

GOVERNMENT OF THE DISTRICT OF COLUMBIA
ADVISORY NEIGHBORHOOD COMMISSION 3B
GLOVER PARK AND CATHEDRAL HEIGHTS



ANC – 3B Minutes
March 13, 2008

A quorum was established and the meeting was called to order at 7:05 p.m. The Chair asked if there were any changes to the agenda. There were no changes and the agenda was moved, properly seconded and passed by unanimous consent.

Three Commissioners were present:

3B01 – Cathy Fiorillo
3B02 – Alan Blevins
3B01 – Melissa Lane
3B04 – Horace Kreitzman, absent
3B05 – Brian Cohen

2nd District Police Report

Officer David Baker, cell phone 410-610-5166, Second District, gave the report. Consistent with historical trends, the most common crime is theft from auto. Officer Baker reminded folks to take everything from their car or hide it in the trunk. Residents of Hall Place asked that the stop sign at Hall Place and W be watched more closely as cars are often seen running that stop sign. Officer O'Brien, new to PSA 204, said that he would watch that corner as well as illegal parking at Starbucks. Officer Baker said that there is a citywide campaign to ticket pedestrians not using crosswalks and cars that do not stop for pedestrians in crosswalks.

Old Business

Update on Glover Park Transportation Study, Jeff Jennings, DDOT The short term recommendations to the Glover Park Transportation Study are available at www.tooledesign.com/projects/gloverpark.

Jeff Jennings, Ward 3 Transportation Planner, said the main objectives of this plan are to address pedestrian safety and traffic flow through Glover Park. He mentioned that on-street parking at Tunlaw and New Mexico could address parking problems in Glover Park. DDOT is also reviewing how to calm traffic at 37th, Calvert, and Wisconsin as well as reviewing what can be done to improve traffic and pedestrian flow at Wisconsin and Massachusetts Avenues. Even though this corner is not in our ANC, Mr. Jennings will keep us informed on the progress in that area.

Residents from Wisconsin and Hall Place said that their light needed to be lengthened as it is too short a time period to cross the street safely. Mr. Jennings agreed and said that changes would be made within 45 – 60 days. He also wanted us to know that if the time is lengthened at that corner, it must be shortened at another corner between M Street and Friendship Heights as traffic lights must be synchronized to keep traffic flowing.

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3B01
N. GLOVER PARK
KATHLEEN W. FIORILLO
SECRETARY

3B02
E. GLOVER PARK
ALAN BLEVINS
VICE CHAIR

3B03
W. GLOVER PARK
MELISSA J. LANE
CHAIR

3B04
CATHEDRAL HEIGHTS
HORACE KREITZMAN

3B05
S. GLOVER PARK
BRIAN A. COHEN
TREASURER

New Business

Proposed Guy Mason Playground Improvements, Hadley Boyd from Friends of Guy Mason.

Hadley Boyd from the Friends of Guy Mason presented plans for the sandbox renovation at the Guy Mason playground. She and her husband, John lost their son, Lyles, in 2006 to leukemia. This playground was a favorite play spot for Lyles. In memoriam, neighbors and friends have been very generous in contributing funds to make this renovation a reality. The planned playground vendor is Learning Structure. The playground at St. Columba's Church on Albermarle is a good example of the type of structure that will be installed. Work will be done by community members in late May. The presenters need a letter of support from ANC 3B in order to go forward with DPR's approval. Commissioner Lane will write that letter of support.

Grant Request from St. John's Community Services. This non-profit organization has its headquarters in our neighborhood at 2201 Wisconsin Avenue, Suite 120. Their mission is to support inclusion of children and adults with disabilities in their own community. It is community based and has special education programs for children as well as employment programs and residential services for disabled adults. Margie Covarrubias, Development Coordinator, presented an overview of the organization and asked for a \$2,000 grant to purchase computer equipment for their organization. A resolution was made to grant this organization \$2,000. Commissioner Blevins recused himself from the discussion as he works with this organization. A motion was made to support the request, it was properly seconded, and passed 3-0 (1 abstention).

