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## Letter in Support of ZC 25-12

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From Uma Uma <noreply@adv.actionnetwork.org>

Date Fri 10/24/2025 7:34 PM

To DCOZ - ZC Submissions (DCOZ) <DCOZ-ZCSubmissions@dc.gov>

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Members of the Zoning Commission,

When I moved to D.C. last year, I was so excited to live in a city with such good public transit that I wouldn't need a car. At my tech-industry income, I was able to find exactly that at a price I could afford (with a roommate) in the NoMa metro area. I live in a dense neighborhood with easy access to so many great local restaurants and shops. I've learned since moving here that that was only possible because NoMa was specifically developed with the relatively new metro stop in mind. This dense urban lifestyle eases traffic, reduces individuals' carbon footprints, and allows more people to live closer to the heart of our great city. Unfortunately, too many D.C. residents are getting increasingly priced out of this experience as our housing supply, especially affordable housing supply, lags behind demand.

D.C. is in a housing shortage, and we have an urgent need for more housing. I strongly encourage D.C. to adopt changes to the zoning code that will foster more housing choice, improve housing affordability, and create vibrant communities. The proposal the Zoning Commission is considering is a good first step, but it should also include three additional proposals that will help the reform meet the scale of the crisis.

1. Offer D.C. residents more flexibility to add in-law suites to their properties by:

- Allowing in-law suites to be up to 1,200 square feet,
- Eliminating the owner-occupancy requirement,
- Eliminating the five-year waiting period in rowhome zones,
- Dropping the proposed ban in apartment zones, and
- Amending the arbitrary 3-foot side setback to only apply when necessary.

2. Ease parking requirements near public transit by:

- Fixing a drafting error to ensure that all major transit hubs are included in the reduced parking requirement proposals and
- Defining "high-frequency" transit as places that have buses at least every 15 minutes, so that portions of North Capitol Street, 12th Street NE, and South Dakota Ave NE are included.

3. Allow more community-focused businesses in neighborhoods by broadening the narrow list of covered businesses that are allowed to operate on the ground-floor of certain buildings.

Together, these changes will make a real impact on helping make our city more inclusive, vibrant, and affordable. Thank you for considering them and I look forward to hearing from you.

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