



Nonmotorized Boathouse Zone Feasibility Study



Georgetown Waterfront Park, Rock Creek Park
Chesapeake & Ohio Canal National Historical Park
Washington, DC

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EXECUTIVE SUMMARY

In 1987, the National Park Service (NPS) developed the Georgetown Waterfront Park Master Plan, which designated a portion of the Potomac River shoreline as a suitable location for boathouses to support nonmotorized boating on the Upper Potomac River. This nonmotorized boathouse zone (NMBZ) extends from 34th Street, NW at the western edge of Georgetown Waterfront Park to approximately a quarter mile upriver from Key Bridge in the District of Columbia. The zone encompasses both public and private lands, including portions of the Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) and Rock Creek Park, and several private parcels (the Potomac Boat Club, several private residences, and a small parcel accessible from the shoreline only).

Since 1987, the development of facilities for nonmotorized boating along the Potomac River in Georgetown has been the subject of several studies. The NPS prepared this feasibility study to comprehensively examine the entire nonmotorized boathouse zone to consider what uses can be accommodated in this area, given a broader range of user demand, the size limitations of the area, and other site constraints. The feasibility study addresses the “what” and “where” but does not address the “how” questions, which include property ownership, management, construction funding, and the ultimate users of any particular site.

FINDINGS

The study was developed through extensive research and a substantial public involvement process. Current demand for recreational facilities was documented through a public comment period and stakeholder interview process in which users identified the extent of current use, issues and problems associated with existing facilities, modifications or renovation of existing facilities and new facilities that could be constructed to better accommodate current and projected demand. While outside the study area, crowding of Thompson Boat Center, including boat storage and dock space, is considered a hindrance to excellent rowing programs and fair and equitable access to the river.

This study confirms an unabated demand for boathouses to serve rowers and paddlers as well as a demand for use of the Capital Crescent Trail located adjacent to the nonmotorized boathouse zone. The size and other functional requirements for facilities to accommodate this demand were assessed during the stakeholder interview and research process.

Several themes and ideas became clear through the public involvement process. Although there was no true consensus on the preferred number or type of facilities, there was general agreement that access to the river should be enhanced with some level of additional boathouse development and other types of access. There is clearly a large demand for more storage for both rowing shells and other paddlecraft. Dock space is needed to distribute the traffic along the waterfront. There is also demand for many types of public access, including free and safe access points for those using car-top launching and other land-based activities. Parking is an important issue that should be considered carefully. Furthermore, many users are interested in locating private activities outside C&O Canal NHP and in keeping with the mission and purpose of the park. The Washington Canoe Club structure should remain. People recognize a need to address circulation and transitions between Capital Crescent Trail and Water Street, NW and to consider how the many users in the nonmotorized boathouse zone would interact.

DEVELOPMENT POTENTIAL

To facilitate the analysis of feasible building locations, the zone was divided into separate development sites based on the current zoning designations, physical features, and other site considerations (figure ES-1.) The potential for each site and the nonmotorized boathouse zone as a whole to accommodate additional facilities has been evaluated based on a site-by-site analysis of the parameters and potential for development at each of the sites.

Three scenarios for the development of new facilities, such as boathouses, launch sites of various types, parking and trails were developed. The scenarios are not intended to be exhaustive, but rather to represent generalized approaches to siting facilities within the zone, ranging from high density to low

density. This approach revealed that the zone is sufficient to provide a substantial amount of boat storage and to accommodate other uses, although there is likely not sufficient developable land within the nonmotorized boathouse zone designated in the Georgetown Waterfront Park Master Plan to accommodate all user demand. The ultimate number, size, and location of new facilities in the zone will require further study to ensure that development balances the needs of users and protects the historic, cultural, and environmental resources of C&O Canal NHP and Rock Creek Park. The following scenarios present the high, medium and low density approaches to siting facilities within the nonmotorized boathouse zone:

Development Scenario 1, High Density—The high-density development scenario assumes that the largest reasonable building would be developed on Sites A, C, D and E. Site B, occupied by the Washington Canoe Club, would undergo site restoration and rehabilitation of the structure. Site A, which has a maximum allowable footprint of 18,186 square feet, cannot be developed to its maximum capacity without adversely impacting adjacent historic and cultural resources, including the Washington Canoe Club, the C&O Canal levee and towpath, and the view from multiple vantage points of the forested shoreline west of the Alexandria Aqueduct. A building on Site A that is in scale with the Washington Canoe Club could be a reasonable structure in this setting, but because of access issues, the site would best accommodate storage and launch facilities for only canoes, kayaks and single rowing sculls for individual use. A structure on Site C could be designed to address site constraints by developing two separate storage bays at ground level that flank a shared apron. This configuration would permit existing sewer access structures to be integrated into the design of the apron to maintain access. Upper levels of the structure could bridge the shared apron to permit the maximum allowable floor area for other program elements. Large boathouses could be developed on Sites D and E and could accommodate two collegiate programs and most high school programs and provide sufficient space for other activities such as rowing tanks, ergometer rooms, meeting and locker rooms, and caretaker quarters on upper levels. In the context of the urban and industrial character of the nonmotorized boathouse zone east of the Alexandria Aqueduct, multistory buildings would have limited visual impact on the historic and cultural resources within the nonmotorized boathouse zone. In this scenario, Site D includes adjacent private lots. Site access restrictions and space constraints preclude on-site parking in this scenario; it would be necessary to provide off-site parking.

Development Scenario 2, Medium Density—The medium-density development scenario assumes that the largest reasonable building would be developed on Sites A, D, and E. Sites B and C, which are occupied by the Washington Canoe Club and the Capital Crescent Trail, would undergo site restoration and rehabilitation of the structure. A building on Site A that is in scale with the Washington Canoe Club could be a reasonable structure in this setting, but because of access issues, the site would best accommodate storage and launch facilities for only canoes, kayaks and single rowing sculls for individual use. Site A could be developed as an expansion of the operation of the Washington Canoe Club structure with parking and drop-off provided on Site C for both sites. Large boathouses could be developed on Site D and Site E to provide ground floor boat storage and more program options such as rowing tanks, ergometer rooms, meeting and locker rooms, and caretaker quarters on upper floors. In the context of the urban and industrial character of the nonmotorized boathouse zone east of the Alexandria Aqueduct, multistory buildings would have limited visual impact on the historic and cultural resources within the nonmotorized boathouse zone. Parking for structures on Sites D and E would need to be provided off site.

Development Scenario 3, Low Density—The low-density development scenario assumes that a new facility would be built on Site E. Sites A, B and C would retain existing facilities and forest cover, and could be enhanced with amenities that are compatible to the greatest extent with the sensitive natural, historic, and cultural resources within the C&O Canal NHP. Existing operations, property ownership, and tree cover would be retained on Site D, and additional storage for canoes, kayaks and single rowing sculls would be integrated into the existing site in place of parking. A structure consistent in height with nearby buildings could be developed on Site E and could accommodate a collegiate program and several high school teams or both universities. The maximum building on this site would have limited visual impact in the context of the urban and industrial character of the nonmotorized boathouse zone east of the Alexandria Aqueduct.

CONCLUSION

While this feasibility study does not offer conclusions about how the zone will be developed, the findings establish an approach to programming the NMBZ to allow a variety of uses consistent with physical site limitations and deemed necessary and appropriate for the site. Future planning efforts will be needed to establish a program for the zone that better accommodates the demand and is appropriate to the constraints of the site. While the public involvement effort of the feasibility study did not produce a groundswell of support for a single development vision, stakeholders were in agreement that a better-defined development program for the entire zone was desirable (in contrast to site-by-site development). Next steps in planning for the NMBZ would likely include preparation of an EIS that would further analyze the development scenarios, a revision of the Georgetown Waterfront Park Master Plan, and proposals for one or more land exchanges for boathouses.

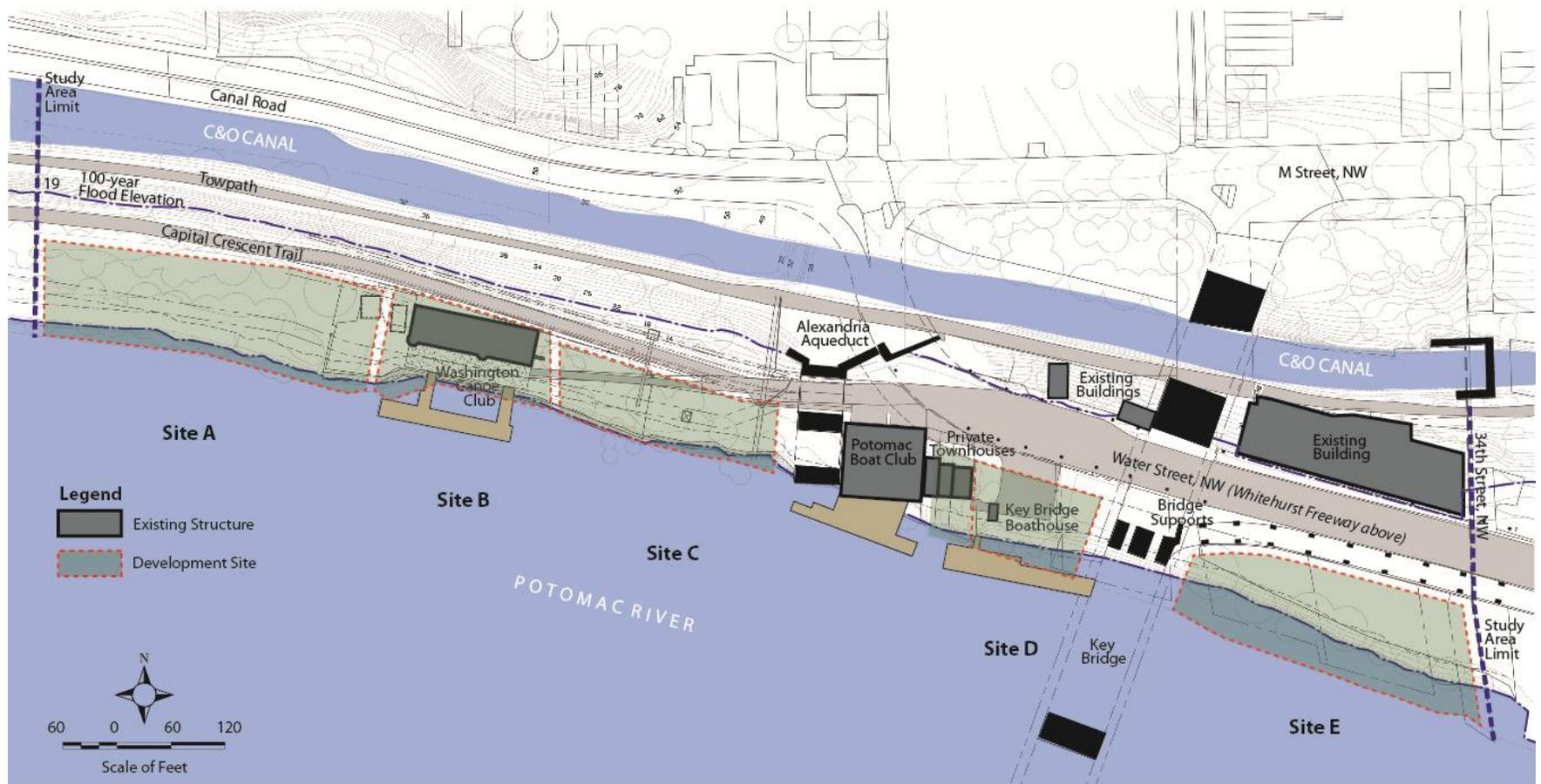


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ACRONYMS

ANC	Advisory Neighborhood Committee
C&O	Chesapeake & Ohio
CFA	U.S. Commission of Fine Arts
CSO	Combined Sewer Outfall
DC Water	District of Columbia Water and Sewer Authority
DDOT	District Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
GIS	Geographic Information System
NMBZ	Nonmotorized Boathouse Zone
NEPA	National Environmental Policy Act
NCPC	National Capital Planning Commission
NHP	National Historical Park
NPS	National Park Service
NRHP	National Register of Historic Places
SF	Square Foot/Feet
USACE	U.S. Army Corps of Engineers

GLOSSARY

Apron	The area between the boathouse and the dock in which boats can be turned as they are put into the water or stored in the boathouse
Eight	An eight-person rowing shell used for team rowing
Ergometer	A stationary rowing machine with a flywheel used for training on land
Four/quad	A four-person rowing shell with “four” referring to a sweep boat (one oar per rower) and “quad” referring to a sculling boat (two oars per rower)
Paddlecraft	Any boat, such as a canoe or kayak, that is propelled with paddles rather than rowing oars; the person paddling faces forward
Pair/double	A two-person rowing shell with a “pair” referring to a sweep boat (one oar per rower) and a double referring to a sculling boat (two oars per rower)
Sculling	A type of rowing vessel (shell) in which two oars per rower are used to propel the boat as compared to sweep rowing, in which a rower uses a single oar
Shell	A rowing vessel or boat
Single	A single person sculling shell
Standup paddleboard	A vessel similar to, but larger than, a surf board on which the user stands or kneels on the board and uses paddles to propel the board

INTRODUCTION

PURPOSE OF FEASIBILITY STUDY

Since 1987, the development of facilities for nonmotorized boating along the Potomac River in Georgetown has been the subject of several studies. The purpose of this feasibility study is to identify the range and quantity of uses and users that should be accommodated in the zone, consistent with physical site limitations, and deemed necessary and appropriate uses for the site. The study establishes an approach to programming to allow access to the river for a variety of uses, not just nonmotorized boat uses. The feasibility study addresses the “what” and “where” but does not address the “how” questions, which include property ownership, management, construction funding, use and the ultimate users of any particular site.