Request from Residents of 4100 Block of Edmunds for RPP Zoning. Melanie Helm, a resident of the 4100 Edmunds Street, presented a petition from residents of that block asking DDOT to install regulated residential parking on that block. As most streets in Glover Park already are zoned for RPP, this street is crowded every day with commuters who park on this block and continue their commute via Metro. She had the proper number of signatures from residents asking for this zoning. A resolution was made to support the installation of regulated Residential Parking on this block. The resolution passed unanimously. Commissioner Lane will forward the petition and the ANC 3B resolution of support to DDOT.

Proposed Regulations for Valet Staging Zones. Commissioners were concerned about DDOT's proposed valet staging zones especially in regard to the short time given for review of the proposed regulations. Consequently, a resolution was presented by Commissioner Blevins expressing significant concern about the proposal and asking for increased time to review it. Commissioner Blevins will review the regulations thoroughly and send comment on behalf of ANC 3B. The resolution was properly seconded and passed unanimously.

Discussion of Proposed Visitor Parking Pass Program. Reserve MPD Officer, Dick Juppenlatz (Reserve #440) gave a written and oral analysis of DDOT's plan to pilot a new process for Visitor Parking Passes in Ward 3. That presentation is attached to these notes. This plan is now being piloted in Ward 4. In general, Officer Juppenlatz's arguments against the pilot were 1) the bar code on the pass can be easily forged; 2) all parking signs will need to be replaced to reflect the new enforcement criteria; and 3) the primary reason to change the current system is to address the special needs of contractors, nannies, nurses, etc. (e.g., day workers in the neighborhood) and temporary residents (e.g., students) even though there are processes in place to deal with these situations. Mr. Juppenlatz feels that a better, more cost effective suggestion is to allow an Internet generated VPP pass that would meet the requirements and also be easy to track and enforce. A resolution was made to oppose DDOT's proposed Ward 3 Visitor Park Pass Pilot program. The resolution was properly seconded and passed unanimously.

Surfside Restaurant Request for DR Liquor License. Owners David Scribner, Bo Blair, and their lawyer, David Simone, presented plans for their new restaurant (Surfside) at 2444 Wisconsin Avenue. They are requesting ANC 3B support their request for a DR Liquor License. Their plan is to serve fresh, healthy grilled foods for take out or eat in with a 30 seat dining area on the first floor and additional seating on a roof deck. They will be open for lunch and dinner and will close at 1 AM during

the week and 2 AM on Friday and Saturday. They are happy to work with the ANC on a Voluntary Agreement in which the owners agree not to serve alcohol on roof deck. Also, the roof deck will have shorter hours, closing at 10 PM during the week and at 11 on weekends. There were many questions from the floor including:

- Will you offer valet parking? (no)
- Will you have high chairs? (yes)
- Will you apply for a CR license if one becomes available? (yes)
- Why can't your hours be more like Sushi-ko and Old Europe who close earlier than what you're proposing? (need these longer hours to be profitable and stay competitive)
- Will you be like Jettie's? They don't have a liquor license. (Jetties has never been profitable in the evening because it does not have a liquor license. Consequently, the restaurant is only open for lunch)

A resolution was made to support Sufside's request for a DR license. The resolution was properly seconded and passed unanimously.

Town Hall Restaurant Request for Substantial Change to Liquor License. Owner Paul Holder presented his plan to add a roof deck to Town Hall. He was seeking ANC 3B support for a substantial change to their existing CR license in order to serve liquor on the deck. Mr. Holder showed architectural drawings and said it accommodate 40 people. The space is in the front of his restaurant at 2218 Wisconsin Ave. It currently is enclosed on 2 sides and he plans to build a full size wall on the third side and raise the wall on to Wisconsin Avenue by a few feet. He has worked with sound engineers to minimize noise and will have umbrellas at every table to further muffle sound. There will be no live or recorded music on the deck. Mr. Holder wants this deck because business falls off significantly in nice weather when patrons prefer to eat out of doors. Not only does his business suffer but so do his employees who depend on a good business for their livelihood. He is asking for the same hours of operation as those in the voluntary agreement with Breadsoda (10 PM during the week and 11 PM on weekends).

