

WASHINGTON REGIONAL NETWORK FOR LIVABLE COMMUNITIES

4000 ALBEMARLE ST , NW, SUITE 305, WASHINGTON, DC 20016

PHONE 202/244-1105 FAX 202/244-4225

EMAIL staff@washingtonregion.net

WEB www.washingtonregion.net

Comments by the Washington Regional Network for Livable Communities to (WRN) as
part of the Campaign for Mandatory Inclusionary Zoning's Presentation,
Zoning Case No 04-33

Inclusionary Zoning, Smart Growth, Transit-Oriented Development

July 25, 2005

Inclusionary Zoning (IZ) is part of strategy to create smart, equitable growth for the city
and region

Over the next 25 years, the Washington region will generate 1.6 million new jobs and 2
million new residents requiring over 800,000 new homes. After 3 decades of decline and
population loss, the city is growing again. For the first time in years, D.C. as the core of
the region can capture a share of the region's growth in population. This is good for D.C.
and for the region.

Growth in the core fosters more environmentally-friendly lifestyles as residents drive less
than suburban counterparts. Capturing more growth in the city reduces pressure to
convert farm and forest lands into subdivisions and strip malls at the fringes of the region.
All this offers reduced air and water pollution, and conservation of natural resources.
Existing infrastructure can be utilized, saving on the cost of building and maintaining
new public facilities.

As our region grows and the District of Columbia continues to attract new residents, strong
demand for housing pushes up housing prices. Developers are taking advantage of this by
building to the high end of the market. To address this, we need more housing supply in
general, and we need more housing affordable to moderate and lower income families in
particular. This is why inclusionary zoning makes so much sense.

Providing more housing opportunities in the city, especially near Metro stations and
major transit corridors, offer many benefits to the city and region. In particular,
Inclusionary Zoning

- Takes advantage of existing infrastructure – especially transit, but also sewer and
water, schools, emergency services, libraries, and other public services;
- Strengthens the tax base to ensure that we can pay for and upgrade infrastructure,

**ZONING COMMISSION
District of Columbia**

CASE NO. 04-33
EXHIBIT NO. 47

- Strengthens neighborhoods by bringing back people to shop at local stores, walk community streets, ride transit and participate in civic life
- More housing opportunities, especially near Metro and job centers gives households better transportation choices so that everyone is not dependent on automobiles to get around, thus reducing overall traffic
- More housing opportunities in walkable, transit-accessible neighborhoods enables those who do not have access to a car transportation choices

This is critical because over 37 percent of all D C households, do not own a car. Even lower car ownership rates are found among walkable, transit-accessible neighborhoods where in 50 - 70 percent of households do not own a car

Lower income families also tend to own fewer cars. Thus providing more housing in city neighborhoods, especially near transit and jobs helps, reduce household costs and give family members better access to important opportunities

Low wage workers spend disproportionately more on commuting costs than higher income workers. Low wage workers however, realize tremendous savings if able to rely less on driving to work, and more on transit

- More housing in walkable, transit-accessible neighborhoods helps families save on the costs of car ownership and offers the opportunity to invest in lasting assets such as homeownership

Some neighbors have questioned if more housing in the city, especially near transit, is the best place to direct growth. Where else in the region is a better place? Where else can families save on car ownership, and better use the traffic-reducing alternatives of walking, bicycling and riding transit?

Inclusionary zoning supports important smart growth goals that help create compact, mixed use neighborhoods where people can walk, bicycle and ride transit to important destinations. Despite the rising amount of driving that most American families do, one quarter of all trips are less than a mile, 18 percent are less than half a mile. If we can offer more households the opportunity to live in mix-use, walkable communities, more family members can have the choice to walk, bicycle or ride transit to accomplish most of their daily tasks. Inclusionary zoning offers increased housing choices where demand is high. Increased housing opportunities in the city for families at all income levels reduces regional traffic, uses public infrastructure more efficiently, and gives all of us a cleaner environment.