

Dear Commissioners,

Thank you for letting me testify I am in favor of the attempts of the Office of Planning to modernize the ZRR, but I think that the current draft of OP is not progressive enough, and I am in favor of adopting the alternative language proposed by the Commission members, especially restoring the reduction of parking minimums  $\frac{1}{4}$  mile either side of bus routes, as in OPs *earlier* version of the ZRR.

Apartment buildings near convenient public transit should not be required to have as many parking slots as those further away

It is best for DC that, as population increases, extra demands on infrastructure be minimized Given how much cars burden the infrastructure, the fewer residents with cars the better

If people can be persuaded to live in DC without the expensive burden of owning cars this is to the city's benefit (and, ironically, car owners'—less traffic).

The fewer people who have to pay for unnecessary parking (because they can use transit etc ), the better for DC

The ZRR should empower residents to live in DC without paying for parking they do not need. Preferably, there should not be parking minimums near transit nodes, but at least, as in the ZRR compromise, they should be halved.

OP's latest draft ZRR took away this recognition from bus corridors, and in Northwest, along Wisconsin, this dramatically reduced the area where parking minimum reductions could be implemented This should be restored Why should high-volume bus routes be disregarded as effective public transit?

Many think living in DC without a car is impossible Yet over 100,000 DC households manage without a car It is thought that old people cannot live without a car—but there comes a time in the life of many older people when they cannot, physically, drive a car safely They need walkable neighborhoods where there is enough retail and enough transit for them not to need cars (there are further ways to mitigate car dependency: taxis; grocery deliveries, neighborhood shuttles, etc ). These are exactly the kind of neighborhoods that the REDUCTION or elimination of parking minimums would encourage The ZRR is not taking anyone's car away—the ZRR simply makes more attractive a car-free option to some, and a lower car-to-resident ratio is good for DC

Steven Beller

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