

Thank you, commissioners, for hearing my testimony on this important matter.

I have been a resident of Tenleytown for 16 years. I am a member of Ward 3 Vision, but I am here in my capacity as a private citizen. I strongly support the Office of Planning's update of DC's Zoning Code—regarding Parking Minimums.

The old Code is out-of-date. Washington is experiencing a most welcome increase in population. In order to make the most of this growth, we need to make the city as livable as possible and at the same time minimize the burden of more people on the city's infrastructure. A smart way to do this is to encourage development that does not clog up the city's streets with more cars but rather encourages citizens to use alternative forms of transportation, whether bikes, buses, metro or just walking. The proposed reduction of parking minimums near transit corridors does just this.

Priority should be given to housing for people, *not* housing for cars. The more parking spaces are mandated through parking minimums, the more cars will come to fill those spaces, with the direct result that there will be more traffic on the road, and yet more pollution, and more danger to pedestrians and cyclists. Meanwhile incentives for more walkable, people-friendly city environments are neglected—in favor of cars.

We need to think of the long-term future and not only accommodate the present. We should encourage more Washingtonians to decide to use and invest in forms of transit other than cars. I would have preferred OP sticking to the original plan of no parking minimums in areas near transit nodes, but the current proposed reductions go in the right direction.

To those who fear that residents of new buildings will take away *their* parking spots in front of their homes, I would say

- a) the street in front of their homes is owned by the city, not them
- b) many could store their car on their own property, if they wished
- c) new projects will probably have many more than the minimum slots, as developers respond to market signals
- d) in the few areas where a parking problem for residents arises there are sensible parking management measures that could ensure that residents can park on public streets near their homes.

finally

e) this is a separate matter of reforming DC's parking regime—and should not interfere with shaping DC for the next decades, and a less car-dependent future, which is the laudable aim of OP's proposed reform.

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