Georgetown Waterfront Park consists of 10 acres of passive park located along the Potomac River shoreline between Washington Harbor and 34th Street, NW. In addition to the passive park, completed in 2011, the 1987 Master Plan for the park (figure 1) also established a zone for rowers and paddlers, which is the focus of this feasibility study. The plan designated a portion of the Potomac River shoreline as a suitable location for boathouses to support nonmotorized boating on the Upper Potomac River. The area identified in the plan extends from 34th Street, NW at the western edge of the Georgetown Waterfront Park to approximately a quarter mile upriver from Key Bridge in the District of Columbia. The zone encompasses both public and private lands, including two National Parks (C&O Canal NHP and Rock Creek Park) and several private parcels (including a private club, the Potomac Boat Club, several private residences and a small parcel accessible from the shoreline only.)

Current uses of the river adjacent to the NMBZ include two race courses. Rowers and canoeists use the area, and their racecourses are parallel. The canoe course is immediately offshore and the rowing course is farther out in the river. Cycling is prevalent along the Capital Crescent Trail through Water Street, NW and includes a large number of commuters. Conflicts between cyclists and nonmotorized boat use are most prevalent during boating events when the area along Water Street, NW is used as a staging area for regattas.

Following approval of the Georgetown Waterfront Park Master Plan, the National Park Service and other interested parties released a number of studies focused on the development of the nonmotorized boathouse zone. Studies have included specific boathouses for the Georgetown University and George Washington University rowing programs. The previous compliance efforts are separate from the current study. This feasibility study is intended to lay the groundwork for future decision-making for development and improvements and guide future planning and compliance activities.



FIGURE 1. GEORGETOWN WATERFRONT PARK MASTER PLAN DESIGNATED NONMOTORIZED BOATHOUSE ZONE

PREVIOUS STUDIES AND REPORTS

Studies of Nonmotorized Boating Activities along the Georgetown Waterfront, 1985, 1989, 2000. These NPS studies examined demand for nonmotorized boating facilities on the Potomac River along the Georgetown Waterfront, using data on boat clubs, teams, and storage facilities along the Potomac River to determine how the organizations use the river and waterfront. The studies also addressed the existing and potential demand for growth of these groups and their activities and identified user conflicts that may arise on the river. All these studies confirmed a high and growing demand for both rowing and paddling sports on the Potomac River. The studies also documented real and perceived conflicts between users, including between paddlers and rowers, and right of way conflicts between motorboats and nonmotorized craft of all types. In addition to the basic evaluation of demand characterized in the 1985 study, the 1989 and 2000 studies also looked at how the NMBZ might be developed, as summarized below:

- **Survey of Non-motorized Boating Activities along the Georgetown Waterfront, 1985.** In this 1985 study, the NPS provided the first comprehensive look at demand for nonmotorized boating uses on the Potomac, analyzed trends, identified conflicts between user groups, and discussed each nonmotorized boating activity and associated boat rental and storage in more detail. The purpose of this study was to gather data on area boat clubs, teams, and storage facilities to determine: 1) how these organizations use the river and waterfront, 2) the existing and potential demand for growth of these groups and their activities, and 3) what user conflicts occur on the river and what new problems may arise as the result of changes to the waterfront. The study noted that in 1985, competitive rowing dominated the river activity in the spring and fall, but it also documented the other rowing and paddle sports on the river. The study concluded there was a high and growing interest in nonmotorized boating on the Potomac River and that there was generally a need for more storage space in the area for both organized competitive teams and individual recreational boaters. At the time, it was estimated that up to 25 to 30 additional spaces were needed for large rowing shells and an additional 150 to 200 spaces were needed for individually owned boats to keep up with demand.
- **Special Study: Nonmotorized Boating in the Potomac and Anacostia Rivers, Washington, DC, 1989.** This 1989 NPS study examined nonmotorized boating on both the Potomac and Anacostia rivers with a focus on rowing. The study documented a doubling in interest in rowing since the 1985 study, particularly, for the scholastic and university rowing community.

The 1989 study also established several goals for development of nonmotorized boating facilities, including maintenance of public access to all publicly owned shoreline and boating facilities, reduction of visitor conflicts by separating incompatible functions and services, enhancing the historical appearance and setting of Georgetown, and encouraging use of the Anacostia River as an alternative site for rowing. This study identified locations for new facilities on the Potomac River that roughly correspond to the sites under consideration in this feasibility study, although it assumed that a floating restaurant would eventually be built. It identified Site A, west and upstream of the Washington Canoe Club, as a potential site for a small boathouse (with an approximate 4,000-square-foot footprint) with site constraints related to access and utilities, and Dempsey's Boathouse site as a possibility for a larger boathouse with a 7,000-square-foot footprint with site constraints related to sewer leaks and adjacency to the Alexandria Aqueduct. It identified the current location of the Key Bridge Boathouse as a potential site for a much larger floating boathouse with a 10,000-square-foot footprint, assuming that the three townhouses at this location would be demolished and that the Key Bridge Boathouse would be accommodated. The final site allowed for docks west of the floating restaurant and placed the boathouse facilities in the "Icehouse," the large warehouse facility on the north side of Water Street, NW.

- **Draft Supplemental Report: Non-motorized Boating on the Potomac River in Georgetown 2000.** This 2000 NPS study confirmed earlier findings that demand for rowing and other nonmotorized facilities on the Potomac River continued to increase since the 1989 report. The study concluded that three sites should be further evaluated, including a site for Georgetown University, an additional institutional rowing facility, and an NPS concession-operated nonmotorized boating facility. The study included some new assumptions that the 1989 study had not included and also amended

some of the 1989 assumptions. The first new assumption was that there needed to be a 50-foot buffer to the abutment to the Alexandria Aqueduct as well as similar access setbacks of 25 feet from Key Bridge and 10 feet from Whitehurst Freeway.

The 2000 study identified the site west and upstream of the Washington Canoe Club as a potential site for an average-size (6,000- to 8,000-square-foot) boathouse, which would be somewhat larger than the 1989 study but would have similar access and utility challenges as the 1989 study. It also acknowledged plans by Georgetown University to develop the site with a 15,000-square-foot boathouse with five bays. Site B, Dempsey's Boathouse, was no longer considered appropriate for a university site, but it could accommodate a smaller new facility for rowing shells and paddlecraft. Site D, where a canoe and kayak livery (Key Bridge Boathouse) is currently located, was identified as a possible location for a scholastic boathouse with three bays. The study assumed a floating restaurant would still be built. The study recommended dropping the redevelopment of buildings on the north side of Water Street, NW into a boathouse from further consideration due to safety concerns for the rowers, who would need to cross Water Street, NW with the boats and carry them through the proposed parking lot of the floating restaurant.

Plan for the Georgetown Waterfront Park and the C&O Canal NHP, 1987. Georgetown Waterfront Park, which was dedicated in 1984, includes 10 acres between Washington Harbor and 34th Street, NW and an area upstream within the C&O Canal NHP. The 1987 Master Plan was approved by the NPS National Capital Regional Director on January 29, 1987, after the draft plan had been reviewed and approved by the National Capital Planning Commission (NCPC), the District of Columbia Office of Planning, the U.S. Commission of Fine Arts (CFA), the District of Columbia Historic Preservation Review Board, and the C&O Canal National Historic Advisory Board. The plan set forth 30 goals for the park, including establishment of the Georgetown Waterfront Park, which was completed in 2011, and an NMBZ for rowers and others, which is the focus of this feasibility study. The plan stated that the NMBZ should be located west of 34th Street, NW to approximately 1,100 feet west of Key Bridge to allow for continued protection of the scenic and natural values of the Palisades. The plan also called for a maintaining river views and a floating restaurant and associated parking at the 34th Street, NW site, but it stipulated that it should be used for a rowing or paddling facility if the floating restaurant was determined to be infeasible. As of 2012, plans for the floating restaurant are not active.

Environmental Assessment for the Proposed Exchange of Properties between the National Park Service and Georgetown University within the District of Columbia and within the Boundary of Potomac Palisades Park within the Chesapeake & Ohio Canal National Historical Park, 1995. This environmental assessment (EA) looked at a proposed land exchange between Georgetown University and the NPS. Georgetown owns an approximately two-acre parcel upstream of the NMBZ. As part of the proposed exchange, Georgetown would receive the parcel west of the Washington Canoe Club and would relinquish its right-of-way along the Capital Crescent Trail. NPS would receive the undeveloped Georgetown University-owned parcel. The result of this EA was a Finding of No Significant Impact, and a preliminary Exchange Agreement between the NPS and Georgetown was signed in 1998. Under the agreement, an expansion of the NMBZ boundaries beyond the boundaries discussed in earlier documents was proposed.

Memorandum of Agreement between the National Park Service, the District of Columbia Historic Preservation Officer, and the Advisory Council on Historic Preservation, 1997. This memorandum of agreement, signed by the NPS, the District of Columbia Historic Preservation Officer, and the Advisory Council on Historic Preservation, was the outcome of the 1995 EA, and was put in place to address the potential effects of a land exchange between the NPS and Georgetown University, providing Georgetown with a property on which the university could build a rowing facility. The memorandum of agreement required that the building design would be consistent with the late nineteenth century architecture of Boathouse Row in Philadelphia and that the structure would not exceed 15,000 SF nor rise more than 40 feet above grade. It also required approval from several authorities, including the CFA, the NCPC, the Zoning Commission, and the Historic Preservation Review Board of the District of Columbia. The agreement stipulated that zoning would need to be revised to allow use of the site for a boathouse facility, and the university must obtain all necessary zoning and other approvals and permits for the specific use of the site. The memorandum of agreement also set forth the requirement that the

NPS approve the design prior to submitting it to the authorities listed above for approval and that the NPS would work cooperatively and in good faith to adopt a boathouse design and landscaping that is agreeable to both the NPS and Georgetown University.

Facility and Site Analysis for a Boathouse on the Potomac River in Arlington County, 2002.

There has been interest in developing a rowing or other nonmotorized boating facility on the Virginia side of the Potomac River in partnership with Arlington County, somewhere along the George Washington Memorial Parkway. The NPS sponsored a feasibility study to look at sites for such a facility in 2006, and the study examined four sites, including two configurations of the same site in Rosslyn, Virginia, a site at the 14th Street, NW Railroad Bridge, and a site on Daingerfield Island. The feasibility study looked at several case studies, identified environmental concerns, and examined demand for training and rowing facilities in the Arlington school system and other users. The NPS is now carrying this study forward as an environmental impact statement (EIS).

Georgetown University Boathouse Environmental Assessment, 2006. This EA continued the analysis of impacts from a land exchange and construction of a boathouse on the site west and upstream of the Washington Canoe Club that had been the topic of the 1995 EA and the memorandum of agreement in 1997. The EA looked more carefully at the impacts of constructing a boathouse for Georgetown University on the site and characterized the potential direct, indirect, and cumulative environmental impacts of the proposed boathouse alternatives and of the No Action Alternative. The EA also provided information to be used in fulfilling Section 106 of the National Historic Preservation Act. The EA examined three alternatives on the same site with focus on rooftops and massing of the boathouse facility. The NPS received several thousand negative comments on the EA and determined that an EIS should be prepared.

Draft Environmental Impact Statement—Proposed Land Exchange and Georgetown University Boathouse (not published), 2008. Following the comments on the 2006 Georgetown University Boathouse EA, the NPS determined that it was appropriate to continue the study of a proposed land exchange between Georgetown University and the NPS. A Notice of Intent was published in 2007 announcing that the NPS intended to prepare an EIS. Scoping and focus group meetings were held, but the draft EIS was not released. The NPS recognized that a study of a broader range of facilities and uses within the non-motorized boathouse zone was needed.

METHODOLOGY OF FEASIBILITY STUDY

The feasibility study was developed after extensive research and a substantial public involvement process. The team preparing the feasibility study considered the history of the site and the NMBZ, examined past studies, and engaged the public in a meeting, a series of stakeholder interviews/focus groups, and a public workshop/charette. The stakeholder focus groups brought together several stakeholders at a time and helped determine the need for additional nonmotorized boating capacity and documented how stakeholders currently use the river, what new facilities they felt were needed, and how they envisioned the NMBZ should look and function in the future. During the workshop, attendees were given an opportunity to help determine where new facilities might be located and how they might accommodate the needs identified during the stakeholder interviews. The participants divided into teams and worked together to identify where new facilities would be located and what principles should guide the plan for the NMBZ.

