exception.

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1 For similar reasons, we oppose
2 the change in the private school parking
3 formula. Not one shred of data was produced
4 to support the change from a demand-based to
5 square footage-based formula. OP had no idea
6 what the impact would be on the parking
7 requirement.

8 The after-the-proposal survey of
9 a few schools showed that some of the most
10 parking-intensive schools would see a
11 significant decrease in their parking
12 requirement per the formula change. At the
13 same time, there is no data to indicate that
14 these schools have any less impact on
15 neighborhood parking supply.

16 We strongly urge you to restore
17 the current parking formula and continue the
18 practice of putting the burden on schools in
19 special exception proceedings to demonstrate
20 that the demand they create is less than the
21 requirement.

22 The 50 percent reduction in

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1 minimum parking requirement proposal should
2 be eliminated until there are targeted
3 studies and proposals per the comprehensive
4 plan, the reason the addition of penalties
5 should also be eliminated.

6 They were not discussed at the
7 task force, nor were they submitted to the
8 public for comment. This is another example
9 of imposing a point of view on car ownership
10 and using the zoning regulations to try to
11 control behavior. This seems a more
12 appropriate role for the Council through the
13 comprehensive plan. And so far they have
14 only suggested using parking maximums as a
15 part of analyzing and mapping TOD overlays,
16 not as part of a general restriction on
17 production of parking citywide.

18 We also suggest special
19 exceptions for parking require applicants to
20 meet all the proposed list of proofs to
21 establish that there won't be unintended
22 consequences, rather than allowing applicants

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1 to pick one and call it a day.

2 Thank you.

3 CHAIRMAN HOOD: Great. Thank
4 you.

5 Next?

6 MS. LEAKS: Thank you. Thank you
7 for allowing me to testify.

8 I will be brief. I just want to
9 make two points, a couple of points. One is
10 I would ask for more time to review the
11 zoning amendments. One month is
12 insufficient. And I would love if we could
13 have more time.

14 COMMISSIONER MAY: Excuse me.
15 Can you give us your name? I didn't have
16 your name.

17 MS. LEAKS: Yes. My name is
18 Linda Leaks.

19 COMMISSIONER MAY: Thank you.

20 MS. LEAKS: I work with a group
21 called Justice Advocacy Alliance. And we do
22 work around advocacy.

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1 Okay. And the second point I
2 want to make is there are -- and I know this
3 is a reminder, but there are 600-plus
4 families living in D.C. General Shelter.
5 There are 70,000 low-income family names on
6 the DCHA's waiting list. There are 6,000
7 individuals right this minute sleeping on the
8 streets outside at least. There are more
9 than 300 families in hotels and motels around
10 here, especially on whatever that highway is
11 going out of town here in D.C.

12 The minimum wage here in D.C. is
13 \$8.25. And that means that if you have a job
14 making minimum wage, you make \$330 per week.
15 That means that you make \$1,300 per month.
16 That's a problem. I just want to remind you
17 that the National Low-Income Housing
18 Coalition says that the D.C. rental housing
19 wage is \$25 per hour. That's what you need
20 to make in order to afford housing in D.C.

21 I want to just remind you of the
22 income categories in this city. We have

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1 moderate income. We have low income. We
2 have very low income. And we have extremely
3 low income.

4 And, finally, I just want to say
5 you have the power to require developers who
6 get all of those benefits, you know,
7 incentive benefits -- you know what those
8 benefits are -- to make IZ units and ADU
9 units available to residents in the income
10 category of 30 percent of AMI and below, 30
11 percent and below. So please, please, please
12 do it.

13 And I appreciate the opportunity
14 to share that information with you. Thank
15 you.

16 CHAIRMAN HOOD: Thank you.

17 Next?

18 MR. OTTEN: Good evening,
19 commissioners. Chris Otten representing Adam
20 Morgan for Reasonable Development tonight.

