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Sirs:

This letter is to notify you that as Chair of the Coalition for the Capital Crescent Trail, I request Party Status in the matter of the Georgetown University Boathouse – Case 02-30. In the event Party Status is denied, I wish to register as an organization, namely the Coalition for the Capital Crescent Trail.

(a) My name is Ernie Brooks, Chair of the Coalition for the Capital Crescent Trail, PO Box 30703, Bethesda, MD, 20824;
(b) This request is to appear and participate as a party, and if denied Party Status, to serve as a registration for my organization;
(c) I will appear as an opponent of the effort to rezone the land from un-zoned to W0 or W1;
(d) I will represent the CCCT myself;
(e) At this point we have no witnesses testifying;
(f) The Coalition for the Capital Crescent Trail (CCCT) was formed in 1986 to lobby for, and protect the Capital Crescent Trail (CCT), a rail-banked trail corridor situated on the Georgetown Branch of the CSX rail line. I am the current Chair of the CCCT, and have been authorized by the Board of Directors to represent the CCCT. The CCCT has approximately 2000 members, and represents the interests of those members, as well as the hundreds of thousands annual users of the CCT.
The CCT abuts the subject property along approximately 420' of its length.
The CCCT has no legal interest in the property.
The proposed structure that will be built on Tract 102-114 if this rezoning is approved will cause significant damage to the CCT. It will block views of the Potomac River, and historic structures like the Key Bridge from the CCT. It will put the CCT in complete shade along the length of the building (approximately 300') during the winter, which among other negative impacts, could cause unsafe conditions on the CCT on days when the temperature falls below freezing, and there is any moisture on the CCT. The location of a Boathouse along the CCT, rather than along a street, will likely create safety issues for users of the CCT during times of heavy Boathouse usage, as well as serious congestion on the CCT in that area.
Since the access to the Boathouse will be along a rail-banked corridor, which by law could be brought back into rail service, this access could be lost, or at least seriously compromised in the future.

Sincerely,

Ernie Brooks
Chair, Coalition for the Capital Crescent Trail

ZONING COMMISSION
District of Columbia
Case 02-31
Exhibit 78

ZONING COMMISSION
District of Columbia
CASE NO.02-31
EXHIBIT NO.78