

FREINDSHIP-TENLEYTOWN CITIZENS ASSOCIATION
3810 WARREN ST. NW
Washington, DC 20016

October 24, 2002

Ms. Carol Mitten, Zoning Commission Chair
DC Office of Zoning 441-4th St., NW, Suite 201-S
Washington, DC 20001

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D.C. OFFICE OF ZONING
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Re: case # ZC 02-17 (Stonebridge Associates)

Dear Ms. Mitten:

The Executive Committee of Friendship-Tenleytown Citizens Association, at its meeting of October 19, voted unanimously to oppose the proposed zoning map amendment and Planned Unit Development (PUD) as presented by Stonebridge Associates for the Washington Clinic and Lisner Home property for the following reasons.

1. The development is so large in size, bulk, mass and height that it overwhelms the existing residential neighborhood adjacent to and behind it. Historically, Friendship-Tenleytown Citizens Association has been involved in Friendship Heights planning since the late 1970's. For about 15 years all plans we were involved with centered around the concept of protecting residential neighborhoods with low-density planning.
2. This proposed development does not comply with the "master plan" for the District of Columbia which calls for the "protection of residential neighborhoods." The President of this Association served as a member of the Ward 3 Master Planning Group, whose central theme was residential neighborhood protection. In spite of amendments to the "Master Plan" over the years "matter of right" development for this tract of land was never changed nor was the concept of protecting the nearby residential neighborhood changed.
3. While our preference is to keep present matter-of-right zoning at this location, we are not anti-development. We realize that with time, change is inevitable, but we expect reasonable change. This proposed development is unreasonable and does not fit in with the low-density character of the residential neighborhood. Any proposed development should fit in with this low-density concept.
4. Additionally, in spite of the great transportation facilities available to the development, Americans are attached to their automobiles. With traffic gridlock already present on the streets involved, a development of this size, with many of the prospective residents owning two cars and their guests cars is bound to greatly increase the traffic congestion. The residential streets in nearby Maryland across from

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Case 02-17

Exhibit 100

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CASE NO.02-17
EXHIBIT NO.100

this project are blocked, so that all traffic increase must be on adjacent D.C. residential streets.

- 5. There is no general amenity for the public at large; only a private amenity is proposed, although the project will negatively affect the present residents..**

In closing, for all the above reasons we oppose this massive development.

Yours truly,

Marvin Tievsky
Marvin Tievsky, President