21 The key thing we wanted to touch
22 on tonight was affordability in the District

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1 of Columbia and truth in affordability. As
2 Ms. Leaks has pointed out, we have a serious
3 crisis. Chapter 1 and chapter 5 of our D.C.
4 comprehensive plan, going back to 2006,
5 acutely highlights this crisis. Yet, despite
6 the several years that OP has undergone the
7 zoning rewrite, nothing has been done that we
8 can tell to change IZ to make it stronger in
9 terms of eligibility.

10 Tonight we heard about problems
11 with implementation. I don't know if that is
12 on the Zoning Commission. That might be more
13 of a DHCD issue. But we know the Zoning
14 Commission sets the eligibility criteria and
15 amounts of units created. And in Adams
16 Morgan, the affordability crisis is real, is
17 quite real. And we want to propose several
18 ideas.

19 Certainly, Commissioner Cohen, I
20 heard you mention the HUD metric of AMI being
21 the only metric we could use. If that is the
22 case, we need to lower the ratios, right, in

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1 terms of the outer boundary of affordability.
2 However, there are other HUD metrics,
3 including the D.C. family median income, that
4 we could use, we believe.

5 In terms of the actual
6 eligibility issues and the creation of
7 housing to contend with this crisis, we just
8 don't understand why the Office of Planning
9 didn't contend with an eight percent
10 requirement for a serious bonus density that
11 developers get. Montgomery County requires
12 12.5 percent without any bonus density. So
13 that number needs to change. We want it to
14 be doubled, to 16 percent at the very least,
15 in any new development. And, as well,
16 obviously the issue of eligibility is a
17 question. Those numbers need to be lowered
18 to truly affect D.C.'s affordability crisis.

19 Now, what we're hearing instead,
20 it's interesting because the affordability
21 does touch on the parking issue and does
22 touch on more time. Clearly OP needs more

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1 time to look at these IZ regs to make them
2 better and so that we have something to bring
3 to you all that's from them that has actually
4 changed it to address our affordability
5 issues and crisis.

6 You know, using the concept that
7 eliminating parking is going to make
8 buildings cheaper, that that is going to be
9 passed on to the public basically is a
10 complete disregard of corporate behavior.
11 You know, I worked on Wall Street for two and
12 a half years. And I reviewed several Fortune
13 500 budgets during that time. The corporate
14 behavior I know is any savings they make goes
15 right to the top. This is the CEOs and
16 directors. It might trickle down to some of
17 the consumers very infrequently.

18 So the point is that, you know,
19 reducing parking, right now it is really our
20 only bargaining chip, as has been pointed out
21 by Ms. MacWood, for the communities to right
22 now have a set amount of parking that is

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1 required and work back from there as needed.

2 Adams Morgan, we're at complete
3 capacity on-street parking. That came out
4 through a BZA case, 20-506, through DDOT's
5 reports. We're at capacity. So, you know,
6 working a situation into the zoning regs,
7 again, something that we would have expected
8 OP to really analyze and prepare for you all,
9 is analysis of how to explicitly include in
10 the zoning regs ways to reduce parking
11 requirements but increase affordability in
12 housings tangibly. That hasn't been done.
13 We know it is done that way through off-site
14 housing requirements for offices.

15 There is a whole series of
16 regulations that require a certain percentage
17 of off-site housing when offices are
18 proposed. We can do the same thing with
19 parking. And so just eliminate parking does
20 not eliminate people coming into the city
21 with cars and does not eliminate people
22 moving into these buildings with cars. It is

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1 just not substantiated.

2 There are some good signs that we
3 have seen from the BZA and this Commission in
4 terms of binding covenants to prevent people
5 that move into those buildings from getting
6 RPPs. That could be something written into
7 the zoning regs as well. And that is
8 something positive.

9 I guess I just want to conclude
10 on the fact that clearly dealing with the
11 affordability crisis is going to need more
12 time. My ANC has passed, or Adams Morgan ANC
13 has passed, a resolution asking for more
14 time, along with, I know, many ANCs around
15 the city. This is definitely required to
16 contend with the affordability issues and
17 crisis we have in a real way through our
18 zoning regs.