Many residents from the nearby areas (W Place, Hall Place, and Wisconsin Avenue) voiced concern about the project and asked ANC 3B not to support the proposal. Some of their comments included:

- Because of the potential for increased noise, residents who live close to Town Hall will be disturbed at night and lose sleep.
- There is an apartment on the top floor of the building next door. The noise will drive out the current residents and keep potential renters from moving in.
- Late night noise from bars will increase and subsequently increase disturbances in the neighborhood.
- Parking for neighborhood residents will decrease.
- Two Hall Place home owners said they would be forced to sell their homes as their quality of life would be negatively impacted.

ANC 3B also received over 200 e-mails about the request, a vast majority of which supported the Town Hall proposal.

A resolution was made that because there were so many public statements both in favor and opposed to the request, ANC 3B did not have enough time to resolve all the issues. Consequently, Commissioner Blevins presented a resolution to protest Town Hall's request for a substantial change in order to have party standing in the negotiations. The resolution was properly seconded and passed unanimously.

Administrative

Treasurer's Report. Commissioner Cohen gave the treasurer's report:

Checking Account

Opening Balance:	\$18,731.57	
Withdrawals:	\$4.14	(Bank Service Fees)
	\$86.72	(Check # 1107 - Phone bill)
	\$25.00	(Check # 1105 – ANC Security Fund)
Deposits:	\$0.00	
Closing Balance:	\$18,640.71	

Petty Cash

Opening Balance:	\$115.12
Withdrawals:	\$55.19
Deposits	\$0
Closing Balance:	\$59.93

February Minutes. Commissioner Blevins moved the minutes for the February meeting with minor changes. The resolution was properly seconded and passed by unanimous consent.

Adjournment. Chairman Lane asked for a motion to adjourn. It was properly seconded and passed unanimously. The meeting was adjourned at 9:00 p.m.

Ward 4 Visitor Parking Pass Pilot and Ward 3 Issues And An Alternative Approach

This information has been generated by Dick Juppenlatz who has been working on parking enforcement issues of visitor parking placards for the past four years.

The first section of this document refers to the Visitor Parking Pass concept directly from the DDOT website. If a reader is very familiar with the pilot project, the "Visitor Parking Pass" paragraphs below can be skipped. Following the brief review of the pilot project is an analysis of the "Ward 3 Issues". The Ward 3 Issues apply to all DC residents who live in high density areas. The Mayor's Taskforce Report on Parking was used as a basis for the analysis and it is also available on the DDOT's Web Site. Included in the Ward 3 Issues discussion is the Alternative Approach (web based application) to meeting the primary goal of the Visitor Parking Program pilot project—convenience of visitor passes. Every issue that has been addressed on web blog sites, ANC meetings, and citizens can be satisfied with the Alternative Approach. The Pilot Program can not satisfy the needs of regulation, enforcement or the concepts of the Mayor's Taskforce Report on Parking.

Visitor Parking Pass

In December 2007, the District Department of Transportation (DDOT) launched a one year Visitor Parking Pass (VPP) Pilot in Ward 4. Each resident on a block zoned for Residential Permit Parking (RPP) was mailed a Visitor Parking Pass. This pilot is intended to address the inconvenience to residents caused by having to obtain a new visitor parking permit each time a visitor was expected.

The Ward 4 Visitor Parking Pass is effective through November 30, 2008; and displays the resident's Advisory Neighborhood Commission (ANC), a unique ID number, and a corresponding barcode. The Ward 4 VPP allows visitor parking for periods longer than two hours on blocks zoned RPP within the resident's ANC boundaries during RPP hours; and is not tied to any particular vehicle or visitor.

