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Washington, DC 20002

Nov. 15, 2010

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

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

Dear Commissioners:

Good evening, my name is Cameron Conway. I live on the 700 block of 6th st NE in the H street NE neighborhood. I'd like to express my strong support for the proposed changes to the DC Zoning code regarding vehicle and bicycle parking. I support the proposed parking regulations because I think they accurately mirror and support the style of growth that is becoming increasingly mainstream in the DC metro area. I feel that to continue to support zoning codes that promote autocentric development is to exacerbate the region's traffic problems. The city's ability to accommodate vehicle traffic is reaching its ceiling and I feel that policies such as the one proposed will encourage new construction projects to rely on more sustainable transportation methods while reducing the overall construction cost.

As a 12 miles per day bicycle commuter I am very supportive of getting more bicycles on the road and thereby increasing bicyclist safety. I was originally attracted to this city by it's friendliness to cycling, walking and transit. Bicycle parking is a perpetual issue for me and I am far more likely to patronize a business that has easy bike parking nearby. I support bicycle parking and shower facility requirements because they are incredibly cost effective and allow bicyclists, a rapidly growing demographic in the District, to enjoy the same level of accommodation that drivers enjoy today. By increasing the percentage of new residents who utilize cycling as their primary transportation method, automobile congestion will grow at a slower rate and the economic vitality of the city and region will be aided greatly.

I'd like to suggest my own neighborhood as an example of why this change in the zoning code is essential. The character of the H street/Capitol Hill neighborhood is defined not by gridlock but by relatively calm side streets with a few main arterials. It accomplishes this by featuring a high density of bike lanes and two of the most heavily used bus lines in the city, the 90's and X2 lines. When new construction projects such as the ones currently planned for 3rd and H NE, 4th and H NE and 8th and H NE come to fruition, I want their addition to the neighborhood to manifest in the form of livelier sidewalks and increased use of existing bike infrastructure than to see my tranquil streets further clogged with automobile traffic. I also want to see the introduction of as much ground floor retail as possible instead of having the entire facade of a building wasted with curb

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cuts and parking garages. Rents in newly constructed buildings located in transit and bike-friendly areas shouldn't be driven up just to accommodate an unsustainable mode of transportation.

Finally, I'd like to suggest that the parking maximums supported by DDOT and the OP are far too high and don't do enough to curtail excessive parking. I feel as though 1 space per 1000 feet is much more reasonable.

Thank you for the opportunity to testify.

Cameron Conway

A handwritten signature in black ink, appearing to read "Cameron Conway", with a long, sweeping horizontal line extending to the right.