

November 12th, 2013

Anthony Hood, Chairman
DC Zoning Commission
One Judiciary Square
441 4th Street NW, Suite 200S
Washington, DC 20001

RE: Zoning Case No. 08-06A, Subtitle C - Chapter 21 - Off-Street Parking

Testimony by Dorcas Adkins, 3814 Albemarle St. NW, Washington, DC 20016

Thank you for the chance to testify on the subject of proposed changes to the Zoning code with regard to minimum parking requirements for new construction within areas surrounding good public transit, particularly metro stations.

For over thirty years I have owned a home close to the Tenleytown Metro Station. The street outside my house is used by many commuters from other parts of the parking zone who drive to the neighborhood, park, and take metro to work. Although this increases the numbers of parked cars around my house, I have never found it hard to find on-street parking at any time of day or night.

My neighborhood suffers more from lack of density than it does from too much. Restaurants inexplicably fail here, decreasing the quality of life for all of us. It suffers even more from the uniformly high residential values that prohibit young people including our own grown children from buying homes of their own nearby.

I am speaking in support of proposed zoning changes to the minimum parking requirement for many reasons. The first is that by reducing these requirements we can expect new residential development to cost less. As an ageing resident, I hope to stay here, as much as anything because it's a good place to live once you can no longer drive. A stock of more affordable housing is a sure way to enable me and others like me to do so. We can move into it ourselves or take advantage of having, as neighbors, people who can provide needed services for us. As a bonus, we would see increased diversity among Tenleytown's residents, in race, in age, and in profession, allowing us to enjoy a more varied group- house cleaners, maintenance workers, caregivers, and young families with children, many of whom now commute into the area from far out in the suburbs.

My second reason for supporting these changes is that I see my neighborhood as one in which many people can easily live car-free. My household of two adults owns only one car. We use it seldom. Almost all trips under two miles are made by walking, bicycling, and transit. For many years I have commuted to work by bike. We choose to do this for reasons of health and economy and are able to make this choice because of the well-developed network of bicycle facilities and transit options available to residents of this area.

Reducing mandatory parking requirements for residential developments is both feasible and desirable. It reflects the reality of DC's changing population (more and more of whom live here car-free) and supports more of this change. This is one of the many important steps we need to take in the fight against suburban sprawl. I ask the Commissioners to adopt the proposed changes.

Sincerely yours,

Dorcas Adkins