For Residents

Each Ward 4 household on a Residential Permit Parking (RPP) block is eligible for one (1) Visitor Parking Pass (VPP). Eligible residents not in receipt of a VPP may make a request by calling DDOT at (202) 671-2333. The addition of the ANC designation to Zone 4 RPP signs has no impact on Zone 4 RPP permit holders. Residents should remind guests to return the VPP at the end of their visit.

DDOT is currently conducting a survey to determine your level of satisfaction with the Visitor Parking Pass Pilot. Please take a minute to offer your feedback.

For Visitors

Visitors to Ward 4 households should display the Visitor Parking Pass (VPP) on the driver's side of the dashboard. At the end of the visit, visitors should return the VPP to the resident. The VPP is valid when properly displayed in a vehicle that is parked on a Residential Permit Parking (RPP) block and the ANC on the street sign matches the ANC on the Visitor Pass.

Conditions for Use of Visitor Parking Pass

- The Visitor Parking Pass (VPP) may be used, without time or frequency limitations, by visitors, in-home care providers, contractors, etc.
- Each household participating in the Residential Permit Parking (RPP) program in Ward 4 is eligible to receive one VPP.

- The VPP is valid only within the ANC shown as the first two characters of the unique VPP ID number. Refer to the [Ward 4 ANC maps](#) or RPP signs, to determine the ANC boundary in which the Pass is valid.
- The VPP must be displayed on the driver's side of the dashboard.
- ❖ The VPP is not to be used as a substitute for an RPP sticker on a vehicle owned by a resident of the household, and will not exempt any vehicle from complying with the requirement to be registered in the District within 30 days of residency.
- ❖ The VPP may not be sold or distributed for personal gain.
- ❖ Vehicles bearing an invalid VPP will be subject to RPP civil infractions.
- ❖ Duplication, sale or distribution of the VPP is strictly prohibited. Violators are subject to a \$300 fine.

Ward 3 Issues and A Suggested Alternative Approach

The Mayor's Parking Taskforce Report dated 2003 has been updated with 2007 data and recommendations. This report is available on line at the DDOT's website (30 pages). The report clearly addresses the concerns that affect the visitor parking concepts and issues for Ward 3. This discussion will **only** focus on **the visitor parking pilot program** and the **issues** related to Ward 3 (applicable to any high density area) and to a **better solution** for the residents and city.

The **Pilot Program does not take** into account any of the Mayor's Taskforce section 4 "Recommendations. The goals listed in the Mayor's Taskforce Parking Report are:

1. The priority user for parking in residential areas in the District is neighborhood residents.
2. Customers of commercial establishments should have priority in commercial area on-street parking, and turnover rates should be set and enforced to best facilitate commerce.
3. Introduce market (or demand/performance based) pricing as a component of the District's parking policies.
4. Parking policies need to ensure the safety of pedestrians, motorists, and parking enforcement personnel.
5. Incorporate mechanisms into parking procedures in the District that will allow for improved tracking of localized parking demand.

The proposed pilot program primary objective is "to address the inconvenience to residents caused by having to obtain a new visitor parking permit each time a visitor was expected."

Allowing each household to have a VPP to distribute **does** address the convenience factor. It **does not** address the ability of DPW's or MPD's ability to enforce the conditions set forth by the pilot program (see Conditions for Use of Visitor Parking Pass above, last stated items on list) or the District parking regulations and DMV registration requirements.

The proposed Pilot Program VPP pass can not be tracked or enforced by MPD or DPW personnel. Currently, there is no provision for MPD to have access to the pilot program data base with the "bar code" data on the pass. DPW will have handheld readers to read a bar code but the bar code of the VPP is meaningless to MPD and to DPW since the pass is not tied to a specific vehicle. DPW's equipment could not identify a counterfeit pass! The pass is supposed to be tied to an ANC area. The pass could be used as a "commuter parking pass indefinitely". There are provisions for lost

or stolen passes. However, if the bar coded pass were reproduced deliberately then DPW could not verify a “reproduced” pass even when a “lost” pass is replaced with a “new number”.