The potential for each site and the nonmotorized boathouse zone as a whole to accommodate additional facilities has been evaluated based on a site-by-site analysis of the parameters and potential for development at each of the sites. Three scenarios for the development of new facilities, such as boathouses, launch sites of various types, parking and trails were developed. The scenarios are not intended to be exhaustive, but rather to represent generalized approaches to siting facilities within the zone, ranging from high density to low density. The ultimate number, size, and location of new facilities in the zone will require further study to ensure that development balances the needs of users and protects the historic, cultural, and environmental resources of C&O Canal NHP and Rock Creek Park.

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EXISTING CONDITIONS

DESCRIPTION OF THE GEORGETOWN WATERFRONT PARK NONMOTORIZED BOATHOUSE ZONE

The NMBZ was established as part of the Master Plan for Georgetown Waterfront Park and C&O Canal NHP (Georgetown Sector) approved and adopted in 1987. The plan designates a general area of land within which new boathouses and river access can be built along the Potomac River in Georgetown. The NMBZ (figure 2) is bounded on the south by the Potomac River shoreline and includes a segment of Rock Creek Park between the Alexandria Aqueduct and Georgetown Waterfront Park and a segment of the C&O Canal NHP upstream of the Alexandria Aqueduct. The eastern, or downriver, boundary of the NMBZ is at 34th Street, NW. The western, or upriver, boundary of the NMBZ is approximately 1,100 feet upstream of Key Bridge. The northern boundary of the NMBZ is Water Street, NW, east of the Alexandria Aqueduct, and the Capital Crescent Trail right-of-way, west of the Alexandria Aqueduct. The western limit reflects an NPS policy to preserve the natural appearance of the Potomac Palisades. Several privately owned parcels are located within these boundaries: Potomac Boat Club, three townhouses, and a small parcel without street access that is located inside the NPS-managed parcel currently leased to the Key Bridge Boathouse.

The NMBZ extends 80 to 100 feet from the shoreline and includes approximately 1,500 feet of river frontage; it has a total area of 126,753 square feet. The NMBZ was assembled from several parcels during a series of transfers over a period of many years. As a result, the property records are complex (appendix A). Property tax records, the District of Columbia geographic information system (GIS) database, land transfer property descriptions, and partial boundary surveys of several areas of the NMBZ were used to develop the site plan for this analysis and these records and documents reveal several easements. A complete boundary survey for the NMBZ has not been conducted. However, prior to the development of design drawings for any proposed facilities, a boundary survey would need to be completed to ensure easements are comprehensively and accurately located. Easements identified from available records include access, maintenance, and utility line easements (figure 3). The Capital Crescent Trail follows a 40-foot easement on the northern boundary of the NMBZ that narrows to 30 feet near the Washington Canoe Club. Georgetown University owns a 15-foot easement that aligns with the Capital Crescent Trail and provides access to a property owned by the university upstream from the NMBZ. Both Key Bridge and the Whitehurst Freeway are elevated facilities that cross over the NMBZ, and the DDOT requires maintenance setbacks from these facilities. The Alexandria Aqueduct and C&O Canal each require a setback of 25 feet according to recommendations from the NPS.

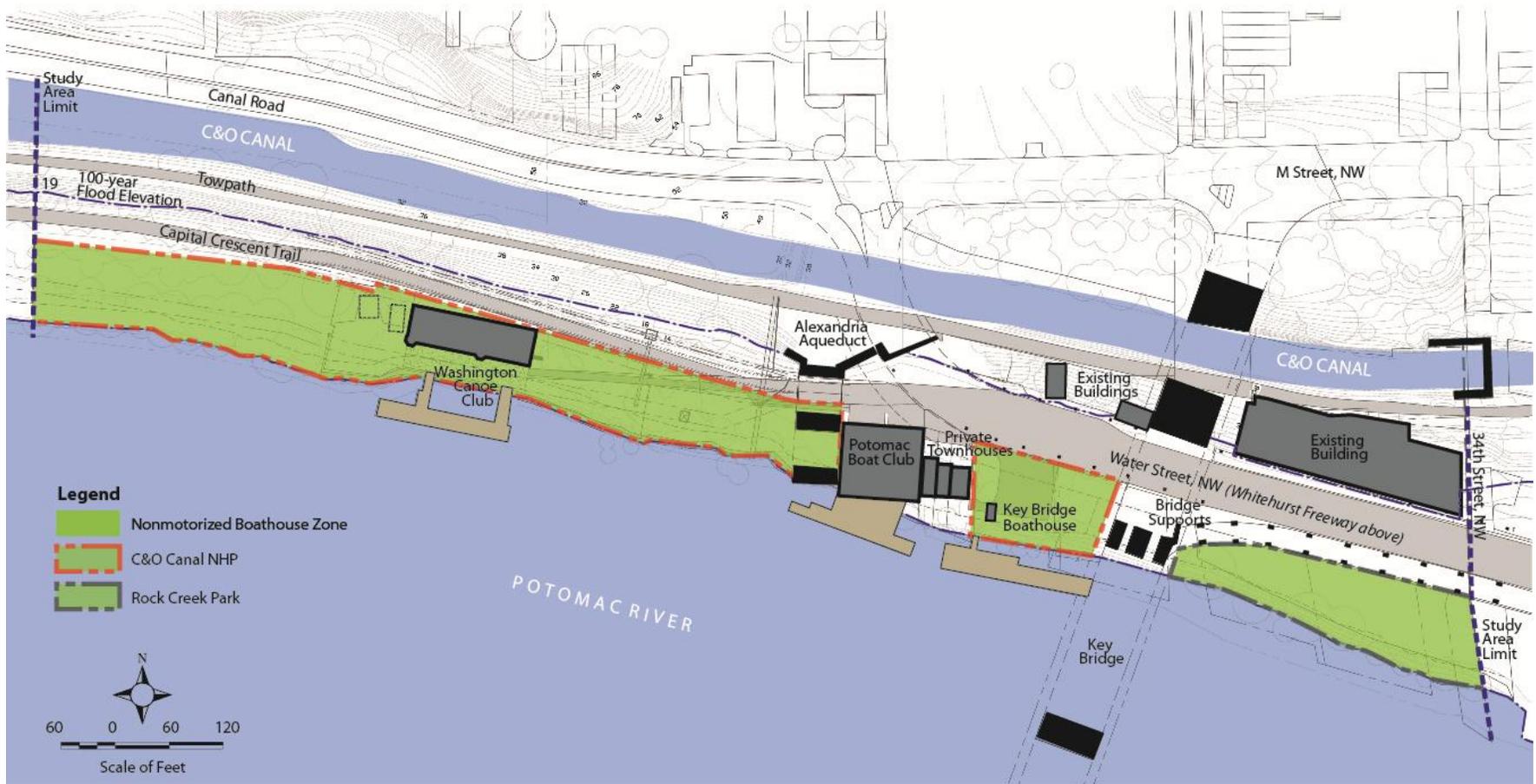


FIGURE 2. NONMOTORIZED BOATHOUSE ZONE



FIGURE 3. LAND OWNERSHIP AND EASEMENTS

EXISTING FACILITIES AND USES

Existing facilities within or adjacent to the NMBZ (figure 4) include a boat rental facility; two private boating clubs, the Potomac Boat Club and the Washington Canoe Club (the building and land are owned by the NPS); and the Capital Crescent Trail, a regional multiuse trail. Several other regional trails pass near the NMBZ. Three Sisters Islands, a cluster of three rocky islands immediately upstream from the NMBZ, is a popular motorboat mooring location.

The primary recreational uses in the NMBZ are trail-related activities and a launching point for nonmotorized boating. Motorized boating is limited within the NMBZ by a no-wake zone on the Potomac River north of Memorial Bridge. Dangerous currents, rocks, and shallows require motorized and nonmotorized boaters to have detailed knowledge of local conditions. There is significant cross-town commuter bicycle traffic along the Capital Crescent Trail, accounting for the majority of recreational use within or near the NMBZ, while rowing and paddling also account for a significant volume of recreational uses. Walking and hiking on the C & O Canal towpath is a popular activity adjacent to the NMBZ. Other activities include bird watching, photography, and passive nature appreciation. Stakeholder interviews and public meetings were conducted in January and February 2012 to establish the level of use for these recreational activities.

Key stakeholder groups were asked to estimate the number of users and their average number of uses to allow the study team to estimate the intensity of use within the NMBZ for each type of activity. Uses per year estimates for some activities (trail use and Thompson Boat Center class participation and rentals), were measured directly. Other activity was estimated in terms of uses per year obtained by multiplying the estimated number of users by their typical number of uses per year. The current level of use is summarized in table 1 for each type of recreational activity based on these interview findings.

