Susan L. Ousley
935 Westminster St NW
Washington, DC 20001
202-628-3148
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D.C. OFFICE OF ZONING
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Mr. Geoffrey Griffis
Chair
Board of Zoning Adjustment
441 4th St NW #210S
Washington, DC 20001

Dear Mr. Griffis:

Please add this letter to those of other neighbors and neighborhood groups who oppose the *special exception application* for so-called accessory parking (Case # 16901) made by the Most Worshipful Prince Hall Grand Lodge at the corner of T and 10th Streets and Vermont Avenue.

There are several troubling aspects of this application.

1. <u>There is no public policy advantage to overriding Zoning Regulations intended to protect citizens' health and quality of life</u>.

   - Residential areas are supposed to be set aside for residential uses. In a neighborhood where commercial pressures are suddenly enormous, we must rely even more on your steadfastness in upholding these protections. Our neighborhood's economic recovery is still fragile and relies heavily on residents' belief that you will **not let them be run over by creeping non-residential interests**.

   - Non-residential owners virtually on top of Metro and multiple bus stops are perfectly situated **to help reduce air pollution**. And air pollution in the neighborhood and the city hurts our children every day. They do not escape to air-conditioned offices, on Code Red days. They can't play as much -- they can't breathe as well -- as they would if we adults did our part to clean up the air. Nor can our many senior citizens, who can't afford to add fancy air cleaning systems to the homes they've owned for so long.

     There <u>may</u> have been a time, prior to the Metro and strenuous safety improvements, when parking on this site was an asset. If there was, that time has passed. Now it is time to resist the "Somebody-else-not-me" attitudes toward public transit.

   - Appropriate residential uses, with required green spaces, **help reduce water run-off and temperature elevation**. Many District agencies are struggling to tackle water run-off and pollution problems. There is no public benefit to taking away from their efforts in this area – indeed, your regulations can one of the anti-pollution tools.

   - The design for the parking lot will bring more drivers into residential alleys, which are not designed for heavy traffic – which, in fact, are **public space buffers to noise** in a densely populated neighborhood.

   - The need to **preserve our very limited supply of residential land** has been trumpeted by everyone from the Mayor and the Council to the Council of Governments. Yet the District has nearly 3600 fewer housing units than it did in 1970, many of them lost in this neighborhood. They were not lost in one massive takedown, and they cannot be replaced in a swooping, government program. They can only be restored and replaced, if decision-makers will hold onto what we have – in this case, residential land – rather than permitting to one apparently small loss after another.

BZA
Case No. 16901
Exhibit No. 30

Board of Zoning Adjustment
District of Columbia
CASE NO.16901
EXHIBIT NO.30