Parking placards in the past were easily reproduced. It was not until MPD automated the tracking of the passes that MPD could easily verify false visitor placards. The MPD tracking system **does not limit** the number of passes a resident can obtain. The **only limits** in the MPD system are (1) a maximum issuance of a visitor permit of 15 days (current DC code) and (2) any single vehicle (tag number) can only obtain a maximum number of 30 visitor pass days in a 365 day period. It was only with the tracking of the visitor vehicle tag number to the placard control number on a centralized data base that the proper determination of the valid pass could be determined. Dates of issuance and all other factors on the visitor pass could be easily verified by MPD officers by a phone call to lookup the tag number in the computer system. If the pass is in the system, data on the pass can be verified. The maximum number of visitor pass days issued to a particular vehicle is calculated when a resident requests a pass.

The pilot program lacks the ability to collect statistical information for program analysis. The pilot program has a “survey” but the survey is not useful for “usage” analysis. The survey only addresses if the respondent is a resident of the zone, if they use the pass, type of pass usage (visitor, contractor, etc), whether the resident likes the pilot program, and other additional comments. The survey does not track usage, time periods, location and other data that would be useful in determining density and parking patterns and **how it affects residential parking areas.**

There are hundreds of out of state cars parked on private property (apartment parking lots and behind townhouses) in the Ward 3 zone. The pilot program will allow those cars to be on the street during daytime RPP hours. The pilot program would seem to limit those cars to an ANC area for validity but at a very significant cost on signage.

Costs of the pilot program and a city wide implementation have not been well addressed. There is the cost of the year long pilot program in Ward 4. Signs indicating ANC boundaries have to be manufactured and installed. Passes need to be printed and assigned to households with some type of computerized tracking. The cost of administration and implementation with DPW handheld technology also needs to be updated. The cost of legislation to modify DC code to support the pilot program and change current DC Title 18 code defining visitor, health care, day care, contractor etc. parking. Finally, there is a **huge cost** associated with ROSA. ROSA enforcement and equipment will need to be increased significantly with more nightly patrols. Residents may “misinterpret” the pilot program as a way around the DMV vehicle registration requirements. This misunderstanding has already been indicated to MPD personnel in Ward 4. Significant enforcement by ROSA is the only way DPW will be able to determine if the pass is being used incorrectly.

The pilot program negates the goal of the 1973 RPP program adopted by the District, namely the **priority use of parking by residents.** The pilot program advocates:

- **“The Visitor Parking Pass (VPP) may be used, without time or frequency limitations, by visitors, in-home care providers, contractors, etc.”**

The VPP proposal does not incorporate any pricing component, and there is no tracking capability of use. Parking for residents in the high density areas of Ward 3 are severely stretched now by out of state vehicles “visiting” beyond the normal RPP hours. ROSA has very limited resources to enforce the DMV registration requirements and takes at least 3 months of “sightings” to issue tickets.

The Mayor’s Taskforce Report clearly recommends a better approach with the use of the Internet to solve this problem. Currently, DDOT and DMV have websites for the renewal of licenses, RPP and vehicle registrations. Those renewal web sites are tied to valid “residents” and vehicles. Those renewal computer systems could be **easily adapted** to print a VPP pass **on demand** via the internet. By slightly modifying the current RPP online renewal system, the goal of convenience and compliance could be achieved and regulated without significant modification of the current Title 18 code. The costs of modification are minimal and could be implemented within a few weeks or months.

The citizens and enforcement personnel would have easy access to a verifiable system. A cost element **could** also be added to an internet application. RPP registration is currently \$15/year and visitor parking could also have a nominal fee associated with the length of stay and obtained via a credit card on the internet.

