

CLEVELAND PARK CITIZENS ASSOCIATION
Membership Meeting
January 17, 2013

CPCA Business Meeting

CPCA President Susie Taylor called the meeting to order at 6:36 p.m.

Michael Fabrikant, Ward 3 liaison in the mayor's Office of Neighborhood Engagement, introduced himself and encouraged people to contact him at Michael.fabrikant@dc.gov or 202/297-6566.

Members voted to approve the minutes of the October and November membership meetings.

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

On Connecticut Avenue, CPCA continues to monitor the **DDoT Streetscape Improvement Project**. The chief concern is working with DDoT to resolve problems with the traffic lights at the intersection of Connecticut and Ordway. Susie reported that installation of the midblock crosswalk is scheduled to begin in January.

Cleveland Park Village "continues to be fantastic," Taylor reported. They are closing in on goals for volunteers and fundraising, and continue to recruit members. They continue to raise money and have begun the process to hire an executive director with the goal of beginning services in April.

Ann Hamilton, CPCA representative to the construction management committee for the **Giant development at Wisconsin and Newark**, reported the committee's success on two fronts. After protesting unhelpful street signage, offending signs were removed. Macomb Street merchants' distress at the loss of parking places resulted in DDoT's removal of No Parking signs for five spaces.

Newark Street will be closed for two to three years, Hamilton said. The next major inconvenience for the neighborhood will be utility work on Wisconsin Avenue in March and April, when two traffic lanes will be closed at night. Until then, there will be one-lane closures on Idaho Avenue. Pile driving, the noisiest part of the project, is expected to be completed in mid February.

Margie Siegel pointed out that the construction management committee meets on the first Wednesday of every month at 6:30 p.m. at the Idaho Avenue police station. The public is welcome.

Susie Taylor reported on the outcome of efforts to improve the **Omnibus Alcoholic Beverage Regulation Amendment Act of 2012**, passed in December. The bill as approved is considerably better than that introduced by Council Member Graham. It extends from 400 feet to 1,800 feet the area from which protests of liquor license renewals can come and eliminates the ability of ANCs to dismiss voluntary agreements negotiated by citizens' groups. But Taylor regretted that the bill still diminishes the rights of individual citizens to work with establishments applying for new licenses

Regarding the **Office of Planning zoning rewrite**, Susie Taylor described the Ward 3 public meeting on the subject as "more of a sales pitch" than a real learning opportunity. CPCA will work to discern the real impacts of the rewrite and may have recommendations to the membership on the main issues of concern: new parking regulations and requirements, especially for new developments on "transit corridors" that require no on-site parking; accessory dwellings; and nonresidential uses in residential areas.

Taylor thanked all who attended the fun **CPCA/CPHS holiday party** at the Cleveland Park Club, especially Santa Claus and those who donated winter clothing for delivery to Friendship House. The four or five bags of warm clothes were much appreciated.

CPCA Program: What is the Future of Parking in the District of Columbia?

Panelists: Angelo Rao, DDoT City-wide Parking Manager

John Townsend, Manager of Public and Government Affairs, AAA Mid-Atlantic

Herb Caudill, Cleveland Park resident, data expert, and frequent commentator on parking-related matters

Susan Lihn, Co-President, Cleveland Park Business Association

After President Taylor's introductions, Angelo Rao began the discussion, saying "What an exciting time it is for parking." He framed the discussion by asserting that parking is "a good problem to have" because it demonstrates healthy growth in the District, where population is increasing by 1,000 to 1,500 residents per month. Since there is no way to accommodate that many more cars in the city, it will be necessary to develop innovative ways to manage what parking there is. Rao outlined new management techniques, such as "performance parking" where the cost of parking varies with demand, under consideration by the city. He also stressed the city's commitment to improving parking signage.

John Townsend cast a statistical light on the issue. In Washington, D.C., more than 45 percent of the population earn more than \$100,000 per year, while 19 percent fall below the poverty level. More than 20 million visitors come to D.C. each year. D.C. has the largest daily population increase, caused by commuters and visitors, of any

U.S. city: 72 percent. Parking meters add \$30 to \$40 million per year to D.C. government coffers, and in 2011 the total was \$90 million.

Susan Lihn, of Wake Up Little Suzie, expressed the deep concern of Cleveland Park merchants that parking availability must not be reduced. The seventy small businesses in Cleveland Park cannot survive on just the business of Cleveland Park residents.

Herb Caudill discussed the question from an economic perspective, describing parking as a “scarcity problem” and an “underpriced” resource that supplies a private benefit, not a public good, and should probably be priced accordingly.

After a lively discussion, the meeting was adjourned at 8:35.

Respectfully Submitted,
Rachel Cox
Recording Secretary