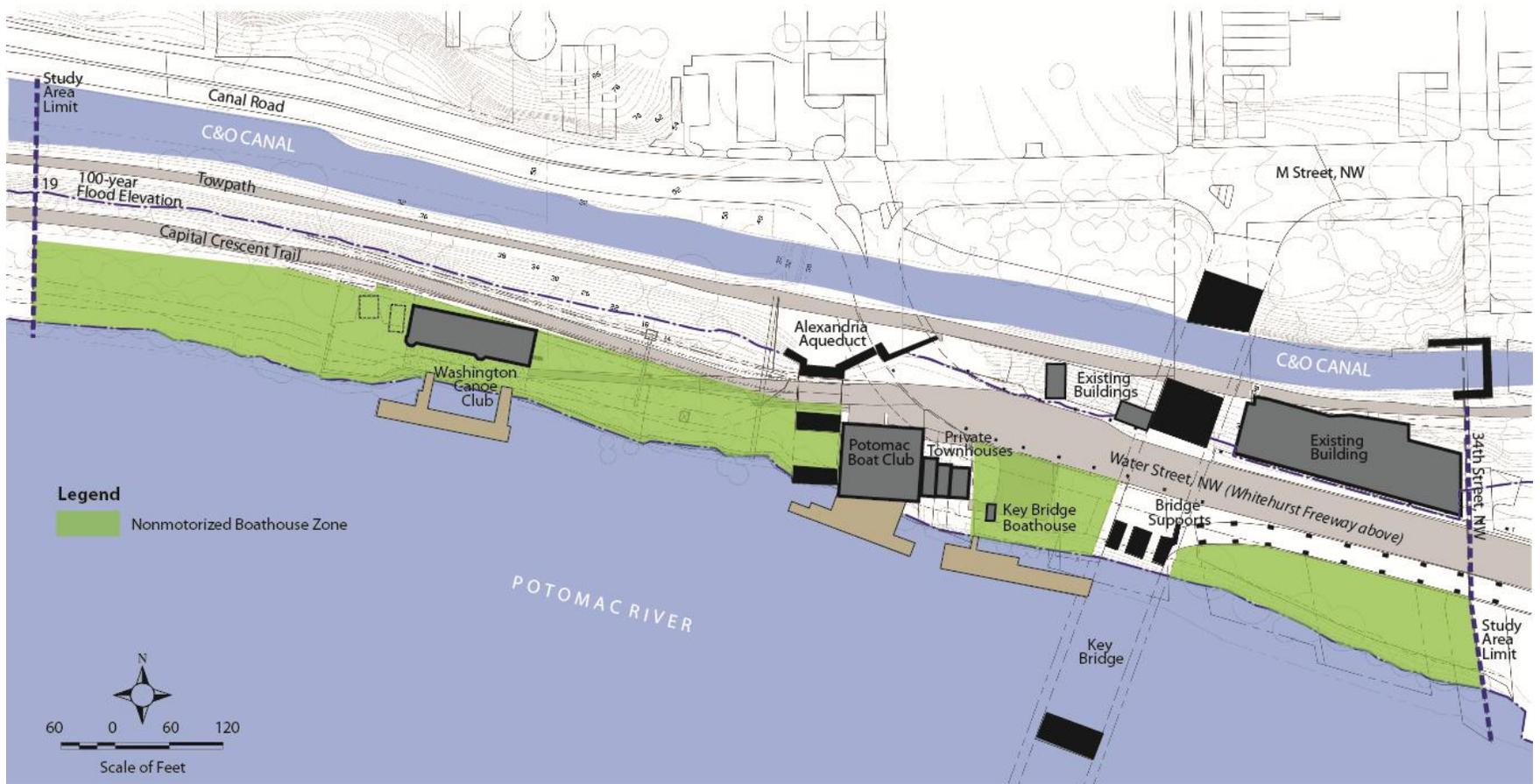


FIGURE 4. EXISTING FACILITIES

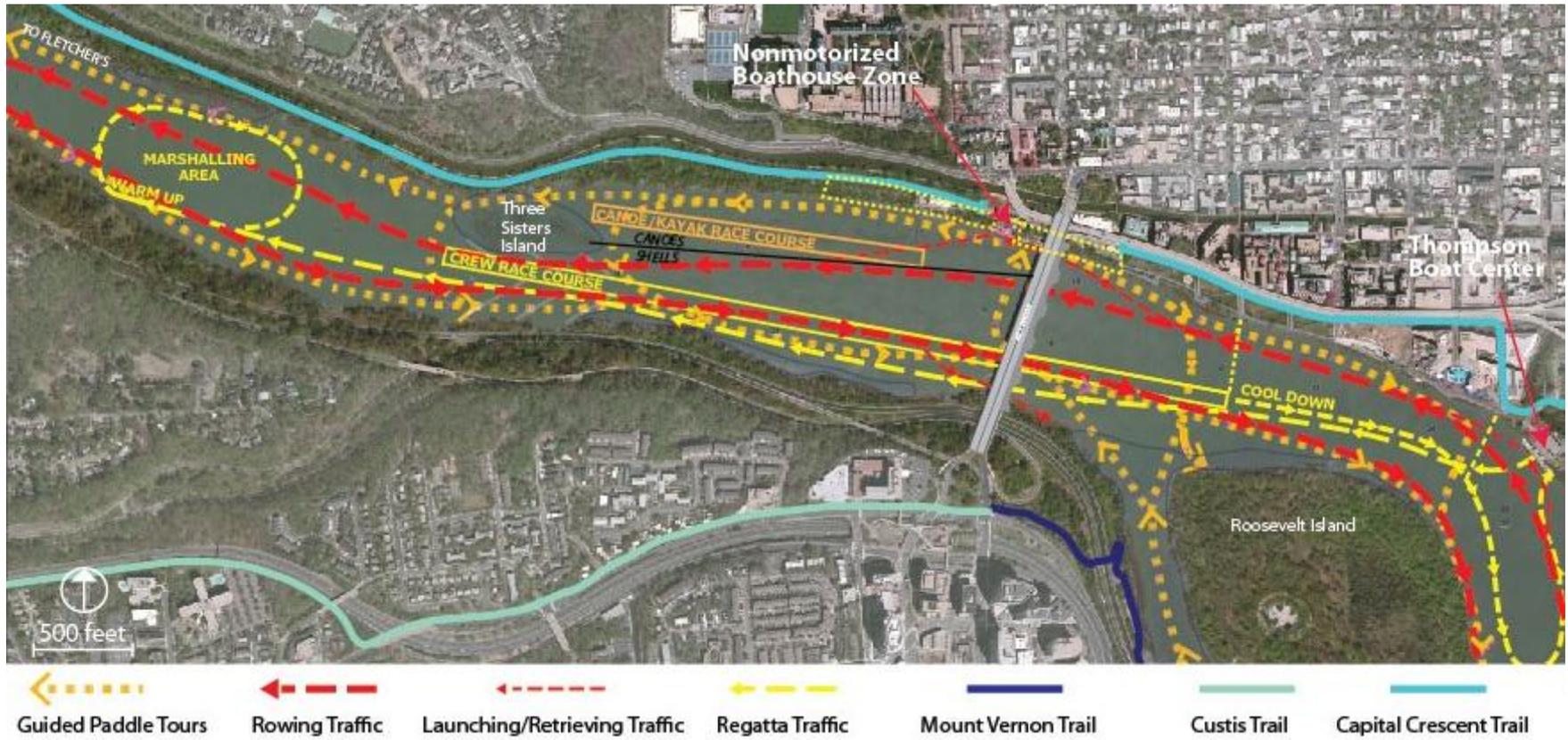


FIGURE 5. BOAT TRAFFIC PATTERNS



Key Bridge Boathouse (Source: The Louis Berger Group, Inc.)



Potomac Boat Club (Source: The Louis Berger Group, Inc.)



Washington Canoe Club (Source: The Louis Berger Group, Inc.)



Capital Crescent Trail (Source: The Louis Berger Group, Inc.)



Dock at Key Bridge Boathouse below Key Bridge (Source: The Louis Berger Group, Inc.)



Dock at Potomac Boat Club (Source: The Louis Berger Group, Inc.)



Dock at the Washington Canoe Club (Source: The Louis Berger Group, Inc.)



Dock at Thompson Boat Center (Source: M.V. Jantzen, Flickr)

Table 1. Current Level of Use for Primary Recreational Activities

Type of Use	Number of Uses/Year	Source
Hiking, walking, or biking on the Capital Crescent Trail or C&O Canal towpath	1,591,717 Capital Crescent Trail (23,015 / week x 52 weeks = 1,196,780) (Use for 2012 is estimated to be 1,306,344, assuming a rate of increase similar to the 9% increase between 2000–2006) C&O Canal towpath (7,595 / week x 52 weeks = 394,937)	Coalition for the Capital Crescent Trail 2006 Trail Use Survey
Paddling in a canoe, kayak, or other paddlecraft on the Potomac River near the nonmotorized boathouse zone	137,180 Washington Canoe Club (322 members/guests x 90 times/season = 29,300) Washington Canoe Club (regatta participants = 1,500) Thompson Boat Center (50 slip holders x 90 times/season = 4,500) Thompson Boat Center (7,735 rentals per month for 8 months = 61,880) Key Bridge Boathouse (escorted tours = 4,000) Key Bridge Boathouse (individual paddlers rentals + 125 slipholders = 36,000)	Jack's Boathouse (now Key Bridge Boathouse), Washington Canoe Club, Thompson Boat Center
Sculling as an independent rower in a racing shell on the Potomac River near the nonmotorized boathouse zone	108,480 Potomac Boat Club (300 members/guests x 90 times/season = 27,000) Potomac Boat Club (300 "Learn to Row"/month for 8 months = 2,400) Thompson Boat Center (100 slip holders x 90 times/season = 9,000) Thompson Boat Center (8,760 "Learn to Row"/month for 8 months = 70,080)	Thompson Boat Center, Potomac Boat Club
Rowing in a racing shell on the Potomac River near the nonmotorized boathouse zone as part of a high school team	126,750 Scholastic teams (975 athletes x 5 days/week for 26 weeks = 120,900) Scholastic teams launching from Thompson Boat Center (850) Washington and Lee High School team launching from Potomac Boat Club (125)	Thompson Boat Center, scholastic rowing teams
Rowing in a racing shell on the Potomac River near the nonmotorized boathouse zone as part of a collegiate team	43,680 Collegiate teams (280 athletes x 6 days/week for 26 weeks = 43,680)	Thompson Boat Center, Georgetown University, George Washington University
Regattas	7 regattas (4,200 users) 600 athletes x 7 times/year = 4,200 users per year	Scholastic rowing teams

Substantial boating activity occurs on the Potomac River offshore from the NMBZ, where favorable currents and winds combine to create ideal flat water conditions. The flat water upstream of Key Bridge and the natural shoreline that provides a safe exit from the water attract large numbers of both paddlers and rowers who make heavy use of the Potomac River in this area. Multiple crew teams practice in the area daily during the rowing season. In addition, several rowing regattas are conducted each year, involving both high school and collegiate racing teams. The Washington Canoe Club organizes canoe races and the Key Bridge Boathouse conducts guided tours in the area. Motorboats also use the NMBZ, primarily on weekends when the Three Sisters Islands attract moored yachts. While there are established race courses and guided tour routes, and customary "rules of the river" (figure 5) to guide where paddlers, rowers, motorboats, racers, practicing athletes and individual rowers or paddlers are expected to be, inexperienced boat paddlers, rowers, and motorboat operators sometimes come into conflict. Boat launching within the NMBZ primarily occurs from the docks at the Washington Canoe Club, Potomac Boat Club, and Key Bridge Boathouse. It is also possible to launch from Thompson Boat Center, located

outside the NMBZ downstream. Washington Canoe Club and Potomac Boat Club are private clubs while Key Bridge Boathouse and Thompson Boat Center are open to the public. The Washington Canoe Club and Key Bridge Boathouse provide launching primarily for paddlecraft, such as canoes and kayaks. The Potomac Boat Club provides launching for racing shells, primarily singles and doubles. Thompson Boat Center provides launching for both paddlers and rowers.

Within the region, recreational facilities (figure 6) that support nonmotorized boating are limited. While numerous marinas exist, some of which accommodate canoe and kayak launching, only six locations within the Washington, DC area are suitable for launching a racing shell. These locations include the Potomac Boat Club, Thompson Boat Center, Alexandria Schools Rowing Facility, Anacostia Community Rowing, Bladensburg Community Rowing on the Anacostia River in Bladensburg, Maryland, and Sandy Run Rowing Facility at Sandy Run Regional Park in Occoquan, Virginia. Currently, two universities and twelve high schools conduct their crew team practices from Thompson Boat Center. In addition, one high school team (Washington and Lee High School) launches from the Potomac Boat Club. Independent rowers launch their private racing shells from Thompson Boat Center or the private dock at Potomac Boat Club.

The number of boaters on the river at any given time is difficult to estimate but the user estimates reported during the stakeholder involvement process reveal that during the spring busy season approximately 1,500 boaters use the river each day. Most boating activity within the NMBZ launches from Thompson Boat Center, which estimates that the following use the facility regularly:

- 800-850 high school students
- 250-300 university students
- 60-75 private slip holders
- 100-150 renters
- 40-60 students in Thompson Boat Center programs

The Potomac Boat Club estimates that approximately 75 people on three teams and 25 individual rowers launch from the club each morning. Approximately 100-125 Washington and Lee team members launch during the afternoon. One private team launches during the evening. Individual club members launch at various times during the day.

Launching of boats and use of the river is orchestrated according an informal schedule that minimizes but does not eliminate conflict.

The early morning hours are typically used by university rowing teams and a few high school teams that launch from Thompson Boat Center and the Potomac Boat Club. Private rowing and paddling clubs for adults also launch from both Thompson Boat Center and the Potomac Boat Club in the morning. A few individual rowers use the river at this time as well. Typically the morning rush abates by approximately 9:00 am when Thompson Boat Center conducts several classes.

Stakeholders estimate that approximately 600 high school students launch from Thompson Boat Center beginning at approximately 3:00 pm. An additional 100-125 Washington and Lee High School students launch from the Potomac Boat Club. Practice ends around 5:30-6:00 pm. Most of the high school students are either bussed or drive individual vehicles to Thompson Boat Center at around the same time, leading to crowded parking and a crush of boats in line to launch by 4:00 pm. A typical practice day involves getting the students out of class on time, over to Thompson Boat Center via bus or personal car, finding a parking spot, unloading, and getting the boats on the dock and launched. Once students actually arrive, it takes approximately 45 minutes to get the boats out and actually launched on the water. In March, launching works smoothly. Varsity boats will get out on the water first to start rowing. Novice teams launch afterwards and typically stay closer to the boathouse, occasionally causing bottlenecks as they are slower to move away from the dock. Coaches make efforts to get their students to the boathouse 10-15 minutes early to avoid this rush and get out on the river. The same scenario recurs when bringing the boats in.

Late afternoon rowing includes some university rowing, which typically starts around 4:30-5:00pm and ends at sunset. The WeCanRow breast cancer survivor team of about 20 women goes out from 6:00-8:00 pm from Potomac Boat Club.

There are times, particularly in the spring, when rowers cannot safely travel downstream from Thompson Boat Center, given wind direction, current, and chop. On these occasions crowding on the river can occur. Conflicts arise with power boaters when the weather first becomes warmer in the spring, particularly at around 3:00-3:30 pm on a Friday and continuing through the weekend. River conflicts typically stem from the inexperienced users such as novice teams that crowd the area immediately upstream of Thompson Boat Center. This can become especially problematic for power boaters tied up at Washington Harbor in Georgetown. If a Novice boat gets stuck and needs assistance from the coach's launch, there can be wake issues and Harbor Patrol may be called.

