

To: DC Zoning Commission
Office of Zoning Hearing Room
441 4th Street, Suite 220
Washington, DC 20001
zcsubmissions@dc.gov

From: Bob Summersgill
Commissioner-elect 3F07
3701 Connecticut Ave, NW #139
Washington, DC 20008

Date: November 15, 2010

Re: SUPPORT Case 08-06 (Comprehensive Zoning Regulations: Chapters B-15, B-16)

2010 NOV 15 AM 11:38
D.C. OFFICE OF ZONING

Commissioners:

Thank you for your consideration of changes to the D.C. Zoning code to remove vehicle parking minimums and institute parking maximums, which I support. I also support increase bicycle parking and car sharing spaces.

My neighborhood in North Cleveland Park and Forest Hills is ideal for transit, bicycling, and walking. The Metro serves most of the neighbors, and bus service compliments rail, extending the service widely. Most of my neighbors can walk to stores and Metro relatively easily. Capital Bikeshare has just started, but should extend convenient and pleasant transportation options. It should be significantly expanded. Zipcars have all but eliminated the need for a car. I don't own a car, and neither do many of my neighbors, out of choice. Unfortunately, the parking minimums have distorted the transportation mix and weighted it towards cars.

Parking minimum mandates distort the supply and demand parking balance by creating an over abundance of parking. This in turn creates an over abundance of cars and the use of cars. Traffic congestion worsens. Air quality suffers. Streets become more hazardous for bicyclists and pedestrians. Neighborhoods become less walkable, and less welcoming. Less walking makes us less healthy and more overweight. Local businesses suffer as people in cars drive out of the neighborhood to shop. Housing becomes more expensive as unwanted parking spaces must be built and paid for. Unneeded cars reduce net household wealth with all of their associated costs.

We can improve our neighborhoods, our businesses, our health, and our wealth by removing the parking minimums. We can encourage more transit, bicycling, and walking with parking maximums and bicycle parking requirements. Both Zipcar and Capital Bikeshare need to be expanded to be conveniently located throughout the area. Bike to Metro should become routine for people more than half a mile away from Metro, but that requires a significant increase in secure bike parking and bikeshare locations.

The Office of Planning, WMATA, and DDOT all recognize the need to develop significantly more transit use: rail, bus, and street car. All three organizations recognize the need for more walking and bicycling as well. Please adopt the proposal with any amendments that will promote transit-oriented design, construction, and neighborhoods.

Thank you.



Bob Summersgill
ANC 3F07 Commissioner-elect

ZONING COMMISSION
District of Columbia
CASE NO. CB-46
ZONING COMMISSION
District of Columbia
CASE NO. 08-06
EXHIBIT NO. 49