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June 8, 2006

Carol Mitten, Chairman
D.C. Zoning Commission
One Judiciary Square
441 4th Street
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D.C. OFFICE OF ZONING

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My name is Jaynie Simmons. I am a 30 year resident of the Tilden and Connecticut Avenue, N.W. neighborhood. I homesteaded my apartment for more than 20 years, until I was finally able to purchase it as a condominium unit.

I attended this past Monday's, June 4 Zoning Commission hearing regarding the proposed Clark Realty project proposed for 2950 Tilden Street, N.W.

I listened to Tracey Thomm's lilting tones as she girlishly implored that she and the rest of the Clark Pro-development team are utterly surprised by the amount of opposition that this project has engendered from the neighbors, the North Cleveland Park, Tenleytown, and Forest Hills ANC's, and a majority of D.C. City Council members, (including Phil Mendelson, who was part of the original team that drafted the Ward 3 Guidelines of the Comprehensive Plan.)

Ms. Thomm and Co. purport that they are astonished by and simply cannot comprehend the neighborhood's objection to what they perceive of as a shining example of modern urban architecture.

Her disingenuous attempt at naiveté masks what the rest of the neighborhood, the ANC's, and elected officials clearly realize: **This is a building better suited to South Beach or perhaps even the Rockville Pike, and that it both violates the current zoning restrictions for a residential side street and is utterly out of character for the Tilden Street neighborhood.**

Like proud parents with a squalling newborn, developer Ms. Thomm, their attorney, Mr. Feola and their architect, Ms. Sorg, keep insisting over and over again that we admire what is overly large, ungainly, and plainly unattractive to the rest of us.

While it may be socially acceptable and politically correct to lie and comment that a parent's unattractive child is, indeed, a candidate for upcoming beauty pageants, it is unwise to proffer such lies about architecture when the character of the neighborhood is at stake. Dare I say it: **They have an ugly baby that is obviously far too big and too noisy for the neighborhood's britches.**

ZONING COMMISSION
District of Columbia

CASE NO. 05-26

EXHIBIT NO. 101

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If I were to be uncharitable, I would proclaim that the building is an eyesore; a 227-foot gargantuan structure shoehorned onto 240-foot lot, foisted on the neighborhood at the expense of all the existing residents. At best, it is the architectural version of a size 26 woman stuffed into a size 12 dress.

The architect claims that the building draws its modern inspiration from numerous properties in the immediate neighborhood, but in truth there is a single house on Tilden Street that shares any of the proposed building's clearly modern architectural elements. And in point of fact, that house, which is only one story tall and well landscaped, is on the lower end of Tilden Street past the 29th Street intersection, and is, itself, out of character with the rest of the older Tilden Street properties.

The Clark development team repeatedly attempted to site examples of other large multi-unit dwellings that were built on other side streets. However, they repeatedly neglect to mention that these streets were always zoned to permit such activity and did not require any form of hearing or application for a zoning exemption. The zoning for Tilden Street does not permit the construction of a project the size of the Clark proposal. If the Zoning regulations have no meaning why bother to have them?

It is interesting to note Clark Realty's claims that the proposed 2950 Tilden Street building is designed to "mask" and create a "step-down" from the 3883 Connecticut Avenue building that would sit behind it. The 3883 building claims a Connecticut Avenue address. Using Clark's logic, the neighborhood surrounding the National Cathedral on Wisconsin Avenue, N.W. (Newark Street, Macomb Street) could be re-zoned so that six-story multi-unit housing could be built to provide a visual buffer between the Cathedral and the remaining houses.

While I appreciate Chairman Mitten's questions regarding the possibility that Clark might rent out those parking spaces that are not purchased by the first round of prospective 2950 Tilden Street owners, I have to wonder how that would such a plan ever successfully be designed and continued? At best it would be a stopgap measure designed to temporarily placate a few well-financed neighborhood residents, while attempting to disguise the inevitable truth: that there is already a marked dearth of accessible on-street parking for the rest of the neighborhood and that the addition of a 49-unit building will only make the current problems worse.

The owners of the Tilden Street row houses already have parking behind their own homes. So the only likely renters of a space at 2950 Tilden Street would be residents of either Tilden Court at 4007 Connecticut, Tilden Hall at 3945 Connecticut, 3901 Connecticut or 3883 Connecticut Avenue.

But in all likelihood, the rental costs of a parking space attached to a 1 million or 1.5 million dollar condominium would almost certainly be out of the practical reach for any of us already owning or renting in any of the aforementioned modestly priced properties.