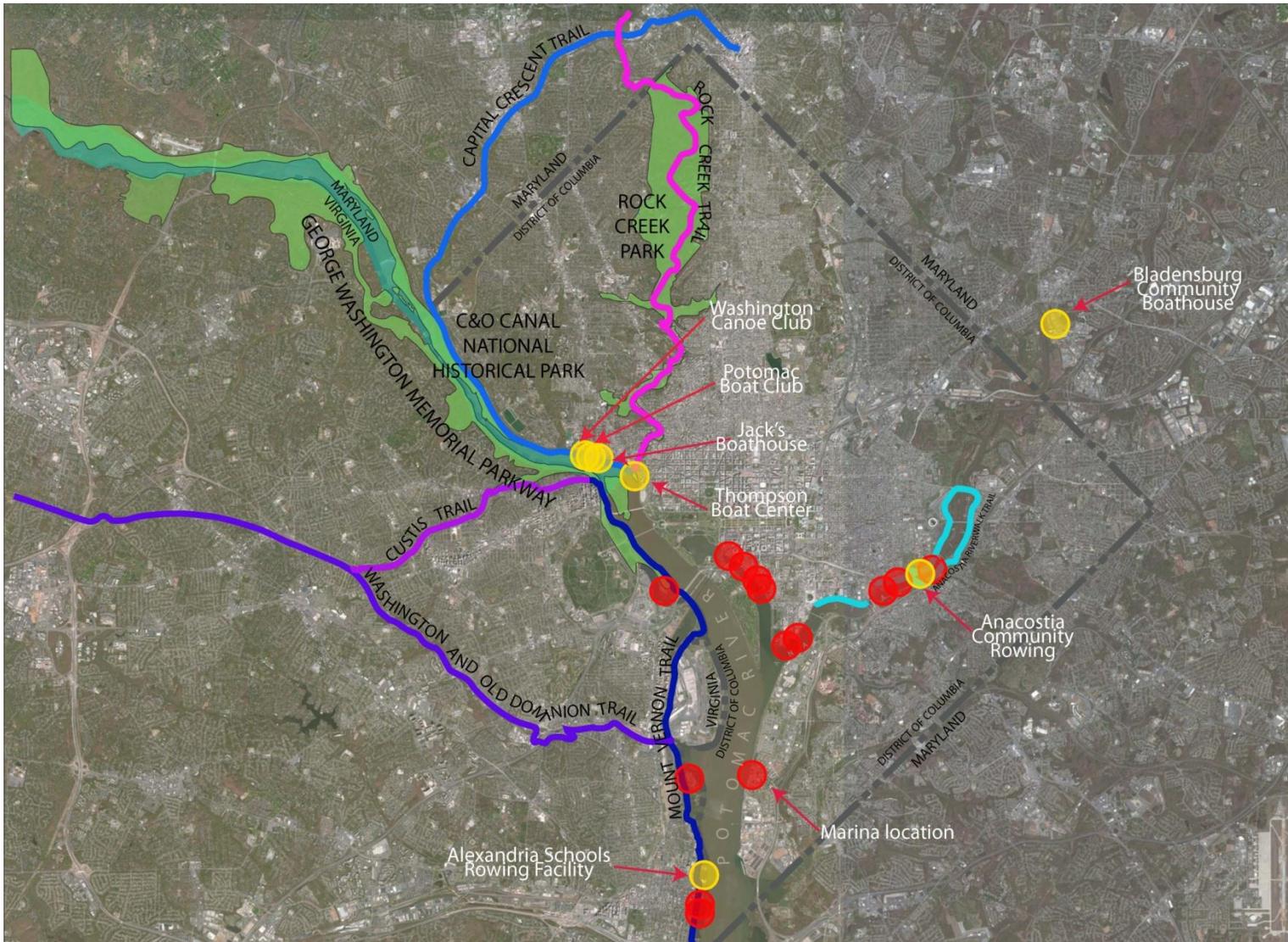


FIGURE 6. REGIONAL FACILITIES

ADJACENT FACILITIES

Water Street, NW begins at the Alexandria Aqueduct and runs beneath Whitehurst Freeway. Traffic patterns at the terminus of the street are confusing, and it is not clear to drivers who are unfamiliar with the area that the road ends at the aqueduct. Capital Crescent Trail empties into the street, and bicycle commuters and recreational riders often continue from the trail down Water Street, NW and either join the trail in the Georgetown Waterfront Park or continue on the street. Whitehurst Freeway is elevated over the length of Water Street, NW, and the support piers are spaced at intervals along the street. These support piers present challenges to drivers pulling boat trailers and operating other large vehicles, causing traffic circulation problems, although tour buses often turn around near the aqueduct, as noted below.

Metered on-street parking is available along most of the length of Water Street, NW and parking garages are located farther east on K Street, NW. There is a less formal parking pattern between 34th Street, NW and the Alexandria Aqueduct. The Potomac Boat Club has several private pull-in parking spaces. Tour buses dropping off people in Georgetown, often specifically at Key Bridge Boathouse, frequently use the end of the street to turn around or park while waiting for passengers to reload.

The north side of Water Street, NW is home to an old warehouse known as the "Icehouse," other warehouses, offices, and businesses. The C&O Canal towpath can be accessed using the stairs alongside Key Bridge. The Potomac Boat Club (immediately adjacent to the Alexandria Aqueduct), three residential townhouses, Key Bridge Boathouse, Key Bridge, and fenced-off storage areas are located on the south side of Water Street, NW before Georgetown Waterfront Park begins at 34th Street, NW.

Key Bridge connects M Street, NW in Georgetown with Arlington, Virginia. Its arching supports cross through the NMBZ approximately a block west of 34th Street, NW. The space below the supports is currently used as a DDOT staging area. The docks for Key Bridge Boathouse currently extend east under the bridge. The bridge requires a 25-foot maintenance access setback for any structures on adjacent properties.

Whitehurst Freeway is another elevated roadway directly above Water Street, NW. This freeway connects Key Bridge with roads to the east. Its support posts must be considered in any plans to develop new facilities east of Key Bridge because these posts would affect parking and turnaround configurations for boat trailers. Similar to Key Bridge, any development located adjacent to Whitehurst Freeway must be set back 25 feet to facilitate maintenance, creating a more narrow developable area immediately adjacent to the water. At one point, there were plans to remove Whitehurst Freeway, but these plans have been delayed indefinitely.

The Alexandria Aqueduct connected Georgetown, Washington, D.C, and Rosslyn, Virginia. It was designed to transport cargo boats across the river from the C&O Canal to Alexandria Canal. The bridge was closed in 1923 after the construction of Key Bridge, and the remains of the bridge abutment have been placed on the National Register of Historic Places (NRHP). Today, the Alexandria Aqueduct is the terminus of Capital Crescent Trail and a transition from the C&O Canal NHP to Water Street, NW. Potomac Boat Club is located immediately to the east of the abutment, and the arch closest to the water is used to shelter rowing shells. According to land records, any new facility constructed adjacent to the Alexandria Aqueduct must be set back 25 feet from the aqueduct.



Water Street, NW, west of Key Bridge (Source: The Louis Berger Group, Inc.)



Water Street, NW, east of Key Bridge (Source: The Louis Berger Group, Inc.)



Key Bridge (Source: The Louis Berger Group, Inc.)



Alexandria Aqueduct (Source: The Louis Berger Group, Inc.)

DEMAND FOR ADDITIONAL FACILITIES

During stakeholder interviews conducted in January and February 2012, recreational users were asked to identify additional facilities needed to support nonmotorized boating activities and other major uses within the NMBZ. Results of the interviews indicate that demand for additional facilities is high. Specific measures and considerations for desirable elements of any plans for potential future development are listed below:

Desired Features of Trail Facilities

- clear wayfinding in the “no man’s land” between the trailhead of Capital Crescent Trail and 34th Street, NW
- distinct paths for various user groups
 - meandering pedestrians
 - bike commuters
 - shell trailers
 - cars
- connections between trails that are parallel but are at different elevations: the Capital Crescent Trail and C&O Canal towpath, which provides access to Virginia trails crossing Key Bridge

- adequate clearance on both sides of Capital Crescent Trail (from the C&O Canal embankment or any building) to allow for safe use of the trail
- unobstructed views and undiminished enjoyment of the natural shoreline
- preservation of natural and historic resources and the cultural landscape
- protection of the “threshold” between urban and wilderness area

Desired Features of Paddling Facilities

- additional river access points for paddlecraft
- separation from rowers (upriver preferred by the paddlers)
- free public launch points as an alternative to rental facilities
- additional indoor storage for privately owned paddlecraft
- clear wayfinding signage and maps about the “rules of the river” for novice paddlers
- public access to all facilities, including launch points, docks, storage, and viewing stands

Desired Features of Rowing Facilities

- additional dock space (room to launch six racing eights at once)
- storage for team boats (Needs are summarized in table 2)
- additional rack space for private boats (mostly single-person boats)
- wakeless pontoon launches
- access for boat trailers (e.g., trailers carrying shells for regattas require a 90-foot-diameter turning area)
- opportunities to have a collegiate identity for any new boathouse to recognize existing donors
- dock space distributed along the river to disperse launch and recovery traffic from a single boathouse location to multiple locations to lessen safety issues and congestion at Thompson Boat Center without dramatically increasing traffic flow on the river
- parking
- infrastructure to allow colleges to host more races (including at Georgetown Waterfront Park) and high schools to share college racing lanes
- a permanent marker at race finish line
- storage for regatta equipment (including buoys, safety gear, radios, public address systems, blankets, finish line stand, and small portable grandstands) and race course equipment (including \$25,000 to \$45,000 worth of wire to mark race lanes and other course features that are anchored in the river on buoys during the racing season but are stored during the winter)
- a landing point for regatta officials near the finish line

Stakeholder interviews disclosed that people using the river now consider the level of traffic comparable to levels considered manageable on the Charles River in Boston, Massachusetts, and the Schuylkill River in Philadelphia, Pennsylvania. Crowding of facilities, including boat storage and dock space, however, is considered a hindrance to excellent rowing programs and fair and equitable access to the river.

The amount of boat storage available at Thompson Boat Center was regarded by all stakeholders as inadequate for the demand. Because of the increasing popularity of rowing and the ideal river conditions of the Upper Potomac River, stakeholders estimated that demand for boat storage and launching facilities would grow to fill any additional facilities provided. Crowding on the docks at Thompson Boat Center

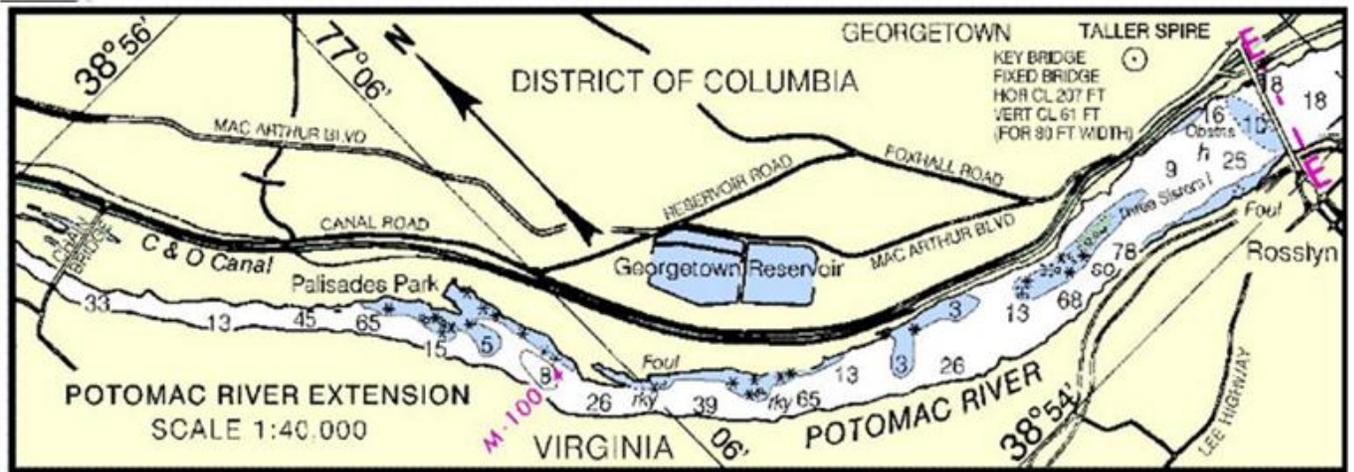
causes safety concerns and concerns about the quality of the rowing program. Additional launching points are required to alleviate problems related to the inadequate capacity of Thompson Boat Center to meet current demand or to accommodate any growth in demand. Crowded conditions have caused teams to devise a carefully timed sequence of launching and landing of boats that allows all current teams to coexist at the crowded facility. All scholastic teams share the same schedule, and orchestration of the launching process during the brief window of time available to high school students leads to a frantic start to daily practice. While launching occurs in rapid succession, novice rowers frequently create back-ups immediately upriver from the dock despite the carefully orchestrated launching process. Retrieving (or landing) of boats creates similar “controlled chaos” conditions.

The intense use of the docks by rowing teams effectively precludes independent rowers or paddlers from using the docks during morning and afternoon practice times. River users have established an informal division of time to manage this condition, but independent rowers and paddlers are limited by overcrowding and have stated that overcrowding is a barrier to equitable access to the river. Motorized coach launches (which range in length between 20 and 26 feet) are also a high priority for the scholastic teams. It is preferable to have two coach launches per program on the river during practice. Docking space for launches of this type is limited to the back of the dock. The dock length at Thompson Boat Center is not sufficient to provide docking space for the number of launches required. Coaches at both the high school and university levels noted that the longer wakeless pontoon launches are preferable to the smaller motor launches currently in use. Other issues cited include the lack of alternative activities for high school teams at Thompson Boat Center (ergometers, exercise machines, and team meeting space) that pressure teams to focus only on getting out onto the river to practice. In marginal weather conditions, coaches would prefer to have alternatives to launching. The less numerous and more highly skilled rowers at the university level experience similar but less intense pressure as the high school rowers.