19 Thank you.

20 CHAIRMAN HOOD: Thank you very
21 much.

22 Next?

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1 MR. CROCKER: Good evening,
2 commissioners. My name is Cyril Crocker, and
3 I am a resident of Ward 5 in the District of
4 Columbia. I have come tonight to state why I
5 feel that reducing the parking requirements
6 for developments in the District is a good
7 idea.

8 First, I believe our parking
9 regulations should reflect the realities of
10 the community. We simply are no longer a
11 city made up exclusively of car-dependent
12 residents. More and more citizens in our
13 expanding population have chosen to seek
14 alternative means of transport.

15 On a personal note, when I turned
16 16, I had already been taking driver's
17 education classes in school and had obtained
18 a learner's permit. Within a week of my
19 birthday, I had a license and was driving my
20 dad's hand-me-down car. In contrast, I have
21 an 18-year-old son and a 21-year-old, neither
22 of whom has even gotten a driver's license.

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1 They simply don't view it as necessary.
2 Additionally, the reality is that, unlike
3 when I was growing up, the District offers
4 many viable alternatives to car ownership.

5 As our city continues to prosper,
6 more and more neighborhoods are fortunate
7 enough to have retailers beginning to return
8 to them. So there are amenities for our
9 residents within walking distance.

10 Mixed-use developments bring
11 offices, stores, and residents together and
12 reduce the need for long commutes with heavy
13 parking requirements at each end of the trip.

14 Telecommuting options further the
15 elimination of automobile dependence.
16 Internet shopping actually brings back the
17 time when one of the primary reasons for
18 visiting brick and mortar stores is for the
19 social experience. And smart retailers are
20 locating where there is easy access to as
21 many shoppers as possible without having to
22 acquire excess acres for surface parking or

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1 incurring needless expense and providing
2 several stories of structured parking that go
3 unused.

4 With densification encouraged at
5 or near Metro stations, residents have access
6 to much of the capital region without having
7 to own a car. And that is one of the factors
8 making such multifamily developments worth a
9 premium in the market.

10 The dollars invested in the
11 creation of such developments would be much
12 more wisely spent in creating more units of
13 affordable housing than in housing space for
14 automobiles when the residents of these units
15 have clearly chosen to live in an environment
16 that supports alternative means of
17 transportation.

18 Thank you for your time and
19 attention.

20 CHAIRMAN HOOD: Okay. Thank you.

21 Next?

22 MR. QUINN: Good evening. My

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1 name is Tom Quinn. I am an ANC commissioner
2 on ANC 3E, representing the eastern side of
3 Friendship Heights, but, to be explicitly
4 clear, I am not testifying tonight on behalf
5 of ANC 3E. But, as this body is well-aware,
6 ANC 3E has demonstrated with its actions
7 before this Commission that it can support
8 parking-free buildings in the appropriate
9 context.

10 The source of the fiercest
11 opposition to the Office of Planning's
12 proposed changes in both earlier drafts and
13 the current draft has been the changes in
14 required parking minimums. And,
15 frustratingly, the Office of Planning has
16 significantly compromised on the original
17 proposal to create transit corridors with no
18 required parking minimums to the point where
19 the current proposal on parking minimums goes
20 too far to appease opponents. The status quo
21 of minimum parking requirements in areas with
22 abundant transit service has been a failure.

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1 My own experience as a resident
2 of Ward 3 suggests Wisconsin Avenue corridor
3 is already oversaturated with off-street
4 commercial parking spaces. Yet, we also have
5 communities with streets swamped by drivers
6 seeking out free parking on residential side
7 streets.

8 In Friendship Heights, none of
9 the commercial parking garages have high
10 occupancy rates, not during the week, not
11 during the holiday season, and definitely not
12 on the weekend. And utilization rate is so
13 low that one commercial building is no longer
14 open for weekend parking.

