

Testimony by Clark Larson, 1912 16th Street NW (Ward 2)
Before the D.C. Zoning Commission
RE: Testimony in SUPPORT of Case No. 08-06A, Subtitle C - Parking
November 12, 2013

Good evening. My name is Clark Larson and I live in the Dupont Circle neighborhood at 1912 16th Street NW.

I am here to speak tonight in **SUPPORT** of staff's proposed revisions to Subtitle C of the DC zoning regulations, specifically regarding Chapters 19 and 20 on vehicle and bicycle parking standards.

I believe that staff's proposed revisions offer a good balance between the basic parking needs for a site and recognition that downtown DC and other areas of the District with high-quality transit and bike service can *and should* support multi-modal transportation opportunities for all residents, workers, and visitors.

I find that much of the opposition to these parking reforms is based on a fear of a future that is misunderstood. As staff has reminded us time and again throughout this process, there is a strong trend in the city toward less auto-dependent lifestyles that I believe must be reflected in the city's development standards. I see these revisions as a means to help create the conditions for alternative forms of transportation, and therefore better use of limited space on a site.

I myself am a part of this trend away from a car-centric life.

With a single car that my wife and I must park on the street in our neighborhood because our building has no off-street parking, we are able to travel to-and-from work, run errands, and otherwise get to where we need to go mostly without our car. We avoid the high cost of renting off-street parking and live in a building that wouldn't be there if it required even one parking space for every three units. In fact, we have chosen to live in a more urban section of DC *specifically because of* its walkability, bicycle-friendliness, and close proximity to the places we need to go.

I believe the proposed revisions to eliminate parking minimums downtown and by-right allowances to reduce parking requirements by 50% in transit-adjacent areas is a common sense approach that will lead the city to a built environment that further supports these conveniences.

As a cyclist, I also support the proposed bicycle parking regulations for short- and long-term parking and shower and changing facilities for more than just the current office buildings and high density mixed use areas.

Overall, I see these revisions as a positive step toward greater choice and livability in the city and I ask that you adopt them as proposed.

Thank you for your time tonight and for your ongoing service to our community.