

**Testimony in Support of Inclusionary Zoning in Historic Districts:
Z.C. Case No. 04-33A
By Allen Greenberg¹**

Before the District of Columbia Zoning Commission
October 19, 2006

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Good evening. As a homeowner in a 1916 Dupont Circle cooperative apartment building located in an historic district, I enthusiastically endorse inclusionary zoning requirements being applied to my neighborhood and throughout the city, including in historic districts. Housing affordability is among the very top concerns of city residents and those who would like to be city residents. Inclusionary zoning is an essential strategy for expanding affordable housing in the District, and inclusionary zoning standards must be applied in all areas throughout the city to even begin to address the urgent need for affordable housing. I commend the D.C. Office of Planning for recognizing this as evidenced by its proposed map and urge the Zoning Commission to accept the Office of Planning proposal without weakening it.

The District needs more mixed-income neighborhoods, including in historic districts such as in the one that I reside. Affordable housing is not incompatible with historic preservation. The D.C. Office of Planning has demonstrated in its presentation this evening that in most cases the added density could be provided in a way compatible with the historic character of the neighborhood and in the very few cases that it could not be, the Historic Preservation Review Board retains and would use its authority to deny incompatible development.

While not the subject of this hearing, there is one zoning requirement that should not apply in historic districts and that is for off-street parking. Off-street parking mandates detract from the historic character of neighborhoods and are an anathema to affordable housing. Requiring the construction of parking with housing in excess of market demand adds \$50,000 or more to the price of housing units and guarantees more car ownership, driving, traffic, and air pollution than if such parking were not mandated. Competition for on-street parking certainly is a problem in some neighborhoods, but the solution is not to burden new housing with the expense of car parking, especially housing that is designed to be affordable; instead, it is to manage curb space through a combination of regulations and pricing. The Zoning Commission should amend the zoning code by setting a date one year out after which off-street parking would no longer be required for new affordable housing units and two years out after which off-street parking would no longer be required for any new housing units. City Council and the District Department of Transportation would then have ample lead time to design and implement appropriate policies to manage on-street parking so that it will not be overwhelmed with new demand.

Thank you for providing me this opportunity to enthusiastically endorse inclusionary zoning standards being applied broadly throughout the city, including in historic districts such as where I live.

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ZONING COMMISSION

CASE NO. 04-33A

EXHIBIT NO. 70

ZONING COMMISSION
District of Columbia
CASE NO. 04-33A
EXHIBIT NO. 70

TO: Sharon Schellin , 727-⁶⁰⁷²~~8343~~
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DATE : 10/19/06

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Please see attached a written copy of the testimony I delivered this evening. I would appreciate it if it were to be included in the record. Thank you

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