15 A similar situation exists in
16 Tenleytown. Despite featuring free validated
17 parking, the two primary commercial parking
18 lots in Tenleytown are both underutilized.

19 Despite this, all of the recent
20 proposals for new residential and commercial
21 projects in upper Northwest have included
22 massive numbers of parking spaces that in

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1 most cases greatly exceed what is required
2 under the current zoning law.

3 Some examples, the American
4 University new law school in Tenleytown will
5 have 400 parking spaces. Fifty-three thirty-
6 three Connecticut Avenue will have 214
7 parking spaces for 261 units. Park Van Ness
8 will have 226 parking spaces for 273 units.
9 The proposed new Safeway, Wisconsin and
10 Ellicott, will have 340 parking spaces for
11 approximately 220 units and a new grocery
12 store. And across the street from that, at
13 the Martin's site, the latest proposal for
14 that had 175 parking spaces for approximately
15 200 apartments.

16 So this shines a light on the
17 fact that under the current law, the existing
18 minimums have done nothing to discourage the
19 inclusion of high ratios of parking spaces.
20 And given the percentage of car-free
21 households in the District, particularly
22 multi-unit buildings, if anything, these

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1 recent developments suggest that the Office
2 of Planning should have kept its proposal for
3 parking minimums. These facts highlight just
4 what a compromise the current proposal
5 represents.

6 Finally, I would like to add that
7 on-street parking pressure and the associated
8 traffic along with the frustration residents
9 feel when they have trouble finding parking
10 to their homes is a real concern for some
11 people in my single-member district. But the
12 problem is not a lack of off-street parking.
13 The problem is that the on-street parking is
14 not appropriately priced or even priced at
15 all, which leads to a wild imbalance between
16 supply and demand.

17 The solution to the problems of
18 on-street parking demand is management of on-
19 street parking supply. But the zoning
20 rewrite and the Zoning Commission is not the
21 appropriate forum for resolving this problem.
22 The Office of Planning has, regrettably,

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1 already watered down the reductions in
2 parking minimums --

3 CHAIRMAN HOOD: Thank you very
4 much. We appreciate it. Thank you.

5 Next?

6 MR. CAPIELLO: Good evening,
7 everybody. My name is Mickey Capiello. And
8 I want to thank every one of you guys for
9 your service to this city.

10 Well, I came to D.C. to start a
11 new life. It's about four years I'm in this
12 city. And I think it's just an amazing,
13 wonderful city and a city that -- it's the
14 nation's capital, a city on which the whole
15 world looks upon. And I also think that what
16 we're going to do as a city in the next year
17 is going to change the landscape of the city
18 for the next 100 years. And it's an
19 opportunity for this city and us as people to
20 set the tone for every other city in America.
21 America pays attention to Washington, D.C.

22 I came to the city to start a new

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1 life. It's a life of recovery. I right now
2 live in a recovery home that will be closed
3 shortly along with two others in the
4 Northwest section of Washington, D.C. The
5 Union Mission has since left. And A Woman's
6 Face on 10th Street has since left. And I'm
7 also an architect student. And I'm an artist
8 as well. And the City of Washington, D.C.
9 has given me that opportunity to pursue those
10 two.

11 And I feel like someone like me
12 and many others would love to give back to
13 the city as well, but it's become
14 unaffordable. I'm one of those people who
15 hasn't made 30,000 yet, but I will shortly.
16 I know I will.

17 And I think as a city and as a
18 people and when I look at the
19 government -- and I am learning a lot about
20 this city since I have been here, how it is
21 set up. I think it is amazing that you have
22 the four quadrants, you have your Office of

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1 Planning and your Zoning Commission and you
2 have these local ANCs. And I really, really
3 think that these local ANCs, you know, they
4 really understand the pulse of each
5 neighborhood. And I guess what I'm asking is
6 for the Office of Planning and the Zoning
7 Commission to delay for six months and allow
8 the ANCs to be able to respond and maybe
9 together with the ANCs and the Commission
10 work together for better zoning rewrites and
11 make the city affordable for everybody.

