

June 15, 2011
D.C. Zoning Commission,
Suite 210, 441 4th Street, N.W.,
Washington, D.C. 20001

RE: Georgetown University Campus Plan 2010-2020, Case No. 10-32

I am writing with regard to the Georgetown University Campus Plan 2010-2020, Case No. 10-32. I live in Foxhall Village and am a member of the faculty at Georgetown. I walk to work many days through the park and am therefore very familiar with the area under discussion, especially with regard to the proposed loop road.

I believe the Zoning Commission has an important job to do in balancing the competing interests weighing in on the proposal.

While I am extremely grateful for the hard work put in by neighborhood organizations in looking out for neighborhood interests, I am uneasy about the strong and seemingly reflexive opposition to anything the university does. Some of the rhetoric opposing the loop road has led some neighbors to believe Georgetown wants to put a road through the park or has led people to believe that the road would go through an area that is pristine. In fact, there is already a road behind the Yates Sports Complex and it is filled with ugly dumpsters and there is a large (and loud) vent on the back of Yates that is visible from the park.

At the same time, I think that the university has an obligation to ensure that the park is respected and I think that the neighborhood should reasonably expect the university to clean up the area next to the park and take measures to reduce traffic as a condition for making the proposed changes.

Personally, I think the following would respect the legitimate interests of both sides:

- A modest loop road with an attractive wood fence and/or landscaping blocking off view from the park of buses.

ZONING COMMISSION
District of Columbia

CASE NO.

EXHIBIT NO.

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- Maintain access to the university through the park.
- A integrated plan to use the road (and other campus upgrades) to decrease traffic. Elements of such a plan could include upgrading bike access to the university (especially from the Capitol Crescent Trail), ensuring bike access to the loop road and adding Zip Car (or equivalent) access so that students/neighbors have less of a need to own cars.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Bailey". The signature is fluid and cursive, with the first name "Michael" written in a more compact, stylized script and the last name "Bailey" written in a more legible, though still cursive, style.

Michael Bailey

4433 Volta Place NW

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