

Nov. 5, 2013

The Hon. Anthony Hood
Chair, the D.C. Zoning Commission
One Judiciary Square, 441 4th Street NW, Suite 200S
Washington, DC 20001

Via email PDF: zcsubmissions@dc.gov

RE: Support for ZC No. 08-06A, Subtitle C – Chapter19 – vehicle parking requirements

Dear Members of the D.C. Zoning Commission:

I am submitting these comments regarding my support for the proposed changes to the off-street parking requirements in the zoning code (Subtitle C). As a lifelong resident of D.C., I have raised my family here, owned my own business and experienced many changes over time. I witnessed the benefits of new kinds of transportation serving my neighborhood in Ward 7 and connecting my community to the whole city. I watched the Minnesota Ave. Metro station be built blocks from my house. While there were some negative impacts of the construction (it ruined access to my small business next to the site), it also opened up the possibility for my children to travel quickly and safely across the city to attend public school wherever they chose, including Wilson High School. Recently, when Capital Bikeshare came to the city, I said – why not here in Downtown Ward 7? I'm pleased to see the new bikesharing stations here, which are well-used. We also have Zipcars, Car2Go, and have seen improvements to walking and bicycling – though we need to see more improvements.

My community has many transportation options – Metro, major bus lines, Zipcar, Car2Go, bikesharing, and improving walking and bicycling routes. All these options are more sustainable ways of getting around. With the city's continued expansion of more environmentally-friendly and affordable transportation options, it's time to rethink our vehicle parking requirements. Many people do not own a car, either by necessity or by choice. Increasingly, it's more convenient to not own a car. The current proposal to significantly reduce parking minimums in areas well-served by transit – close to Metro, major bus lines, future streetcar lines – is a reasonable approach to better accommodating a growing share of D.C. households who don't own a car. Giving people the choice to save money on car ownership and have more housing options close to transit and downtown Ward 7, and similar communities throughout the city, benefits a diversity of D.C. residents, and makes our city more sustainable.

I ask the Zoning Commission to move forward with the proposed significant reductions in parking minimums, particularly near transit, because we need to give people the option to use more sustainable and affordable transportation modes.

Thank you for your consideration.

Sincerely,



Dennis Chestnut
3939 Benning Rd. N.E., Washington, DC 20019