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From: Nico Vallada <noreply@adv.actionnetwork.org>
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To: DCOZ - ZC Submissions (DCOZ)
Subject: Letter in Support of ZC 25-13 and ZC 25-09

Follow Up Flag: Follow up
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Members of the Zoning Commission,

I currently live and grew up in Wesley Heights in Ward 3. While it is a great and safe neighborhood, it is also incredibly exclusionary, car-centric, and suburban for a neighborhood located inside of Washington, DC. I frequently travel on Wisconsin and Connecticut Avenues in a car, but would much rather have the option to use my bike in a protected bike lane, the bus in a dedicated bus lane, or walk without the cacophony of cars following me. Furthermore, I want others to enjoy the neighborhoods I grew up enjoying and to enrich these same neighborhoods. Making Ward 3 affordable, less car-dependent, and more accessible is the best way to go about this. There are enough single-family homes in this area - denser, affordable, mixed-use developments, which made other parts of DC so great, need to become a mainstay of Ward 3 as well. We must stop sacrificing the success and livability of our neighborhoods for cars and parking.

I'm writing to urge the Zoning Commission to approve the Office of Planning's proposed upzoning on Wisconsin Avenue (ZC 25-13) and Connecticut Avenue (ZC 25-09). I'm also asking my Councilmembers to support a broader upzoning in the next Comprehensive Plan.

These targeted rezonings will put more homes—including affordable homes—within easy reach of Metro and neighborhood retail. That means more opportunities for families and seniors, stronger small businesses, safer and more walkable main streets, and progress on DC's climate and equity goals.

This is an important first step, but it doesn't go far enough. I'm asking my Councilmembers to commit to a more vibrant, affordable DC in the Comprehensive Plan. Tell the Office of Planning to:

1. Legalize up to Six Homes on All Residential Lots: Take steps to end exclusionary zoning by allowing up to six homes on every residential lot.
2. Allow Parking Flexibility Citywide: Give homebuilders and local businesses the flexibility to determine parking based on their specific site and neighborhood needs, rather than forcing arbitrary mandates that waste space and increase costs for renters.
3. Promote Transit Oriented Development: Allow buildings to reach 90 feet within ½ mile of Metro stations and ¼ mile of high-frequency bus lines (with automatic expansion when new bus lines/metro stops are added).

Ward 3 has long under-produced housing relative to its access to opportunity. These rezonings—and a broader upzoning in the Comp Plan—will help keep long-time residents, welcome new neighbors, and ensure our local shops and schools thrive.

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