SAFEWAY INC.
4551 FORBES BLVD.
LANHAM, MD 20706-4344

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April 18, 2003

Carol Mitten, Chair
District of Columbia Zoning Commission
441 4th Street, NW
Suite 220
Washington, DC 20001

RE: ZC Case No. 02-38 (Waterside Mall - PUD & Map Amendment)
Waterside Associates, LLC (the "Applicant"); 401M Street, SW,
Square 499, Lot 60 and Square 542, Lot 88

Dear Chair Mitten and Members of the Commission:

We request the opportunity to clarify briefly a couple of issues raised in the Applicant's letter to the Zoning Commission dated April 7, 2003.

First, a full-service supermarket is consistent with urban living. Over the past 75 years Safeway has expanded and replaced many of its smaller supermarkets in the City to better serve the changing needs of its customers. The size of the store has a direct relationship to the level of service a supermarket can provide. Today, to meet consumer demand, most conventional supermarkets seek stores in excess of 50,000 square feet. If some grocery stores are smaller it is because they are either specialty markets, not attempting to offer the range of products and services contained in a conventional supermarket, or the land is not available. Small supermarkets mean urban residents must travel outside their neighborhood to complete their shopping. The reason so many "urban" stores are smaller is not because the urban consumer's demand for products and services is less but because the land is not available. That is why it is important to seize the opportunities that present themselves to provide a full service supermarket especially where the residential uses in the area expect to grow.

Second, we are aware of the Applicant's alternate proposal for a driveway directly from the parking lot to 4th street and, in our experience, most transportation authorities discourage curb cuts this close to a major intersection. The Applicant says that DDOT has expressed a willingness to "cooperate" but this option was not suggested by DDOT to us in our conversation regarding this issue. We would be willing to consider it but have concerns about creating potential conflicts with turns from the intersection.

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Exhibit 105

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CASE NO.02-38
EXHIBIT NO.105

Our proposal eliminates potential conflict with 4th Street traffic. We do not believe that the driveway presents a hazard to pedestrians. It is a single lane, widened at the front of the store in case customers stop to load groceries. It is one-way and will have only slow-moving traffic so there will be ample opportunity for pedestrians to be aware of vehicles. The impact on pedestrians is not greater than what customers are familiar with in most parking lots with a drive aisle in the front of the store or driveways in front of hotels.

Nevertheless, we welcome suggestions to alleviate any concern about pedestrian safety. This design places the plaza on the same grade as the driveway in an attempt to respond to the aesthetic goal of maintaining the feel of the plaza. We would be happy to revise it and create a true curb and gutter for the driveway, if that would better alert pedestrians to potential car traffic.

We support the overall goals of redevelopment but remain concerned that the current plan does not adequately address the parking and access needs of Safeway in the interim period and does not address the longer term grocery supermarket needs of the community.

Thank you for the opportunity to share our concerns with the Commission.

Very truly yours,

Avis E. Black
Area Real Estate Manager

cc: Eric Price, Deputy Mayor Planning and Economic Development
Andrew Altman, Director, Office of Planning
Jerry Moore, III, Esquire
ANC 6D
The Honorable Sharon Ambrose
Gretchen Dudney, Kaempfer Company
Cynthia Giordano, Esquire
Simone Goring