

July 31, 2008

Anthony Hood, Chairman
DC Zoning Commission
441 4th Street, NW, Suite 210
Washington, DC 20001
e-mail: c/o: sharon.schellin@dc.gov

RE: **Support** for Case No. 08-06-2 (Comprehensive Zoning Regulations Rewrite: Parking)

Dear Chairman Hood,

I am writing in support of the changes to the parking element of the zoning regulations, in particular, the elimination of parking minimums and support of parking maximums for residential properties. My reasons are as follows:

- **Off street parking minimums no longer serve the purpose for which they were designed.**
Parking requirements were designed to help maintain available curbside parking. Our experience here in DC has shown that minimum parking requirements do not serve this objective. The only way to manage curbside parking is to do it directly. The District currently has pilot programs in Columbia Heights, Capitol Hill, and Ward 4 to improve curbside management. I strongly encourage these efforts. But let's not pretend that we can address curbside parking challenges with off street parking requirements.
- **Minimum parking requirements force non-car owners to subsidize car owners.**
Experienced DC developers will tell you that they lose money on parking. They can't sell or rent a space at a rate to cover the cost of construction. This means that they provide these spaces to residents at a loss. The rent or sale price of apartments is higher as a result. This goes directly against DC policy. So those without cars are helping to pay for the parking spaces of those who own cars. This contradicts district policy to encourage alternative transportation.
- **Building housing without parking benefits our community.**
DC is one of the few cities in the US where we have thousands of professionals who can afford a car but are willing to live without one. Having people in our neighborhoods who don't own cars is a great benefit. Car-free residents are more likely to support local stores, take transit, increase security by walking our neighborhood streets, and provide District tax dollars without the burden of congestion and infrastructure impacts.
- **Less car parking and more bicycle, pedestrian, and car sharing facilities have been the cornerstone of our work in ANC 1C.**
In Adams Morgan, the ANC, neighborhood associations, and business organizations have coordinated to develop a streetscape plan that favors space for walking, bicycling, transit, and general community living over space for private automobile parking. We hope the zoning commission will support our efforts to make our community more livable.

For these and all the other fine reasons you are hearing today, I ask the Commission to support the Office of Planning recommendations for changes to parking zoning requirements.

Sincerely,
Wilson Reynolds
Commissioner for ANC1C

ZONING COMMISSION
CASE No. 08-06-2
EXHIBIT No. 41
ZONING COMMISSION
District of Columbia
CASE NO. 08-06-2
EXHIBIT NO. 42