

My name is Colin Hughes and I live at 3rd & A St. NE and I work two blocks south of Dupont Circle and I am here to support the proposed zoning amendments. I also urge the Commission to increase affordability of inclusionary zoning. Since I first lived in Washington in 2003, the city has come a long way towards becoming more vibrant, walkable, place with many convenient amenities nearby. It's not perfect, but it is a city that has become an increasingly desirable place to live in and that is a positive thing for all residents. However, to continue this success, and address critical issues like affordable housing and affordable transport, Washington must also continue to upgrade its zoning codes for more density, more mixed-use, more space for people and residents, and less space for cars. When I first moved to DC I could not afford to own a car nor live near a metro. Mostly I was stuck riding my bike on dangerous streets with no bike lanes. The interesting thing is that now that I am a bit older and have a better job and could probably afford a car, but now I don't need one. The public transit has improved with the circulator buses. There are cycle tracks that make me feel safe riding my bike in most places. Bike-sharing connects me to the metro. And services like ZipCar, Car2go, and Lyft give me access to a vehicle in the rare cases I need it. Those modes get me where I need to go more quickly, easily and cheaply. DC has updated and modernized the transportation infrastructure and service options for its residents, and now it is time to update and modernize the zoning code to not only match it, but to leverage it.

Nowadays I think more about the cost of housing, than the cost of owning a car. DC has invested in great new transport options and that investment has paid off. Changing the zoning code leverages those investments so that now, not only will DC residents have more transport options, they will also not be forced to pay for a parking spot in a new apartment. They will have an easier time building accessory dwelling units, renting out their basement, and adding mixed-uses to their neighborhood. All of this makes it easier to find a place to live and find the amenities you need in the city. These are win-win solutions.

I understand some people like to drive, even if they don't have to, and those people want to make sure they have a place to park. That is still no reason to require a parking minimum in buildings. Developers want to sell apartments. Even if the parking minimums are done away with, if many people want parking spots, then developers will still build parking spots. Why? Because developers want to sell apartments, and to do that they need to give people what they want. We aren't discussing a cap or elimination on parking - we're just discussing eliminating a mandatory minimum. If people want parking spots, the

new buildings will certainly have them because there will be a market for them.

Relaxing the parking minimum will not take away market for parking spaces. If the people of DC still want and need parking spaces, developers will surely scramble to provide them. But let the market decide. But why should they be required to build parking in the case they feel the people or market does not want parking spaces? That only serves to make the housing costs higher and it provides an incentive to owning a car in a city that has made huge investments in making it easier to not own a car.

If my fellow citizens want parking in any location, for any reason, then there will be a market for that and any developer who builds something there will build parking. No need for a parking minimum. But in a city that has done so much to provide alternatives to having a car and needing parking, where the cost of parking further bloats housing and development costs, why not let the market decide that? Why set an artificial minimum?

I think the current zoning update proposal recognizes this. The relaxation of parking minimums still allows parking where the citizens want it. It also allows there to be no parking where the citizens want no parking. And rightly so. It allows people to make more use of their properties with accessory and alley dwelling units and allows more mixed uses in our neighborhoods. That is good. The new zoning code gives more freedom for city residents to build and travel as they like, and it will be a more liveable city for it.

A handwritten signature in black ink, appearing to read "Cali Rogers". The signature is fluid and cursive, with the first name "Cali" written in a larger, more prominent script than the last name "Rogers".