Independent access to the river is limited by the adequacy of the storage and launching options along the Potomac River. Private clubs provide access for their members and for limited numbers of community outreach groups, but demand for access (as measured by the waiting list at Thompson Boat Center for private slips) is an indication that team rowing prevents other types of users from access. Free launching points are not available anywhere along the river. Car-top launching of private vessels that are stored elsewhere is possible from public parking along Water Street, NW or the limited parking spaces at Key Bridge Boathouse. Actual access to the river, however, requires payment of a dock use fee at Thompson Boat Center and Key Bridge Boathouse, which are the only options available. Beach-type kayak or canoe launch is not possible anywhere along the river. Georgetown Waterfront Park provides a regatta viewing facility but no launch points.

The rack capacity requirements of the rowing teams were estimated by the stakeholder group. The tabulated findings provide an estimate of the demand for additional boathouses within the NMBZ. Meeting total storage demand would require rack capacity sufficient to accommodate the storage needs of multiple rowing programs (table 2). Additional space would be required to store paddlecraft.

Motorboat traffic offshore from the NMBZ is limited by the existence of a “no wake” zone upstream from Memorial Bridge. In addition, hazardous conditions that require expert knowledge of conditions limit amateur yachting. Navigational charts of the river in this area (figure 7) indicate the presence of shallow water, rocks, and swift currents and the absence of designated deep draft vessel channels, in which motorboats would have the right of way. These conditions and the prevalence of smaller nonmotorized boats that are not able to evade faster moving vessels make the area unsuitable for facilities that would increase motorboat traffic.



12285 40th Ed., Apr. /10 ; Corrected through NM Apr. 24/10, LNM Apr. 13/10

FIGURE 7. NAVIGATIONAL CHART OF THE UPPER POTOMAC RIVER
 (Source: National Oceanic and Atmospheric Administration 2011)

Table 2. Summary of Rowing Facility Requirements

Requirement	Athletes	Launches	Eights	Fours	Pairs	Singles
Georgetown University	180	8	55	25	20	
George Washington University	100	4	40	10	10	
Bishop O'Connell	80	2	8	4	2	
Bethesda Chevy Chase	100	2	12	4		
Georgetown Day School	50	2	8	4	2	
Holton Arms	50	2	8	4	2	
McLean High School	100	2	12	4		
St. Johns High School	50	2	8	4	2	
Visitation High School	50	2	8	4	2	
Walt Whitman High School	100	2	12	4		
Wilson High School	80	2	12	4	2	
Yorktown High School	120	2	12	4		
St. Albans/ National Cathedral School	100	2	12	4		
Sidwell Friends School	50	2	12	4	2	
Individuals	150+					150+
Total	1,210	36	211	83	44	150

Note: Washington and Lee High School is accommodated now and for the foreseeable future at the Potomac Boat Club and is therefore not included in this summary of requirements.

ENVIRONMENTAL SETTING

Geography

The Potomac River offshore from the NMBZ is the last navigable stretch of river before Great Falls, the dramatic geologic formation that characterizes the emergence of the Potomac River from the Piedmont plateau. The Piedmont plateau extends along the entire eastern seaboard of the United States and was a critical factor in the establishment of many of the nation's major east coast cities. Rivers flowing out of the Piedmont plateau into the coastal plain are only navigable downstream from the Piedmont plateau's rocky geology, and many cities, including Georgetown, were established at the "fall line" that marks the threshold between the lowlands of the tidal coastal plain and the rocky uplands of the Piedmont plateau (U.S. Geological Survey 1980.)

The Potomac River is unique along the fall line in that it has never been dammed and the primordial geology of the river and of the Piedmont region is readily visible. The Potomac Gorge (figure 8) is a significant feature of the C&O Canal NHP, described as follows on the NPS website:

The Potomac Gorge (the Gorge)...is one of the most significant natural areas in the eastern United States. It extends for 15 miles along the Potomac River from Great Falls to Theodore Roosevelt Island, encompassing about 9,700 acres in Virginia, Maryland and the District of Columbia and incorporating sections of C&O Canal NHP and George Washington Memorial Parkway. Because of its unusual hydrogeology, the Gorge is one of the most biologically diverse areas for plant species in particular, serving as a meeting place for northern and southern species, midwestern and eastern species, and mountain and coastal species. The site harbors more than 400 occurrences of over 200 rare species and communities, a major river system with numerous tributaries, noteworthy stands of upland forest, many seeps and springs harboring rare groundwater fauna, and abundant wetlands. The National Park Service is the principle landowner in the Gorge, however, The Nature Conservancy co-owns Bear Island in the heart of the Gorge and has had long been interested in the extraordinary biological diversity of the site. The site is also renowned for its aesthetic, cultural and recreational values. Numerous vantage points of the river from both C&O Canal NHP and George Washington Memorial Parkway afford spectacular views of features like the Great Falls of the Potomac and the Potomac Palisades. The lush vegetation along the river screens out much of the sights and sounds of civilization, providing welcome tranquility in the midst of a densely populated urban area (NPS 2012).



Potomac River offshore of the NMBZ (Source: The Louis Berger Group, Inc.)

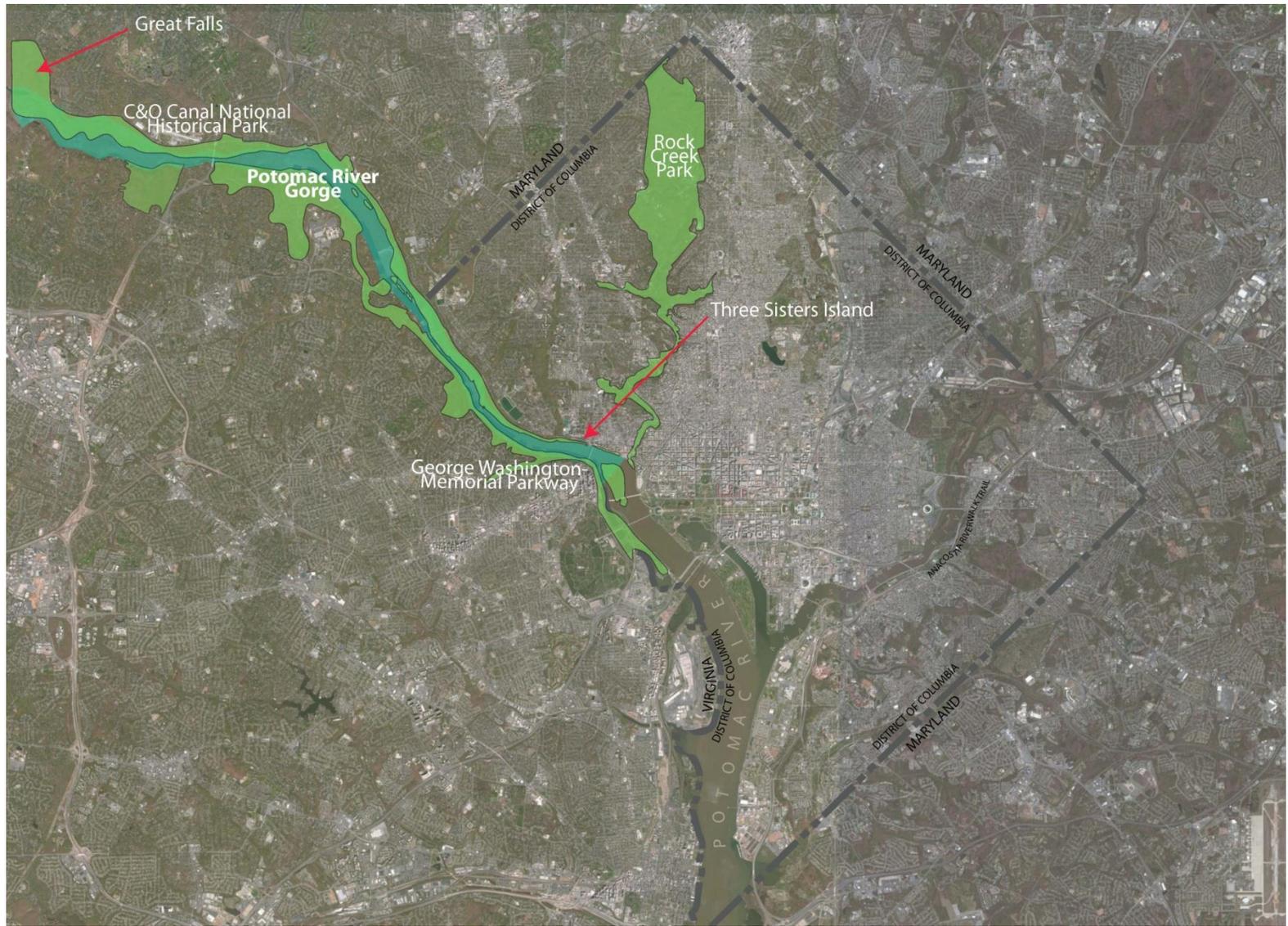


FIGURE 8. POTOMAC RIVER GORGE

Topography and Soils

Both topography and soils of the site have been altered from the natural condition of the river terrace through the placement of fill in a series of civil works. The creation of the C&O Canal levee was the first of these operations. Construction began in 1828, and the Georgetown portion of the canal was completed in 1839. The canal levee was located parallel to the Potomac River and fell steeply to the shoreline (figure 9). A photograph from the 1870s or 1880s shows an area of fill immediately west of the Alexandria Aqueduct, giving access to small establishments built along the shoreline. To the east of the aqueduct, a wider expanse of fill extended the shoreline into the Potomac River, and industrial and waterfront uses were built along the shoreline. Soon after its construction was complete, the C&O Canal was rendered obsolete by the Baltimore and Ohio Railroad, which purchased the canal in 1890 and constructed a railroad parallel to the canal levee on a narrow shoulder of fill placed along the shoreline. The Washington Canoe Club, built in 1896, extended from this embankment over the water. Sometime after the turn of the century fill was extended from the rail embankment beneath the Washington Canoe Club. Consistent with its construction fill origins, the site is generally flat with a few low areas on the western end and a relatively steep embankment with riprap shoreline stabilization west of the Alexandria Aqueduct. Soils in the NMBZ reflect the fact that much of the land has been disturbed; they are a mix of urban land and urban land-Manor Complex. The urban land soil classification confirms the history of substantial fill and disturbance (Natural Resources Conservation Service 2012).

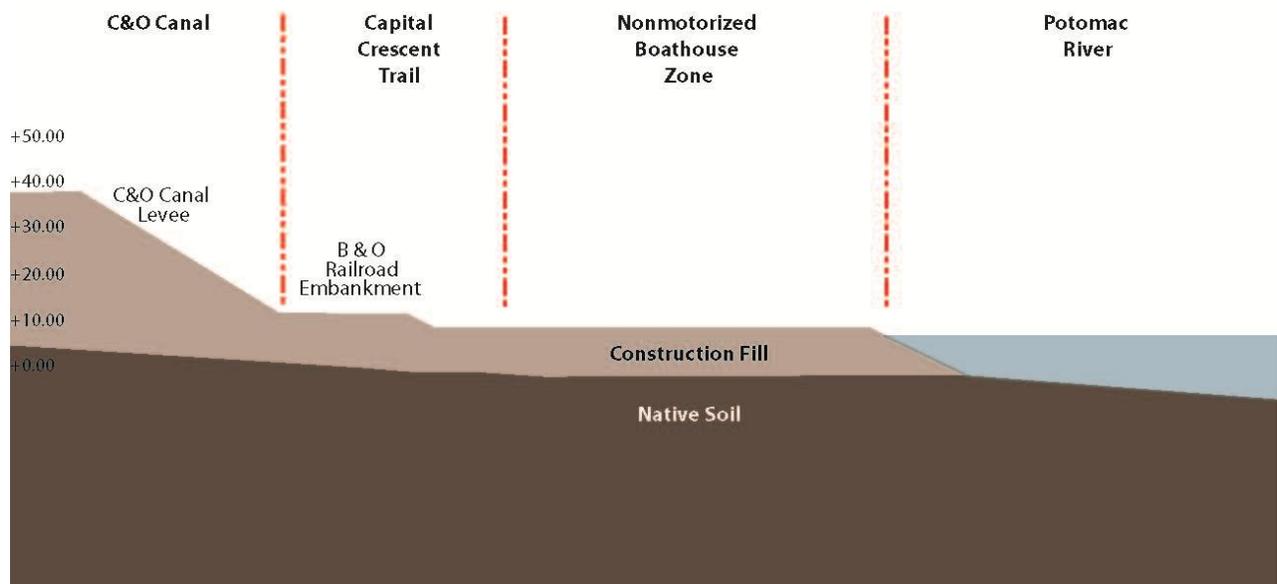
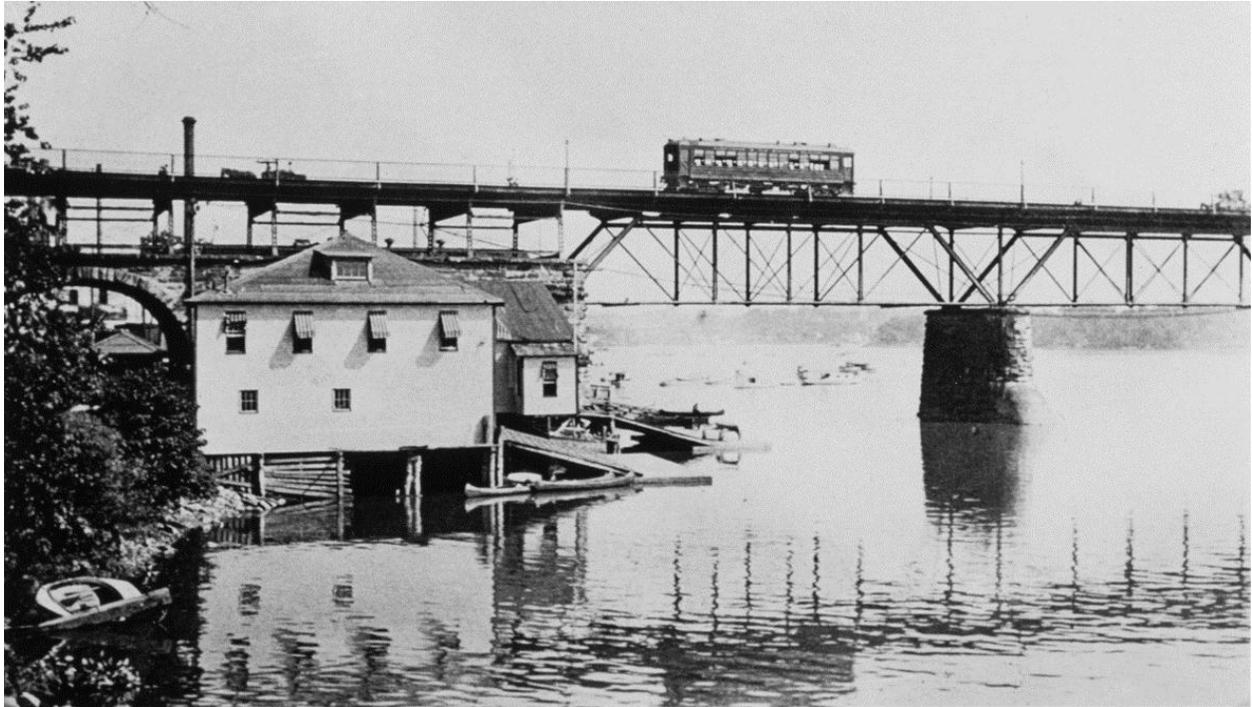


