

In SUPPORT of Case 08-06:

Geoffrey W. Hatchard
1218 Oates Street NE
Washington DC 20002

November 15, 2010

DC Zoning Commission
Office of Zoning Hearing Room
441 4th Street, Suite 220

RE: Support for Case 08-06 – Parking (Comprehensive Zoning Regulations: Chapters B-15, B-16)

Commissioners:

Good evening, my name is Geoffrey Hatchard, and I am a homeowner in the Trinidad neighborhood at 1218 Oates Street NE. I've come before you tonight to state my strong support for changes to the DC Zoning code regarding vehicle and bicycle parking, as well as loading requirements.

I support the regulations proposed by the Office of Planning that would largely remove minimum parking requirements and would institute maximum limits in their place. I also support establishing provisions for shared parking and requirements for carsharing spaces. The District has limited space, and dedicating more of it to the warehousing of automobiles that sit idle most of the time is neither an efficient use of space, environmentally friendly, economical in the long run for a dense city, or using our built-in advantages as a walkable, bikeable, transit-oriented city, especially with respect to the surrounding jurisdictions in Maryland and Virginia.

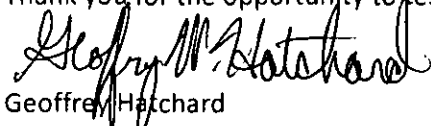
Regarding bicycle parking regulations, I strongly support what is being proposed. It is of *utmost* importance to me as a cyclist. Just as automotive parking spaces encourage the use of automobiles, convenient, secure bicycle parking encourages the use of bicycles. Residents of the city both young and old will benefit from the knowledge that we will have more safe places to keep our bikes while running errands, attending a play, going to dinner, or spending the day in the office or the classroom.

I was attracted to live in DC for many reasons, with one of the biggest being that I knew I would be able to live without a car. I grew up in Michigan, where the thought of an existence without a car is entirely foreign, but once I saw the way that I could save money and live a healthier lifestyle by using transit, a bicycle, and walking, I knew I wanted the opportunity to try that. No place looked more likely to give me that chance in this area than DC.

I could have found cheaper housing in the suburbs, but I found my *home* in Trinidad, which is an amazing, friendly, welcoming community. We are on the edge of the L'Enfant city, close to so many of the benefits I spoke of earlier, and we have new development springing up all around us. Some of it is already being built in a suburban style: large parking lots, automobile oriented inner-city sprawl. Please, don't let us lose what should be a built-in advantage — a neighborhood where everyone has easy access to all the necessities of life in a strong community without the extra burden of automobile ownership.

I encourage adoption of these changes as a minimum, and if you see it fit, please look into strengthening the proposals from the Office of Planning and DDOT to make the parking maximum requirements even more stringent.

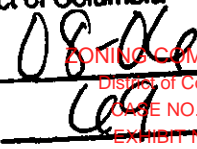
Thank you for the opportunity to testify this evening.


Geoffrey Hatchard

ZONING COMMISSION
District of Columbia

CASE NO.

EXHIBIT NO.


ZONING COMMISSION
District of Columbia
CASE NO. 08-06
EXHIBIT NO. 69