JIM GRAHAM
COUNCILMEMBER, WARD ONE
COUNCIL OF THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004

WASHINGTON DC
THE AMERICAN EXPERIENCE

1350 Pennsylvania Avenue, N.W.,
Suite 105
Washington, D.C. 20004

202-724-8181
202-724-8109 fax

jgraham@dccouncil.us
jim@grahamwone.com

Chairperson
Committee on
Consumer and Regulatory Affairs

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Metropolitan Area Transit Authority

January 28, 2005

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

Re: BZA Application No. 17232 Application of RLA Revitalization Corporation
14th and Irving Streets, NW

Dear Members of the Board:

As you are aware, I have previously written to you in support of this project because of the many benefits that it will provide for retail services to residents of Ward One and the District at large. Having nearby convenient shopping opportunities is extremely important in improving the quality of life for District residents. Having those opportunities in close proximity to a Metrorail station significantly expands the number of people who can take advantage of that convenience, and helps reduce the reliance on automobiles for local trips. This project is, in addition, extremely important to the economic vitality of the District by retaining tax dollars, which are presently being lost to surrounding jurisdictions. I continue to support this project and hope that the Board of Zoning Adjustment will grant the variance and/or special exception relief requested so that this much needed development may become a reality.

I have been made aware that the applicant has responded to issues raised during the course of the hearing and has submitted an alternative parking plan to the Board for consideration. Through attended assisted parking, it would be possible to provide up to 1,244 parking spaces on an as-needed basis, to serve peak demands for the spaces. The self-park configuration of the garage would remain at 1,000 spaces and, when necessitated by demand, attendants would assist patrons in using spaces in the aisles, allowing more people to park but still enabling customers to retrieve their cars in an efficient manner.

I also understand that questions have been raised because the garage will be owned by the NCRC and their may be some concern that NCRC would allow use of the garage by persons who

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are not customers or employees of the businesses on the site. It is my understanding that NCRC, through a combination of a validation and pricing program or other appropriate mechanisms, can as a practical and real matter significantly impact who parks in the garage and thereby assure its availability to patrons of the retail and service establishments to be located in the DCUSA project. This may be done in conformity with the proposed financing mechanism for the garage and NCRC's ownership.

I previously wrote in support of the 1,000 space self-park garage and I also support the attendant assisted parking scenario which would yield 1,244 parking spaces. The ANC, which represents the local constituents most likely to be directly affected, supported the original parking plan and has also voted unanimously to support the alternative including attendant assisted parking. Allowing maximum utilization of the garage is in the interest of the District, NCRC, the applicant and the community.

In conclusion, I remain committed to this project and urge your support.

Sincerely,

Jim Graham

cc: Cheryl Jones

JG/kj