

AI

Attached Message

From: Emerine, Dan (OP) <[Dan.Emerine@dc.gov](mailto:Dan.Emerine@dc.gov)>  
To: Allen Seeber <[allen.seeber@gmail.com](mailto:allen.seeber@gmail.com)>  
Cc: [ahq71139@aol.com](mailto:ahq71139@aol.com); Steingasser, Jennifer (OP) <[jennifer.steingasser@dc.gov](mailto:jennifer.steingasser@dc.gov)>; Andrew Aurbach <[andrew.aurbach@gmail.com](mailto:andrew.aurbach@gmail.com)>; Cheryl Cort <[cheryl@smartergrowth.net](mailto:cheryl@smartergrowth.net)>  
Subject: RE: Query on data related to ZRR parking regulations  
Date: Tue, 27 Nov 2012 11:41:49 -0500

Mr. Seeber,

Actually, after conferring with the director of our State Data Center, I need to add a correction to my earlier email. The figure of 231,395 vehicles available to households should be more properly cited as coming from the 2006-2010 ACS 5-year estimate. The Census Bureau reports the one-year estimate for 2010 as 226,783. The difference (as I'm sure you know) is that the 2006-2010 is a "rolling" estimate of vehicles available during that time period; the 2010 one-year estimate is more of a snapshot in time.

For the sake of comparison, the 2006 ACS 1-year estimate was 227,209, and the 2011 one-year estimate was 224,073.

I'll repeat those numbers again, in order:

Aggregate number of vehicles available to occupied housing units:

2006 ACS 1-year estimate	227,209
2010 ACS 1-year estimate	226,783
2011 ACS 1-year estimate	224,073

It is therefore accurate to say that according to Census estimates, the number of vehicles available to households in the District has been decreasing over this period. As I reported in my earlier email, the percentage of households without vehicles also increased from 2010 to 2011.

I hope you will share these numbers with your neighbors on the Chevy Chase listserv, since we all agree on the importance of having accurate information.

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**From:** Emerine, Dan (OP)

**Sent:** Monday, November 26, 2012 3:52 PM

**To:** 'Allen Seeber'

**Cc:** Rao, Angelo (DDOT); Perez, Benito (DDOT); Kelly, Alice (DDOT); [ahg71139@aol.com](mailto:ahg71139@aol.com); Steingasser, Jennifer (OP); Andrew Aurbach ([andrew.aurbach@gmail.com](mailto:andrew.aurbach@gmail.com)); Cheryl Cort ([cheryl@smartergrowth.net](mailto:cheryl@smartergrowth.net))

**Subject:** RE: Query on data related to ZRR parking regulations

Mr. Seeber,

It has recently come to my attention that you misunderstood portions of my response to you back in October. The blame may be partially mine, since I did not understand portions of your original inquiry. Unfortunately, when I asked you to clarify your inquiry (see below), I did not receive a response. This is doubly unfortunate, since it appears that you have based statements to the Zoning Commission and on the Chevy Chase listserv (which are now being repeated by others) on this misunderstanding.

First, to clarify the original misunderstanding: you first asked about data used in a DDOT presentation at a Parking Think Tank that cited a figure of 150,000 vehicles in the District (your Question 2 below). Then in your Question 3, you asked why OP was “not using the vehicular access standard which the Census Bureau.” I interpreted Question 3 as a non sequitur. However, it is now clear to me that you assumed that DDOT and OP were using the same data sources for our very different presentations. I.e., Questions 2 and 3 were connected in your mind, and I did not see that connection.

Having addressed the underlying confusion, I’ll now attempt to give you a more complete response to your question.

In fact, OP does use Census data to determine vehicle availability. There is no disagreement on the Census estimate that there were 231,395 private vehicles available to DC households in 2010.

Now that we’re on the same page on the raw numbers, let’s talk about what this all means. The percentage of households in the District without access to a private vehicle has remained relatively constant over the past several years: it was 36% in 2006 and 35% in 2010. According to our most recent Census data, it went back up to nearly 39% in 2011. Remember, those are citywide averages. In some Census block groups, that figure is under 20%. In others, it’s more than 80%. Not surprisingly, block groups with lower ownership rates tend to cluster around areas of high transit access (of course, income is also a major explanatory variable in car ownership). In addition, the number of vehicles per household has dropped steadily – from about 0.91 vehicles per household in 2010 to 0.83 in 2011.

