Board of Zoning Adjustment
441 4th Street, NW
Suite 210 South
Washington, DC 20001

D.C. OFFICE OF ZONING
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TO WHOM IT MAY CONCERN:

This letter is in reference to **BZA case 17043**.

I have lived in Stanton Manor (644 Mass Ave. NE, #505) for the past 3 1/2 years, with a bird's eye view of the former surface parkingat Medlink on Lot 865, and now the backyards of 11 of the 18 new townhouses developed by the Holladay Corporation on the parcel. Prior to the new residential construction, the Medlink surface parking the lot was consistently at or near capacity, not only during peak operating hours, but after hours and on weekends as well. Holladay acquired the lot in 2000, sealed it for construction in May 2001, and proceeded to build 18 townhouses on the property, each including a separate English basement unit. The majority of these units are rented/occupied, and the residents compete for street parking with both fellow Zone 6 residents and Medlink employees. When parking after restricted hours, the streets are filled with cars with Maryland and Virginia tags, particularly along 7th. St. NE near the primary entrance for Medlink.

I work in the Foggy Bottom area, where parking is also extremely tight. If I wish to drive to work, rather than take public transportation, parking costs upwards of $140/mo., even at an employer subsidized rate. Visitors to my place of work pay a high hourly rate. As a gernal rule, free parking in the Washington Metro area is *not* an entitlement. Residential parking is certainly not an entitlement for tax paying D.C. residents – most residents pay a yearly fee for a zoned parking permit, not to mention steep fees associated with maintaining a legally registered vehicle in the District.

If Medlink wishes cut costs associated with providing parking yet continue to provide the service, they should develop internal mechanisms to recuperate the expense rather than externally shifting the cost to the surrounding community (costs defined as time, aggrevation, frustration of extremely reduced availability of legal parking). Medlink seeks to reduce its operating expense by assuming the surrounding community will provide the resources for a service they wish to provide, yet do not wish to fund themselves.

By illegally reducing the parking requirements for such a facility, Medlink is further shifting its burden to the surrounding community. The backdoor effort to gain a new Certificate of Occupancy soley for the purpose of reducing its zoning obligation reflects the underhanded motives of Medlink, a persistent bad faith actor in the Capitol Hill community.

BZA
Case No. 17043
Exhibit No. 47

Board of Zoning Adjustment
District of Columbia
CASE NO. 17043
EXHIBIT NO. 47

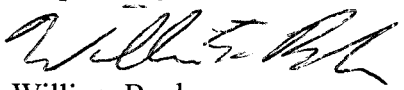
Further evidence of their blatant disregard for the surrounding community can be found on their website, which states (as of October 20, 2003) "Complimentary parking is provided on our 7th Street lots" (http://www.medlink-dc.com/index.html) -- *the very same lot sealed by Hollady over two years ago and now occupying 18 townhouses.* I contacted Medlink by e-mail on April 22, 2003 to inform them of this inaccurate statement, and Thomas Chang (Medlink webmaster) <tchang@medlinkworld.com> replied on April 22, 2003 stating "We will reflect your comment as soon as possible." Six months later, the statement remains unchanged.

The following actions should be taken:

- BZA should revoke the Certificates of Occupancy because the Zoning Administrator issued them without input from BZA or the community.
- BZA should require MedLink's owners to provide the same number of parking spaces as in BZA's existing orders, which establish how much parking is adequate for the facility. There are up to 176 parking spaces in MedLink's underground garage. There is no reason for the owner not to use all available on-site parking spaces to reduce parking pressure on the neighborhood streets.
- There is no evidence of any change in the scale of operations at MedLink. The owner appears to have sought the new Certificate of Occupancy for the sole purpose of reducing parking requirements.
- MedLink is staffed 24 hours a day, so employees can park on the street during hours not covered by the residential parking program, making it hard for residents to park on evenings and weekends.
- MedLink has a consistent history of disobeying the parking requirements imposed by BZA.
- Any reduction in the parking requirements should be conducted through a public process with opportunity for discussion of the adverse impact that reducing the required parking spaces will have on the surrounding residential area.

Please consider the many neighborhood residents already greatly inconvenienced by nearly two years of noise and debris from daily construction on Lot 865, and now further inconvenienced by Medlink's indifference to its responsibilities as a corporate citizen.

Respectfully,



William Buchman

Treasurer (and Resident) of Stanton Manor
Condominium Association
644 Massachusetts Ave. NE, #505
Washington, DC 20002

cc. Stanton Park Neighborhood Association, Land Use Committee