

My name is Tom Quinn and I am a 13 year resident of the District – the last four years in Friendship Heights just off of Wisconsin Avenue and prior to that I was a resident of Mt Pleasant and Columbia Heights.

I am also a member of Ward 3 Vision which is a growing community group advocating for smart growth principles, transit oriented development and affordable housing in upper Northwest.

I am speaking today to urge the zoning commission to pass inclusionary zoning in the District of Columbia and to specifically request that the inclusionary zoning laws apply to the entire City.

A small group of vocal but narrow minded community activists in my neighborhood has requested through my local ANC that the Wisconsin Avenue corridor be exempt from any proposed inclusionary zoning laws passed in the city.

However this is not a position supported by myself and many others in the community and in fact most members of the community are completely unaware that their local representatives even took a position on this important issue as it was not posted on the advance agenda for the meeting.

ZONING COMMISSION
District of Columbia

CASE NO. 04-33A

EXHIBIT NO. 31 **ZONING COMMISSION**
District of Columbia
CASE NO.04-33A
EXHIBIT NO.31

It is only fair that Upper Northwest fairly shoulder the burden of providing badly needed affordable housing units in the District that won't be as economically feasible in parts of the city where new housing projects don't generate as much excess revenue which can be used to subsidize affordable units without a publicly funded subsidy.

Since residents of Ward 3 already pay a disproportionate share of the cities taxes this is an opportunity for our community to contribute to a more vibrant and diverse neighborhood and city without requiring additional taxes.

And in particular we need to provide workforce housing in upper Northwest so our civil servants can live in the neighborhoods and city they serve.

Considering that these new developments would largely be situated near existing transit lines they could have the added benefit of removing additional cars from our crowded roadways while increasing transit use and walking.

Thank you again for your time and efforts on behalf of our neighborhoods and our city.

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