FIGURE 9. CONCEPTUAL SITE CROSS SECTION



*Boathouse built directly over the Potomac River, c. 1890s
(Source: National Park Service)*

Floodplain

Flooding of the Potomac River has been a ravaging influence on the C&O Canal since construction began in 1828 and was a major factor in the closure of the canal. Several boathouses built in the NMBZ have been destroyed by flood waters. The most recent devastating floods occurred in 1996; minor floods occurred in 2003 and 2008. The NMBZ is in the Federal Emergency Management Agency's Flood Hazard Zone AE with a 100-year flood elevation of +19.00. This flood hazard zone requires that the first habitable floor of a structure be constructed 1.5 feet above the 100-year flood elevation. The shoreline elevation (figure 10) varies from +8.00 at the western end to +15.00 on the eastern end of the NMBZ. The highest tide of the year (the spring tide) is approximately +8.00 and lower areas at the western end of the NMBZ are prone to periodic inundation.

A 2004 study examined the effect of a structure proposed at the western end of the NMBZ on the C&O Canal and the floodplain. The study concluded that the proposed structure would have no impact on the floodplain and would not increase the water surface level, velocity, or shear stress appreciably during floods (Patton, Harris Rust and Associates 2004).



Aerial view of ice dams at Washington Canoe Club and Dempsey's Boathouse within the NMBZ
 (Source: National Park Service)

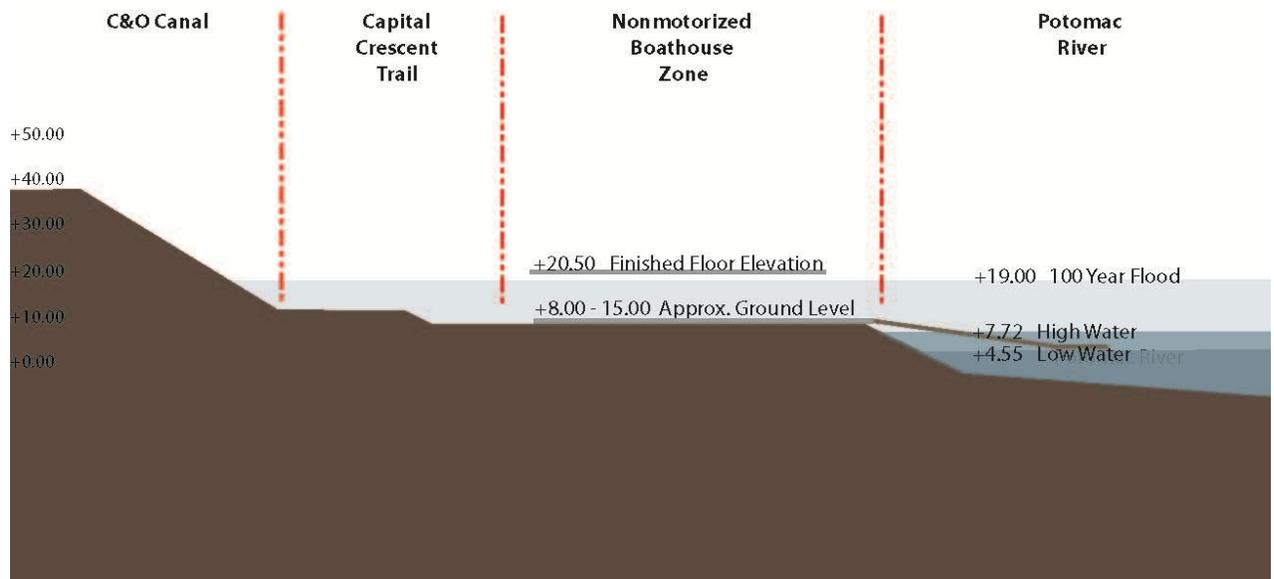


FIGURE 10. FLOODPLAIN

Wetlands

The EA prepared in 2006 noted that Site A contains approximately one third of an acre of artificial vegetated wetlands. Water leaking from the C&O Canal, located adjacent and upgradient from the site, is believed by the US Army Corps of Engineers to be the source of ponding water onsite. Due to the artificial source of water, the Corps determined that the wetlands are artificial and do not come under Corps jurisdiction. Therefore, the Corps will not exert its regulatory authority under Section 404 of the Clean Water Act. In addition, according to the District's Wetland Conservation Plan (1997), there are no mapped wetlands within or in proximity to the site. The U.S. Fish and Wildlife "Wetland Mapper" shows no aerially-detected wetlands at or in the vicinity of the project site.

Wildlife and Vegetation

Existing vegetation was assessed in a previous study and is reported to consist of species typical of disturbed sites, including both herbaceous plants and trees (see Appendix B). Flooding and ice dams occur periodically and destroy forest cover in this landscape; therefore, new colonizing species and young trees are typical. Much of the vegetation documented in the previous study is non-native invasive species. Species typical of wetlands are also reported on the site. Jurisdictional wetlands have not been confirmed on the site (EA 2006) and wetland delineation would be required prior to development. The embankment of the C&O Canal is heavily forested with hardwood species and is a major component of the scenic fabric of the Upper Potomac River. Trees within the NMBZ, primarily white ash (*Fraxinus americana*), are also significant character-defining features of the landscape. Trees occur primarily along the shoreline edge with herbaceous plants and grasses occupying the area between the shore and Capital Crescent Trail. These shoreline trees are visually prominent from multiple vantage points within and beyond the NMBZ.

Wildlife identified on the site includes migratory birds and other urban wildlife (See Appendix B). Further consultation with review agencies would be necessary to ensure that no protected species are present, such as the shortnose sturgeon, which has been reported in the Potomac River.

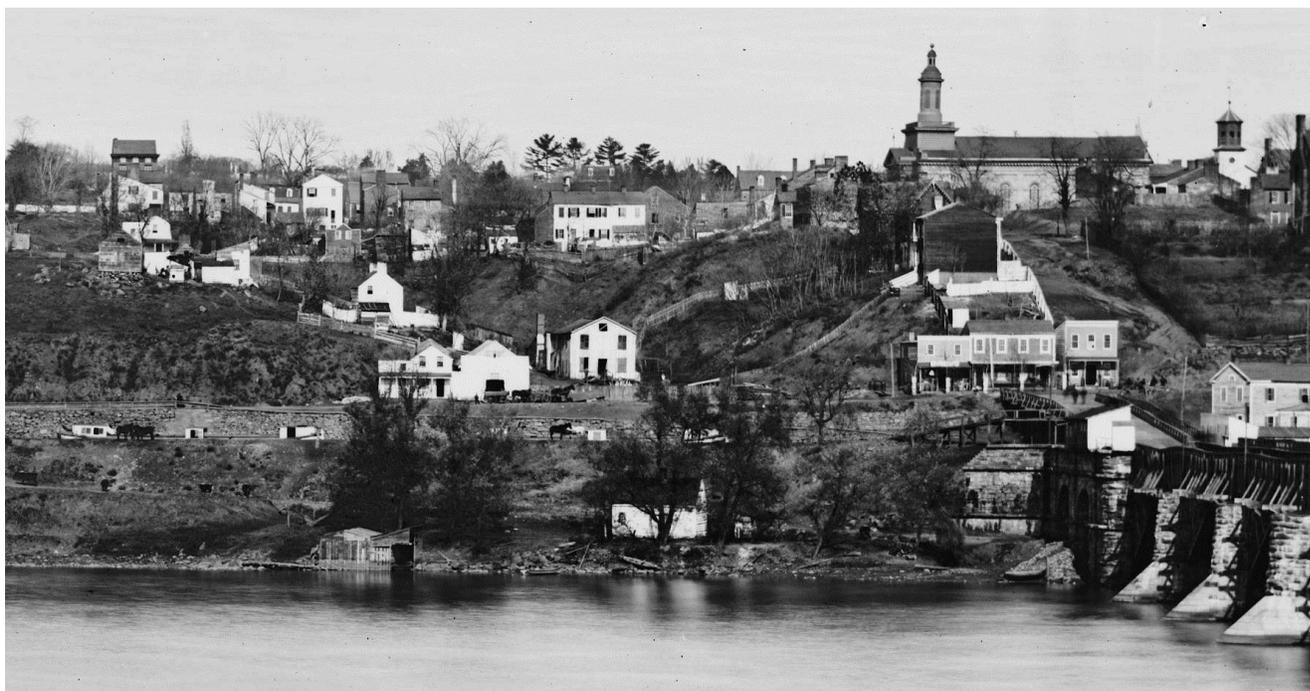


Shoreline vegetation viewed from the Capital Crescent Trail (Source: The Louis Berger Group, Inc.)



Shoreline vegetation viewed from the docks (Source: The Louis Berger Group, Inc.)

CULTURAL AND HISTORICAL CONTEXT



C&O Canal levee in the vicinity of the boathouse zone, c. 1880s (Source: National Park Service)

Chesapeake & Ohio Canal National Historical Park

The upstream end of the NMBZ, from the Alexandria Aqueduct west, is part of the C&O Canal NHP. The canal and its levee run parallel to the river rising about 35 feet in elevation above the river. The C&O Canal is one of the most intact and impressive remnants of the American canal-building era, and its historical significance is the basis for creating the C&O Canal NHP. C&O Canal is historically significant primarily because it embodies nineteenth century engineering and architectural technology. The canal operated from the late 1820s to 1924 as a route for transporting coal, lumber, and agricultural products from western Maryland to the port of Georgetown and to the navigable lower reaches of the Potomac River.

The entire length of the canal is listed on the NRHP because of its historical significance for architecture, engineering, commerce, transportation, military history, and conservation. As a modern-day transportation resource, the canal's towpath still provides a nearly level, continuous trail through the spectacular scenery of the Potomac River valley. Millions of visitors recreate annually by hiking and biking the C&O Canal towpath and enjoying the natural, cultural, and recreational opportunities it provides (NPS 2008).

The purpose of the C&O Canal NHP is to provide, in perpetuity, the opportunity to:

- understand the canal's reason for being, its construction, its role in transportation, economic development and westward expansion, the way of life which evolved upon it, and the history of the region through which it passes and from which to gain an insight into the era of canal building in the country
- appreciate the setting in which it lies and the natural and human history that can be studied along its way
- enjoy the recreational use of the canal, the parklands, and the adjacent Potomac River (NPS 1976)

The Washington Canoe Club building sits within the C&O Canal NHP. George P. Hales designed the building in 1904 (Washington Canoe Club 2012; NPS 1990), and it is listed in the NRHP. The structure

has fallen into disrepair in recent years, however, and there is concern about its structural soundness. The NPS has reinforced it structurally, but it is currently not habitable by the club or others. Currently, the club is storing its boats on outside racks. Howard University students in partnership with the Historic American Building Survey are conducting surveys to develop measured drawings for the Washington Canoe Club expected to be completed by spring of 2013. The building will be evaluated for treatment in the future.

