

CLEVELAND PARK CITIZENS ASSOCIATION
Membership Meeting
April 18, 2013

CPCA Business Meeting

CPCA President Susie Taylor called the meeting to order at 6:33 p.m.

After a motion duly made and seconded, members voted unanimously to approve the minutes of the February 21, 2013, membership meeting.

Susie Taylor offered updates on several issues of concern to Cleveland Park residents:

Connecticut Avenue Streetscape Improvement Project. Work on the midblock crosswalk is underway, now that the drainage issue in the service lane has been resolved. Some changes had been requested in the draft scope of services for a comprehensive traffic management plan for the area, for which \$250 thousand had been set aside out of the original total of \$1.5 million.

Engine 28. Work is underway on the fire station. As soon as more specific information is available, it will be posted on the CPCA website.

Cleveland Park Village. Susan Hester, the recently appointed Executive Director, described the purpose of an aging-in-place community, and welcomed additional members and volunteers. She announced that services would begin May 1.

Rewrite of Zoning Regulations. Since the Neighborhood Commercial Overlay provisions of the zoning regulations provide enforceability to the Historic District, CPCA and CPHS had met with the Historic Preservation Office and the Office of Planning to discuss the impact of any changes in the Overlay provisions. They had been assured that no changes to the Overlay provisions, apart from an updating of the permitted uses, were foreseen. A final draft of the provisions is not yet available.

Parking Regulations. The last version of the proposed zoning re-write had proposed elimination of parking minimums for future construction under several circumstances that could have a serious impact on Cleveland Park -- especially along "transit corridors" which are expected to include Connecticut and Wisconsin Avenues. After a motion duly made and seconded, a proposed resolution was accepted for circulation to the membership and for a vote at the May meeting. The text of the resolution, subject to change in the light of discussion at the May meeting, is attached.

Water Rates and Issues. Lindsley Williams reported on a Town Hall meeting convened by DC Water, noting that rates for impervious surface areas would be going up significantly in order to comply with a court order designed to protect the Chesapeake Bay, but requiring DC to invest very large sums in major infrastructure and treatment facilities. Unfortunately, although DC's area is tiny as a percentage of the overall Chesapeake Bay drainage basin and DC contributes

only about 1% of the measured pollutants, the failure of other areas to meet their pollution control objectives, or if the federal government reduces funding, District consumers may be faced with soaring capital costs and bond debt service, while the ecosystem of the overall Bay itself does not heal or deteriorates further (even if the treated water from Blue Plains is "drinkable").

Nominating Committee. Pamela Korbel has agreed to chair the Nominating Committee in preparation for elections to be held at the annual meeting on June 20th. Anyone interested in serving on the committee or on the Board should notify Susie Taylor or Pam Korbel.

Announcements: Participants were reminded of three upcoming events -- (1) April 23 - DC Federation of Citizens Association open meeting with Sandra Mattavous-Frye, Betty Ann Kane, and Thomas Graham on DC electricity service and reliability; (2) April 30 - Mayor Gray's Ward 3 Town Hall Meeting on the FY2014 budget; and (3) May 11- Susan B. Komen Global Race for the Cure. The next CPCA membership meeting is scheduled for Thursday, May 16, on Solid Waste Solutions for DC, from incineration to zero waste.

There being no new business, the business meeting was adjourned at 7:00 pm. After a short break, the program began.

CPCA Program: At-Large City Council Candidate Forum

Susie Taylor introduced Mark Plotkin, moderator of the forum, who invited each of the five candidates present (Anita Bonds having a prior engagement) to take two minutes in support of his/her candidacy. He then asked several pointed questions, to which each candidate was asked to respond. Questions from the floor touched on a wide variety of issues, including the role of the City Council vis-a-vis the Office of Planning, whether there should be run-off elections, the possibility of a DC public bank, the possibility of a sales tax on services and of a more progressive tax structure, and more.

It would be virtually impossible to capture the rich exchange that took place. Anyone who is interested in learning more should listen to the podcast, which is available at <http://www.cpposts.com/Docs/CPCA/pod/MM-2013-04-18.mp3>.

The meeting was adjourned at 8:35.

Parking Resolution

Presented to the CPCA Membership April 18, 2013
To be voted on at meeting on May 16, 2013

Whereas many residents in Cleveland Park have expressed concern that the Office of Planning is developing proposed regulations for dramatically reducing, and in some cases eliminating, minimum parking requirements — including for “transit zones,” for new single family homes, and for new multi-unit dwellings of fewer than 10 units — which would have an adverse impact on this community; and

Whereas, even with the public transportation options currently available and foreseen, many in Cleveland Park remain in need of their cars, including elderly residents and families with children; and

Whereas lack of adequate on-street and off-street parking is already a serious problem in Cleveland Park; and

Whereas there are specific topographical considerations in Cleveland Park, such as the steep hill just to the east and west of Connecticut Avenue, which is to be included as part of the proposed “transit zone,” where lack of future parking could have severe consequences for our community’s mobility;

Therefore the Cleveland Park Citizens Association calls on the Office of Planning to postpone issuance of its proposed parking provisions until it can develop proposals, in consultation with DDOT and individual communities, which take fully into account the specific transportation and parking needs of individual communities, the availability of viable public transportation options for all segments of the population, the city’s environmental sustainability goals, and the Comprehensive Plan’s mandate for adequate public and private parking.