So, when we say that the data supports the notion that reduced (or no) minimum parking requirements are justifiable in areas where transit, walking, and cycling are widely available and vehicle ownership rates are low, I think we are on solid ground. I do find it somewhat perplexing that the question of whether the vehicle count is 150,000 vs. 231,000 has somehow become the grounds on which our parking recommendations must rise or fall. We have never said “DC only has 150,000 cars, and therefore we don’t need more parking.” What we’ve said is, “the number of cars per household is dropping, we have more families choosing to live car-free, and therefore each additional increment of development does not need to provide as much parking per dwelling unit/customer/employee as it did over the past 50 years.”

Of course, as we have pointed out repeatedly, the absence of a minimum parking requirement is not the same thing as the absence of parking. Some percentage of residents will continue to use private vehicles and will demand places to park them. Some will not. Both types of households will continue to find places that suit their needs.

I hope this clarifies things somewhat. Please let me know if you have additional questions or concerns.

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**From:** Emerine, Dan (OP)  
**Sent:** Wednesday, October 10, 2012 2:22 PM  
**To:** 'Allen Seeber'  
**Cc:** Rao, Angelo (DDOT); Perez, Benito (DDOT); Kelly, Alice (DDOT)  
**Subject:** RE: Query on data related to ZRR parking regulations

Mr. Seeber,

Thank you for your email. In response to your questions:

1. The slide you refer to in Ms. Tregoning's presentation was not making a claim about specific buildings. In fact, parking utilization data is very hard to come by, since many property owners have viewed that data as proprietary. We are attempting to collect more data to answer these kinds of questions. The point on the slide was more general. We know that, anecdotally, there are parking facilities with unused spaces. Therefore, we are proposing that establishments should be able to share parking spaces among different land uses, in order to facilitate a more efficient use of these resources. If (to take a hypothetical scenario) an older building was required to build 100 parking spaces, and 50 spaces are consistently sitting vacant, it does no one any good to require a new building next door to build 100 more spaces. Much better if the new building can arrange to use the unused capacity in the older building.

2. I have checked with DDOT, and the source of the 150,000 number is the Federal Highway Administration. You can access this information at <http://www.fhwa.dot.gov/policyinformation/statistics/2010/mv1.cfm>. If you have additional questions about the DDOT Parking Think Tanks, you can contact Angelo Rao or Benito Perez with DDOT (copied on this email).

3. I will have to forward this question to the director of our State Data Center, Joy Phillips. Ms. Phillips is out of the office this week, so I will ask her to respond when she returns next Monday. Your question here is a bit general. If you can cite a specific example where you believe OP has not followed the Census Bureau's standards, I'm sure that will help her in responding.

Please let me know if I can be of further assistance.

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**From:** Allen Seeber [<mailto:allen.seeber@gmail.com>]  
**Sent:** Monday, October 08, 2012 1:41 PM  
**To:** Emerine, Dan (OP)  
**Subject:** Query on data related to ZRR parking regulations

Mr. Emerine:

In order to analyze some background data related to the ZRR, could you or other knowledgeable person at OP provide information requested as follows:

1. During the October 5 COW hearing, Ms. Tregoning showed a slide which stated that minimum parking requirements in DC zoning regulations resulted in overproduction of parking spaces in a significant number of multi-family or certain other buildings. Please indicate the number of such buildings so affected. Please provide addresses of at least ten buildings comprised by the number so indicated.
2. At an evening ddot "Parking Think Tank" October 4 at Wilson High School, the newly appointed DC parking manager displayed a slide generated by OP that asserted, as proof of "decreasing vehicle ownership" in DC, there were "150,000 registered private cars and motorcycles" in the District. Does this number include sport-utility vehicles? What other types of vehicles are excluded?
3. Why is DC OP not using the vehicular access standard which the Census Bureau applies for nationwide demographics?

Kindly respond at least to questions 1 and 2 above by close of business October 16, so as to meet the October 19 deadline for an appendix to my statement presented at the abovementioned hearing.

Thanks in advance for your consideration,

Allen Seeber  
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