Even if a 2950 Tilden Street condominium had parking spaces that could be temporarily rented out, there is always the likelihood that a second round of buyers, who did want the accompanying parking spaces, would reclaim their privileges and rental-parking privileges to a neighborhood resident would be discontinued in favor of the new purchasers. No matter how

the situation is approached, the potential looms for more cars to be added back onto Tilden Street, 29th Street, and Upton Street. It's just a matter of time.

There has been no proof nor any verifiable assurances that the Clark project will actually be a "traffic-friendly" or "metro-centric" community. Unless someone has a crystal ball, it's entirely possible that there will be 49 units with 98 cars and that those 98 cars will be out on Tilden Street, 29th Street, and the rest of the immediate area, everyday.

The Clark project's traffic plans require that as many as 98 cars (2 cars parking allotted per unit X 49 units) will need to make a U-Turn at 29th Street to proceed back to Connecticut Avenue, creating backups for traffic for neighbors attempting to leave 29th Street, Upton Street, Lenore Avenue, Linnaean Avenue, and those travelers driving west from Rock Creek Park. There is a potential for traffic jams that will create gridlock for the entire area.

The proponent's traffic plan includes the requirement that moving trucks, trash trucks, and other large delivery vehicles will enter the property via a one way loading dock and will then require that these trucks and vehicles back out onto Tilden Street, creating the probability of traffic back-ups on Tilden Street and Connecticut Avenue. These potential traffic back ups could extend far enough to then prevent traffic traveling east down the hill from Tilden Street from crossing Connecticut Avenue and continuing down Tilden Street into Rock Creek Park. **It's a selfish plan that insists that the surrounding neighborhood and the already existing traffic genuflect to the needs of 49 condominiums that have no zoning right to be there in the first place.**

The idea that Clark Realty will donate \$50,000 each to Hillwood, Peirce Mill, Hearst Recreation Center and Melvin Hazen Park is a cleverly offer to curry favor with Ward 3 organizations and might even look nice on paper, but hides the real results: Clark is gifting entities which may have some minimal or tangential relationship to the address where they propose to build; Clark is doing nothing that has a practical, positive impact for the existing neighbors.

Hillwood charges \$12.00 admission per adult. How is giving Hillwood \$50,000 going to compensate me and my neighbors for the permanent problems associated with the proposed 2950 Tilden Street project? So my husband and I can pay \$24.00 each time we want to visit Hillwood and see how they have used Clark's \$50,000 donation? It's truly a case of adding insult to injury.

How is this project going to negatively impact Peirce Mill? I love Pierce Mill and my husband and I are small contributors towards the mill's restoration, but what is Peirce Mill giving up while the proposed 2950 Tilden Street project is under construction or once it is completed?

The Hearst Recreation Center at 37th and Tilden Street is more than a mile away from the 2950 Tilden Street address. What benefit will I or my other neighbors reap when money is given to the Hearst Recreation Center? None, because practically speaking, it is too far to walk to and back on a daily basis and if you try to drive there, there is little or no available parking in that neighborhood, either. The residents of McLean Gardens and Vaughn Place will reap the benefits; the residents of Tilden Street, Upton Street, and 29th Street get nothing.

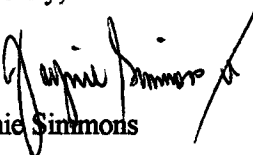
Jaynie Simmons
June 8, 2006
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I moved to Washington, D.C in 1974. When I arrived here, Walter Washington was Mayor. The city was still smarting from the economic after affects of the 1968 riots. I moved here and I stayed here. For 30 years I have paid income taxes, sales taxes, and property taxes to the District of Columbia. The only thing I ask of the city or the city's services is a manageable neighborhood traffic plan and a reasonable amount of on-street parking in proportion to the neighborhood where I live and pay taxes.

The Clark Development team claims that it loves the neighborhood. So, it is all the more inconceivable that they propose a project that will hurt the look of the neighborhood and create parking and traffic problems for the rest of the neighbors who are already living here.

Clark Realty is invited to dine at our table, and we have agreed, even welcomed, the idea that the promised eight townhouses and eight families will dwell among us; they are not welcome to barge into our neighborhood home, raid our refrigerator, and overrun the dinner table with 49 condominiums and 49 families who will literally eat us out of house, home, parking spaces, and traffic goodwill.

Sincerely,


Jaynie Simmons