

Chairman Hood and Members of the Zoning Commission, thank you for the opportunity to speak out in support of the changes before you tonight, the first and one of the key pieces of the plan to move DC toward a more sustainable future.

I'm a Georgetown resident, 52 years old and mother of 2 school-age kids. I guess I'm pretty typical of folks facing the time pressures and parking pressures that you're hearing about tonight. ~~4/2/08~~

I live in the city because I don't want to be dependent on a car to get where I'm going. We have ten bus routes which run pretty frequently during rush hour, we have the wonderful Circulator every ten minutes, and the blue bus to the Metro every ten minutes. Yet these buses are often nearly empty, and like everyone else, I do the math and ^{sometimes} hop in the car when I could take the bus. The city's resources are being spent on a system that is woefully underused. What does this have to do with zoning or parking?

It's all about that crucial decision to drive, and how zoning regulations manipulate people into driving when they have a choice. For too long zoning required ~~made~~ available so much parking that buses just couldn't offer a compelling alternative. More people driving ~~that~~ could have taken transit) clog streets and make buses slower. Empty buses have to run less frequently to have enough riders. Slow and infrequent buses, and the promise of parking literally forced people into driving rather than walking or taking transit. It's a classic vicious cycle.

Removing parking minimums starts to break the cycle. *Parking minimums are not needed.*

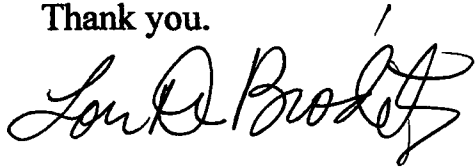
In this car-centric situation, I see houses for sale without parking languish on the market while those with a driveway fly into contract. Developers of housing don't need to be told to provide parking, they know that's what buyers here want.

Also in this car-centric situation, I see two prime lots with open space along pedestrian-oriented Wisconsin Avenue becoming banks with parking dead-zones. Neighborhood-serving businesses that could have turned that open space into great, foot-traffic generating streetlife lost out, because the parking won out. Property owners don't need to be told to provide parking, they go for parking over streetlife. The challenge is not to get developers to

provide enough parking, the challenge is to change the parameters that push developers to provide so much parking.

What I wish we had was great, pedestrian-oriented businesses and street life, and great transit that people use. I think these zoning changes will start to get us there.

Thank you.

A handwritten signature in black ink, appearing to read "Louise D. Brodnitz". The signature is fluid and cursive, with a small mark above the "i" in "Brodnitz".

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