12 You know, what makes this city
13 great is its public spaces: Union Station.
14 And there are people that maintain and keep
15 facilities like Union Station, the Metro
16 Center, but they don't have places to live
17 any more. You know, we are being forced out.
18 And all we are asking is affordable housing
19 for everybody, black, white, gay, straight,
20 old, young, everybody, to live in one
21 building together and to keep the
22 neighborhoods intact. And I think we can all

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1 do that together. That's all we're asking.

2 I'm all for gentrification. I'm
3 an architecture student. And I think the
4 city has so much potential. But I guess what
5 I am saying is together we can all work
6 through this. But we just need more time.
7 That's all.

8 CHAIRMAN HOOD: Thank you very
9 much. We appreciate everyone's testimony.

10 Let's see if we have any
11 questions. Any questions?

12 (No response.)

13 CHAIRMAN HOOD: Not any questions
14 of this panel. We appreciate your testimony.
15 Thank you.

16 VICE CHAIR COHEN: Is there
17 anybody left that wants to testify? Please
18 come up now. I see somebody trying to get up.
19 Please come up. Take a seat. Let's do this
20 quickly because we want to hear your
21 testimony.

22 MR. FLANAGEN: I'll be brief.

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1 VICE CHAIR COHEN: Okay. I
2 assume that these are the last two witnesses.
3 So, please, I'm going to start with the
4 gentleman first.

5 MR. FLANAGEN: Thank you very
6 much.

7 My name is Neil Flanagan. I am
8 actually a 26-year resident of the District
9 of Columbia. I am the sole millennial in
10 Ward 3 Vision. And I really want to say,
11 first, that the sort of generational gap that
12 has been proposed by so many people in these
13 hearings should be -- we need to focus on the
14 solutions that work for all people and all
15 people are in proportion to their percentage
16 here -- not percentage here but their need,
17 rather.

18 Thanks to all who have spoken
19 about the issue of affordability in the city.
20 I think it is a serious problem that we are
21 all facing. I hope we can find a solution.

22 I want to speak exclusively as an

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1 individual working towards a licensure in
2 architecture that what I have found in my
3 relatively limited practice has been quite
4 interesting. First is that the effect of
5 architectural ideology on the current zoning,
6 the idea of an architect zoning, and parking
7 minimums, particularly in the anti-urban
8 policies that were quite popular and were
9 related, similarly, to the freeways that were
10 attempted to be built in D.C. in the 1950s,
11 are closely intertwined with the parking
12 minimums in the sense of the idea that we
13 have to require parking.

14 Similarly, that same period is
15 extraordinarily hostile to cities and the
16 lives many of the people, including my
17 parents, chose to undertake when they came to
18 D.C.

19 The second point is that we need
20 to emphasize not just one size fits all but
21 percentage changes in the way that, for
22 example, I don't need to drive. There's no

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1 reason why the city should be subsidizing my
2 efforts to drive. I am completely able-
3 bodied and quite fit and don't face danger in
4 the streets to the degree that certain
5 populations, particularly women, do.

6 But there are those who do need
7 to drive, particularly those who are elderly.
8 And the city should make specific and
9 explicit accommodations for those who have
10 needs. Particularly, the handicapped parking
11 spaces originally attempted are something
12 that should be continued.

13 And, finally, the things that I
14 want to emphasize, that the reduction of
15 parking minimums increases flexibility for
16 architects. There is nothing like having a
17 mismatch between the curtain wall and the
18 column grid to ruin the aesthetic of a
19 building and also to make difficult and be
20 considering that the congruent is almost
21 always driven by the ability to fit spaces,
22 parking spaces, underneath the building.

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1 For example, at the Babes
2 development, the Tenley View, or Bond at
3 Tenley, whatever it may be, it is quite
4 exciting to me that we were able to save the
5 existing one-story structure to not excavate
6 and produce landfill and a high-carbon
7 footprint through sheeting and shoring as
8 well as excavation and, thereby, save a
9 significant amount of carbon while also
10 lowering the cost. How frequently does that
11 happen to the building process?