Most residents would use the internet to **print a non renewable visitor pass on demand**. Licensed citizens would use their last name and driver license permit number to apply. Very little data entry would be required as the system could do a “lookup” of most of the information required. The applicant would only need to enter the tag and state of the visitor and number of days requested. The system would print the permit on the resident’s home computer printer. If renewals were needed, the “internet enabled” resident could re apply and print another one. Those residents that do not have internet access and a valid DC driver’s permit, would need to go to the DMV or MPD to obtain a permit. The DMV and MPD permit issuance system would allow the printing of a pass **that is renewable by phone**. Renewals for visitors would only be good for up to 15 days for a specific vehicle and up to a total of 30 days in a 365 day period. The issuance limits and requirements for the various types of permits should be as they are now (<http://dmv.dc.gov/serv/parking.shtm>):

- [Reciprocity and Residential Parking Permit for Temporary Residents](#)
 - Six-month Non-Renewable Permit for Visitors
 - One-Year Renewable Permit for Students, Military, Elected and Appointed Government Officials, and Diplomats
- [Health Care Provider Temporary Parking](#) (60 days)
- [Visitor's Parking Permit for Guests of DC Residents](#) (15 days)
- [Contractual Employee Temporary Parking Permit](#) (15 days)
- [DC Resident New Car Parking Permit](#) (45 days)
- [DC Resident Rental Car Parking Permit](#) (15 days)

Enforcement personnel would only care about the vehicle tag number appearing in the “current” visitor parking data base to verify a permit.

There are some minor new requirements needed to make the this system more effective in meeting the Mayor’s Taskforce Report goals. A new requirement needs be added to the VPP limiting the permit’s validity to a 3 block radius of the resident’s address. The permit would list the block of residence and not the actual address. This would eliminate the commuter issue on visitor passes around metro areas and other critical areas. The Health Care pass should be valid only within a 2 block radius of the requesting resident’s block. That information could easily be printed on the pass. For example, the pass would contain the dates of validity and space for “phone renewals” (a confirmation code that the resident would write on the pass for renewals), the type of pass such as “Health Care”, and the block radius of resident’s location (i.e., “2 block radius of 2000 block Zebra Place NW”). Residents obtaining a 15 day contractor pass would follow a similar approach with the first issuance at DMV and subsequent renewals by phone. Contractor passes should be limited to **the block** of the resident only and not valid anywhere else in the RPP zone (this is the same as the current Title 18 code). The contractor pass should also be valid only during hours when construction is authorized by DC Code. The contractor could not use a VPP for parking outside the hours of construction. Once a health care or contractor pass expires, a simple confirmation code could be annotated on the pass to indicate a renewal after a phone call to DMV.

Since the enforcement personnel would use only the vehicle tag number to see if the permit was valid in the parking permit data base, counterfeits permits would be readily identified. The enforcement handheld devices would link the vehicle tag number to valid entry in the visitor parking data base. This would have very little impact on the enforcement personnel workload since most DPW officers have

regular routes and they do maintain short lists of cars that need to be checked—i.e., cars with visitor placards. Once verified, a simple list could be maintained with the enforcement officer until it expired and would not require the enforcement officer to check every sighting of the same visitor placard. It would only be the new placards that are sighted that would need to be verified. “Expired” permits that are displayed would be subject to tickets. An expired pass that contained a renewal confirmation code would appear as a valid pass in the centralized parking data base after checking it with the handheld device and would not receive a ticket. Visitor passes as opposed to contractor or health care workers would typically not have a renewal code for re-issuance. True visitor passes would be subject to the DMV registration requirements after 30 days and could easily be tracked with an internet application system.

The minor issues for Title 18 are the addition of code to regulate the radius concept for the various types of “visitors”. If the pilot program for having one placard per household is followed, there are many parts of Title 18 that will need to be changed and ROSA requirements will need to be “redefined” for clarity. DMV regulations would also need to be clarified regarding vehicle registration.

In sum, there is a better, verifiable low cost approach to meeting Mayor’s Parking Taskforce Report recommendations for parking and serving the citizens with a more convenient on demand visitor parking permit. Very minor modifications to an existing DMV renewal program could be used as the template to meet all of the concerns addressed at the various ANC meetings and the issues of the citizens with the ability to easily obtain a visitor pass. Very little Title 18 changes would be necessary particularly when compared with the changes that would be needed to address regular DPW/MPD enforcement or ROSA enforcement of DMV registration requirements.