

Comments Regarding the Revision of D.C. Parking Regulations

Case No. 08-06 (Comprehensive Zoning Regulations: Chapters B-15, B-16)

RECEIVED
D.C. OFFICE OF ZONING
2010 NOV 15 PM 1:55

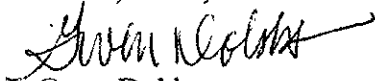
My name is Gwen Dobbs; I am a resident of the District of Columbia. I live by the National Cathedral in Ward 3 at 3210 38th Street NW. I am here to express my strong support for the proposed changes to the D.C. Zoning code regarding vehicle and bicycle parking. I want to express my support of the proposed parking regulations to, in effect, remove parking minimum requirements and institute maximum limits.

I have been a resident of the District for 13 years – I have been proud to be a resident because I realize the value in living in the District itself. I feel lucky to live in a neighborhood where I can walk to a grocery store, coffee shop, dry cleaner, toy store, multiple restaurants, amongst other retailers. I have been a strong supporter of public transportation and have always relied on Metro – both rail and buses. Just recently, I have been a new ardent supporter of Capital Bikeshare. As an aside, I have to say that Capital Bikeshare has increased my happiness level about 110%. Most of these years in D.C., I have been car-free – it is a recent development that I now “own” a car. Um, owning a car by marriage; although, my habits have not changed much since. But, I would have to say that my husband’s habits have – I place a high value on our public transportation system. I have to say that we are extremely lucky in the District to experience such a clean and pleasant public transportation experience.

Moving forward, I see that the city will grow exponentially. We will attempt to accommodate millions of square feet of new space for businesses and residents. But, we cannot accommodate tens of thousands of new vehicles as the mode of choice for accessing our growing neighborhoods and downtown. I agree with the D.C. Office of Planning report on why parking minimums are harmful to my neighborhood and the city. I think that the DC USA retail space is a good example of policy gone awry—the DC USA retail space project is a good reason why we should institute the more effective DDOT-proposed parking maximum limit. We need to take this example of parking policy – of providing too many parking spaces – and let this inform our future decisions of parking policy in the future.

I challenge—and it is a challenge—the D.C. government to assess the real needs of the ever-changing city. I believe that D.C. is a city that wants to be known not only for policy-making, tourism, and lobbyists – but wants to be known as a city that is serious about environmental issues and smart development. I believe that we want to be seen on the level of cities such as Seattle, San Francisco, and others that have truly analyzed and embraced the environmental needs of the city while balancing it with the human needs. I, personally, see D.C. as a city that needs to lead the environmental and green movement – we need diminish traffic congestion, implement smart development, and choose better energy alternatives. We are the nation’s capital. This way, D.C. is not only a leader, but is the place that every D.C. resident wants to live.

Thank you for your time and the opportunity to share my comments.



Gwen Dobbs
3210 38th Street NW
Washington, DC 20016
gwendobbs@gmail.com
(202) 329-9295

ZONING COMMISSION
District of Columbia
CASE NO. 08-06
EXHIBIT NO. 54
ZONING COMMISSION
District of Columbia
CASE NO. 08-06
EXHIBIT NO. 54