12 And I hope that we are able to
13 find several pieces within zoning regulation
14 that can improve affordability and also
15 flexibility for all residents.

16 Thank you.

17 VICE CHAIR COHEN: Thank you.

18 Next, please.

19 MS. STEWART: Good evening. My
20 name is Jean Stewart. And I appreciate the
21 opportunity to add my two cents. I am a
22 federal retiree. I have lived in the

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1 District for 43 years, most of it in Ward 1
2 and Adams Morgan. I have particularly loved
3 Adams Morgan as a neighborhood because of its
4 terrific diversity, its liveliness, the fact
5 that all different economic levels live
6 there, all kinds of ethnic groups, and all
7 ages.

8 And I have seen, obviously, some
9 changes. There has been some gentrification.
10 It's whiter than it used to be, and I think
11 the income level has gone up. But I don't
12 want to see it become something that it
13 hasn't been for 43 years. I don't want to
14 see it look like a lot of other urban areas
15 or suburban areas that are all chain stores
16 and upper income folks. And I am just very
17 much afraid of what the current trends are
18 going to lead to that. And I would really
19 like to have the additional time -- 180 days
20 sounds fine -- so that our neighborhood
21 organizations and the other neighborhood
22 organizations can really look at the plans

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1 and compare it.

2 I'd really like to compare it
3 with the city's comprehensive plan, which
4 talk about the desirability of maintaining
5 and fostering diverse neighborhoods and
6 fostering neighborhoods where everybody can
7 live, not just affluent folks. And that
8 includes retirees like me, although I am
9 fortunate enough to have a very good pension,
10 but I know a lot of retirees are not. And I
11 would like to see, you know, much more
12 affordable housing so people like the
13 previous gentleman, who is just getting
14 started and hasn't made his first 30,000 yet,
15 would also have a decent place to live in the
16 city.

17 And so I just really would like
18 to reiterate what so many of the other folks
19 here have said: the need to really look
20 carefully at how we can maximize housing,
21 decent housing, for all income levels, and
22 resolve the crisis that I think we really

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1 have now with homelessness and homeless
2 families and people like me feeling like
3 they're, you know, middle class people, soon
4 not going to be able to live here because we
5 can't afford it.

6 Thank you.

7 VICE CHAIR COHEN: And thank you.

8 Commissioners, are there any
9 questions for these final testimonies?

10 (No response.)

11 VICE CHAIR COHEN: Thank you for
12 your testimony, appreciate it, your coming
13 down and staying so late.

14 CHAIRMAN HOOD: Okay. As the
15 Vice Chair says, we want to appreciate all of
16 those who hung in here with us tonight.

17 Ms. Schellin, do we have anything
18 else?

19 MS. SCHELLIN: Nothing else this
20 evening.

21 CHAIRMAN HOOD: So tomorrow night
22 at 6:00 o'clock, we will be asking our

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1 questions of the Office of Planning and DDOT.

2 Okay. So with that --

3 MS. SCHELLIN: I'm sorry. The
4 announcement about the correction on the
5 training time.

6 CHAIRMAN HOOD: Oh, they won't
7 hear me.

8 MS. SCHELLIN: Do you want to
9 make that announcement?

10 CHAIRMAN HOOD: Okay. We're
11 still in session. We'll be out shortly.

12 Last night I made a mistake and
13 announced that we were going to have closed
14 training from 9:00 to 12:00 on December the
15 10th. That training is from 1:00 to 4:00.
16 So I just wanted to correct that announcement
17 yesterday of our closed meeting for training.

18 Anything else, Ms. Schellin?

19 MS. SCHELLIN: No, sir.

20 CHAIRMAN HOOD: Okay. So, with
21 that, this hearing is adjourned.

22 (Whereupon, the foregoing matter

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was concluded at 10:27 p.m.)

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