

Good evening, and thank you for the opportunity to testify in support of DC's zoning code update. My name is Melissa Kramer, and I have lived in the U Street neighborhood since 2002. In that time, I've seen a degree of change in the neighborhood that I could have never imagined when I first moved here. Those changes have by and large been for the better from my point of view, and I like to see things continue to improve. I'm here to express my strong support for the zoning code update, especially reforming the outdated parking requirements.

I moved to the U Street neighborhood because living here allowed me to walk to work and the grocery store and gave me convenient access to the bus and Metro for going other places. Since then, this neighborhood has become an even more convenient and livable place. Now I have a half-dozen grocery stores I can walk to, a hardware store, a brand new gym, and the stores just up the street at DC USA. There are new car and bike sharing options, a new circulator bus route, and Yellow line service from the U Street Metro station. I recognize that these things I value have come to my neighborhood because of the new people that have moved in since I did, people that encourage more businesses to come here and make walking around safer.

The 1958 zoning code reflects the outdated belief that what would make the city great is a car for every one of these people with a place to park it at home and everywhere else that they might want to go. But this neighborhood is *not* improved by mid-block curb cuts that make walking around less appealing and more dangerous, nor by the traffic that's generated when the cheapest and easiest way to get around is by one's own car.

I should be clear that my husband and I own a car and do not have access to an off-street parking space. We have the same frustrations as everyone with how difficult it can be to park in the neighborhood. However, I'd like to see DC address that problem with a comprehensive neighborhood-wide parking management strategy that recognizes the true market value of DC's public street-side spaces. Requiring private developers to provide something at great expense increases the cost of housing even for people who choose not to own a car and will not solve our problems as long as DC continues to give away the same product nearly for free.

I want more people to live in the neighborhood and continue to support the things here that I love, but I certainly hope that more and more of those people choose to live here without a car. If developers' market research indicates that they can attract those types of buyers or renters, DC should not stand in their way and demand that they create parking they don't want to sell, that people don't want to pay for, and that I don't want in the neighborhood. Thank you.