

11/22/13

Henry P. McCaslin
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Anthony Hood
Chairman
DC Zoning Commission
One Judiciary Square
441 4th Street NW, Suite 200 South
Washington, DC 20001

Re: Zoning Case No. 08-06A, Subtitle C and Subtitle D

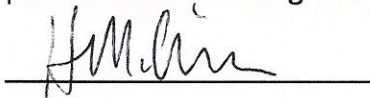
Dear Chairman Hood and the D.C. Zoning Commission:

I am writing to express my support of eliminating minimum parking requirements for new buildings that have access to transit resources and modifying our zoning code to allow for accessory apartments and corner stores.

I believe that minimum parking requirements create neighborhoods that are less walkable, bikeable, and harder to serve with transit. I highly value my ability to get around DC easily without a car, and many other young professional like me feel the same way. Minimum parking requirements reduce density and make non-car transportation more difficult. They also have been shown to raise the cost of housing, reduce the quantity of housing possible in a given area, and encourage even more car travel (which contributes to congestion, air pollution, and unsafe streets). I worry that DC may become unaffordable to all but the wealthy and inaccessible to all but those who own a car if we keep our zoning code the way it is. Furthermore, I hope that you know the flimsy scientific basis behind parking minimums; the statistical studies from the Texas Transportation Institute used to justify which types of building require which amounts of parking have extremely low sample sizes that are far too small to merit drawing conclusions from. Parking minimums are based on pseudoscience. Lets get rid of them and ensure that our city is a place for people, not just cars.

In a similar vein, I believe that it's important to allow for accessory apartments and corner stores. These changes to the zoning code would promote a kind of density that lowers the cost of housing, doesn't concentrate affordable housing into ugly, crime-generating "projects" and makes neighborhoods more walkable and bikeable. Again, these are changes that create neighborhoods attractive to many young people like myself – young people that could form a large part of this city's potential population growth.

Finally, I'd like to add that I think that this issue has national significance. Modifying the zoning code to eliminate minimum parking requirements and allow for additional density essentially means creating a less carbon-intensive city. If we can make these reforms in the nation's capital, then it will become much easier for other cities around the country to follow suit and it will go a long way towards helping to slow or stop climate change. I genuinely worry about what my future will look like if we can't even adopt even simple pro-climate policies like this zoning code update. Thank you for considering my testimony.



Henry McCaslin

ZONING COMMISSION
District of Columbia
CASE NO.08-06A
EXHIBIT NO.425