

My name is Sam Spearing. I'm speaking today on behalf of Bloomfield Development Corporation as the Housing & Mobility Coordinator.

We are supportive of the R1A legislation eliminating the parking minimum but believe that it should be amended to also adopt the Residential Curb Cut standards as outlined in the Riverfront Zoning. Even if driveway curb cuts in the R1A district are made to be compliant with the standards of the RIV district the inclusion of off street parking still poses a significant threat to the affordability and economic diversity of our neighborhoods, such as in the case of Bloomfield. Real market pressures have driven recently proposed Bloomfield attached residential developments to cater to a demographic with substantially higher income than is usual for the area, including expensive amenities such as elevators and multi-vehicle private garages. Neighborhoods and organizations, such as the Bloomfield Development Corporation, need real tools and policies with teeth to help provide a balanced housing and development market.

The elimination of parking minimums will offer much needed relief to those developing affordable units in the City of Pittsburgh for which we know there is a shortage of over 20,000 units. With an average cost increase of 12.5% per unit for a single parking space, the parking minimum elimination will create the potential for greater availability of affordable units. By eliminating the current off street parking requirement, vital resources can be directed towards the creation of affordable housing units for our neighbors in Pittsburgh.

The RIV parking standards address many of the concerns about the impact of driveway curb cuts on the pedestrian experience but they continue to give developers the ability to further drive up the cost of market rate units. The inclusion of off street parking as a means to drive up prices only furthers the gentrification and displacement issues that many R1A neighborhoods are currently facing. If the zoning code prohibited or required a special exception for driveway curb

cuts then neighborhoods such as Bloomfield would have another tool to resist this disruption to the character of our neighborhood. Developers would have to consider the costs associated with providing off street parking and would potentially be encouraged to provide housing without parking at a lower cost.

Due to the increased costs associated with the inclusion of off street parking along with the other issues discussed today, we support the R1A amendment. We believe that the amendment should at minimum include the RIV standards for driveway curb cuts. In order to address the considerable negative impact that off street parking can have on affordability, we believe that consideration should be given to prohibiting driveway curb cuts without a required special exception.

Thank you for your time.