

JOSEPH N. GRANO, ESQ.
3881 NEWARK STREET NW, SUITE A-475
WASHINGTON, D.C. 20016

February 10, 2009

Mr. Anthony Hood, Chair
D.C. Zoning Commission
441 Fourth Street, NW
Washington, D.C. 20001

Re: ZC Case Number 08-15

Dear Mr. Hood:

My name is Joseph N. Grano and I live at 3881 Newark St., NW, Apt. A-475. I live approximately 300 feet from the proposed Stop & Shop/Giant Planned Unit Development (PUD). I have been at this address for approximately 11 years and because I do not own a car I chose to live within walking distance of a supermarket.

I am dissatisfied with the Applicant's plan and ask the Zoning Commission to order the Applicant to make major changes before the PUD is approved, to wit: Order the Applicant to modify his plan to allow, on the South Parcel facing Wisconsin Avenue, a five story building similar in size, density and architectural style to the building proposed for the North Parcel facing Wisconsin Avenue.

According to conversations I have had with representatives of the Applicant, it is my understanding that there are no legal or engineering reasons why such a substantially larger building can not be fit into the development.

It seems to me that such a substantially larger building will benefit the District of Columbia (see below). However, it will not be built without the order of the Zoning Commission.

What are the benefits to the District of a larger building on the South Parcel?

1. A building of greater density and size will allow for more residents to be housed there. Developments which will help increase the District's population should be encouraged. This is presumably District policy.
2. More people living on Wisconsin Avenue will increase street activity which will help to support the new businesses in the PUD.
3. Architecturally, the two buildings are incompatible: The South building, as planned, is to be low-rise and horizontal. The North building will be high rise and vertical. The clash of buildings will detract from the architectural significance and beauty of the development.
4. It is District policy to encourage higher density on major transportation corridors such as Wisconsin Avenue. Higher density on transportation corridors encourages the use of public transportation.
5. Higher density in cities lowers the carbon footprint of our civilization. Cities are more energy efficient than suburban sprawl. The Zoning Commission should order higher density for PUDs, at least on transportation corridors.

Finally, in the next 20 years all the land from Capitol Hill to Georgetown will fully developed. After this happens, I suspect that there will be a major effort to modify the congressionally mandated 1910 Height Act to allow for presently forbidden Rosslyn type high-rise buildings. The height limit on Wisconsin Avenue at Newark Street is, I believe 90 feet. On Wisconsin Avenue, north of Massachusetts Avenue very few buildings reach that height. The present PUD is only 65 feet high at its highest on Wisconsin Avenue. I fear that if higher buildings are not encouraged by the Zoning Commission and supported by the community, it will embolden developers to want overthrow the current reasonable limits. Do we really want to see Rosslyn type buildings on Wisconsin Avenue? The Zoning Commission and the community should support reasonable development now to prevent unreasonable monstrosities in the future.

Respectfully submitted,

Joseph N. Grano

2009 FEB 11 AM 8:36
J. N. Grano, Chair
D.C. Zoning Commission
CASE NO. 08-15
EXHIBIT NO. 126