Georgetown Waterfront Park

The NPS-managed property on the downstream end of the NMBZ is part of Georgetown Waterfront Park, a unit of Rock Creek Park. The Capper-Crampton Act of 1930 established a federal goal of protecting the shorelines of the Potomac River from Fort Washington, Maryland, to Great Falls, Maryland, and identified the Georgetown waterfront as an important element of that shoreline warranting federal protection. The District of Columbia transferred 10 acres of Georgetown waterfront property to the NPS for park purposes, and Georgetown Waterfront Park boundary was formally established in 1984. The plan for the park includes 30 goals, of which the following are relevant to the NMBZ:

- create a passive public park
- create a shoreline promenade with separate bike path
- create variety of bulkhead treatments including fishing places
- create a special place/Wisconsin Avenue, NW focal point
- maintain river views
- stabilize and interpret the historic aqueduct
- retain Thompson Boat Center and enhance the appearance of and redesign Thompson Boat Center parking
- provide for a floating restaurant (between 34th Street, NW and Key Bridge) and related parking under the freeway
- establish a nonmotorized boating area (extending 1,100 feet west of Key Bridge and east to 34th Street, NW if the floating restaurant is not realized)
- acquire waterfront offices, Icehouse, hydroelectric plant, canal bank, and parking lot
- preserve the natural scenic values of the Palisades (prescribing the 1,100-foot upstream limit for the NMBZ)

In 2011, a 10-acre passive park was constructed between Washington Harbor and 34th Street, NW. The park includes a promenade and bike path along the river; a fountain at the terminus of Wisconsin Avenue, NW; river stairs; and viewing areas for regattas.

Character Defining Features of the Landscape

Features of the NMBZ fall into categories delineated by the *Guidelines for the Treatment of Cultural Landscapes* (NPS 1994) as contributing to the historic fabric of the landscape. These features include spatial organization, topography, vegetation, circulation, buildings and structures, water features, views and vantage points, and small-scale features. Care would be required to avoid adverse impacts to these features when developing new facilities within the NMBZ. These features are discussed below and elsewhere in the report.

The Potomac River and the C&O Canal are the primary organizing features of the landscape of the NMBZ. The river terrace and C&O Canal levee provide spatial organization oriented toward the river. In addition, the presence of the Alexandria Aqueduct establishes a portal that divides the NMBZ into distinct character areas similar to parallel stretch of the C&O Canal towpath, which crosses below Whitehurst Freeway to establish a “threshold” between city and nature. East of the Alexandria Aqueduct along Water Street, NW, the urban character is marked by the presence of buildings adjacent to the river that block

views of the river and minimize access. Several open lots are exceptions that are more consistent with the open character of Georgetown Waterfront Park located to the east. Whitehurst Freeway and Key Bridge provide a strong spatial definition of the site by providing a “ceiling.” West of the Alexandria Aqueduct, the site character is more rural with the Washington Canoe Club being the only structure and the area having significantly more vegetation. Views to the river are open and a strong boundary is created by the C&O Canal levee. As discussed previously, the topography of the site is dominated by the C&O Canal levee and flat riverside terraces formed by construction fill. The topography is a significant component of the site’s spatial organization.

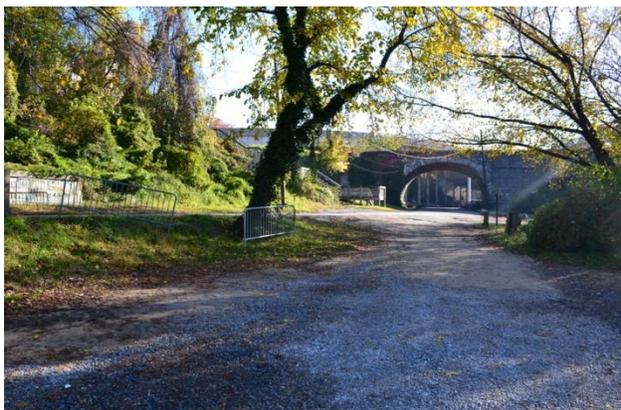
Vegetation at the site is a strong contributor to its present character. Historic photographs indicate that the forested condition is relatively recent. The forest cover obscures the relationship of the C&O Canal to the Potomac River. The vegetation distinguishes the areas east and west of the Alexandria Aqueduct and reinforces the spatial organization of the NMBZ.

The circulation patterns in the NMBZ are predominantly water-based. The Washington Canoe Club, the Potomac Boat Club and Key Bridge Boathouse provide access to the Potomac River from within the NMBZ. In addition, Thompson Boat Center, located downstream from the zone, is a significant launching point for nonmotorized boats using the river offshore from the NMBZ. Washington Canoe Club and Potomac Boat Club are private clubs that offer access only to their members. Key Bridge Boathouse and Thompson Boat Center offer access to the public. The other significant circulation feature is the Capital Crescent Trail, which is a major regional trail and provides access for commuters and recreationists. Capital Crescent Trail is 12 feet wide but occupies a 30- to 40-foot-wide easement that encompasses the railroad embankment on which it is built. The trail is linked to Water Street, NW, which is the main circulation spine east of the Alexandria Aqueduct. Water Street, NW lacks delineated lanes and conveys the impression of a parking lot as much as a street.

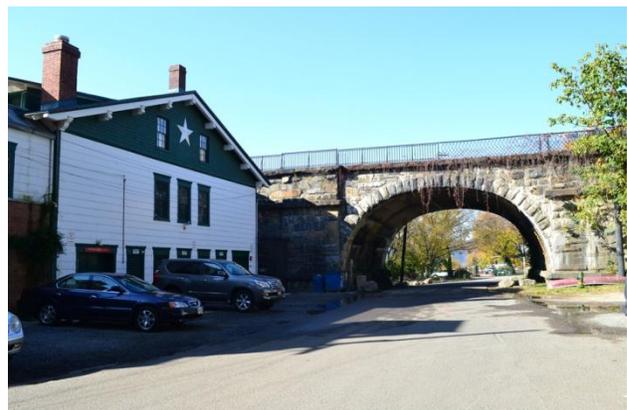
The C&O Canal, Washington Canoe Club, Potomac Boat Club and Alexandria Aqueduct are listed in the NRHP.

The Potomac River is the primary feature of the NMBZ. Within the NMBZ, views and vantage points (figure 11) that are significant as character defining features of the region as a whole are those that establish the relationship of the various cultural features to the natural setting, to the history of the C&O Canal, and to one another. These views and vantage points include the forested slope of the C&O Canal levee and to a lesser extent the forested edge of the NMBZ, which establishes the natural character of the Potomac River above Georgetown. The view through the Alexandria Aqueduct from both directions is significant in that it marks a symbolic transition from city to nature in the form of a literal threshold marked by the arch of the aqueduct.

No small-scale features of significance are located in the NMBZ.



Rural character west of the Alexandria Aqueduct (Source: The Louis Berger Group, Inc.)



Urban character east of the Alexandria Aqueduct (Source: The Louis Berger Group, Inc.)



View of the western end of the NMBZ from the Virginia shore of the Potomac River (Source: National Park Service)



FIGURE 11. SIGNIFICANT VANTAGE POINTS

CODES, REGULATIONS, AND STANDARDS

Coordination with the District of Columbia government, specifically the Department of Transportation (DDOT), Department of Consumer and Regulatory Affairs, which regulates the building permitting process, and the District of Columbia Water and Sewer Authority (DC Water), will be required for any development within the NMBZ. A facility built in this area would likely require further consultation with several other review boards including the National Capital Planning Commission (NCPC), the Commission of Fine Arts Old Georgetown Board and the Georgetown Advisory Neighborhood Committee.

Review Agencies

The NCPC was established by the National Capital Planning Act. The NCPC is the planning agency for the federal government in the District of Columbia and the National Capital Region. The NCPC reviews all proposed federal actions that impact the nation's capital and surrounding areas. The agency's principal responsibility is to protect and enhance the historic, cultural, and natural resources of the national capital by creating and updating a comprehensive plan for the region, crafting long-range plans and policies, reviewing a variety of federal and district development projects, and producing the federal Capital Improvements Program. Any planning documents related to the NMBZ, and any resulting projects, including land exchanges, development projects, and landscape design, are subject to review and approval by the NCPC.

Congress established the Commission of Fine Arts (CFA) to provide expert advice to the president, Congress, and heads of departments and agencies of the federal and District of Columbia governments on matters of aesthetics and design as they "affect the Federal interest and preserve the dignity of the nation's capital" (CFA 2012). Under the Old Georgetown Act, the CFA Old Georgetown Board advises on design matters affecting the historic district of Georgetown. Proposed projects in the NMBZ would be subject to Old Georgetown Board review.

Advisory Neighborhood Committees (ANCs) are residential advisory boards for the neighborhoods in the District of Columbia. ANCs consider policies and programs affecting neighborhoods, including traffic, parking, recreation, zoning, economic development, and related issues. The NMBZ is in Georgetown and therefore the Georgetown ANC would review any actions taken with the NMBZ. Once it has reviewed a proposed action, the ANC would present its positions and make recommendations to appropriate District of Columbia government agencies, the District of Columbia executive branch, and the city council. ANCs may also present their positions to federal agencies, such as the Old Georgetown Board and NPS.

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of their undertakings on historic properties and to afford the Advisory Council on Historic Preservation, state historic preservation officers, and other consulting parties a reasonable opportunity to comment on such undertakings. Through this process, concerns associated with historic preservation are addressed at the early stages of project planning. Overall, the objective of consultation is to identify historic properties potentially affected by the undertaking; assess its effects; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. Any action taken within the NMBZ would require Section 106 review.

Zoning

Any structure constructed by NPS within the NMBZ would be exempt from zoning regulations. A private facility, however, would be required to comply with zoning controls. There are three separate zoning districts within the NMBZ (figure 13). The site of the Washington Canoe Club retains the waterfront's original light industrial zoning designation (CM-1). As land use along the river changed, new Waterfront Districts were established by the District of Columbia and portions of the NMBZ were rezoned. The majority of the site area of the NMBZ is zoned W-1. A parcel at the western end (Site A) was rezoned to W-0 in 2006 as part of the Georgetown University boathouse proposal. Zoning controls for each district are summarized in table 4.

The purpose of the Waterfront Districts is to encourage a diversity of compatible land uses at various densities, including combinations of residential, offices, retail, recreational, arts and cultural, and other miscellaneous uses. The W-0 District permits open space, park, and low-density and low-height waterfront-oriented retail and arts uses; the W-1 District permits a moderate height and density. The W-1, W-2, and W-3 Districts are also intended to be relatively self-contained by supplying a variety of housing, service, employment, and recreational opportunities in one location. This characteristic allows one area to serve many different needs of a single population and to thereby reduce the amount of vehicular traffic generated by the uses in the Waterfront Districts. The W-0 District is intended to provide waterfront recreation areas with related waterfront-oriented or waterfront-enhancing uses to serve local and regional open space recreation needs. Zoning regulations for the Waterfront Districts include a 100-foot setback from the shoreline except for structures associated with publicly accessible wharfs, docks, or piers. No shoreline setback would be required for boathouses that provide public access to the dock. Private boathouses would be subject to the setback requirement. The 100-foot setback can be reduced to 20 feet with a variance.

A boathouse can be permitted as a special exception in the W-0 District, if it:

- meets the criteria for special exceptions
- is designed to enhance the visual and recreational opportunities offered along the waterfront
- will not result in the filling of normally submerged areas and will minimize excavation to that reasonably required for a facility that is principally above-grade
- will be located so as not likely to become objectionable to surrounding and nearby property because of noise, traffic, or parking

One or more motorized safety launches for coaches are allowed for supervision of rowing practice and water safety. A boathouse may include rest rooms, showers, locker rooms, kitchen, exercise area, boat storage and maintenance, coaches' office, one caretaker's residence, rowing tank, dock, and related functions. Off-street parking spaces are required but may be provided offsite as a special exception, if an applicant proves that compliance with this parking requirement would be unsafe or economically impractical and if the parking spaces are reasonably convenient parking for patrons of the principal building; are unlikely to become objectionable to adjoining or nearby property, park space, or the waterfront because of noise, traffic, or other objectionable conditions; are adequately screened from adjacent park space and from the waterfront, and are designed to prevent storm water run-off directly into the river. All or a portion of required parking spaces for a boathouse may be reduced or eliminated by special exception if an applicant proves that provision of parking would result in significant adverse impacts on adjacent park land and reasonable and conveniently located alternatives to the required parking exist and are available to the boathouse users with minimal impact on adjacent land or development.

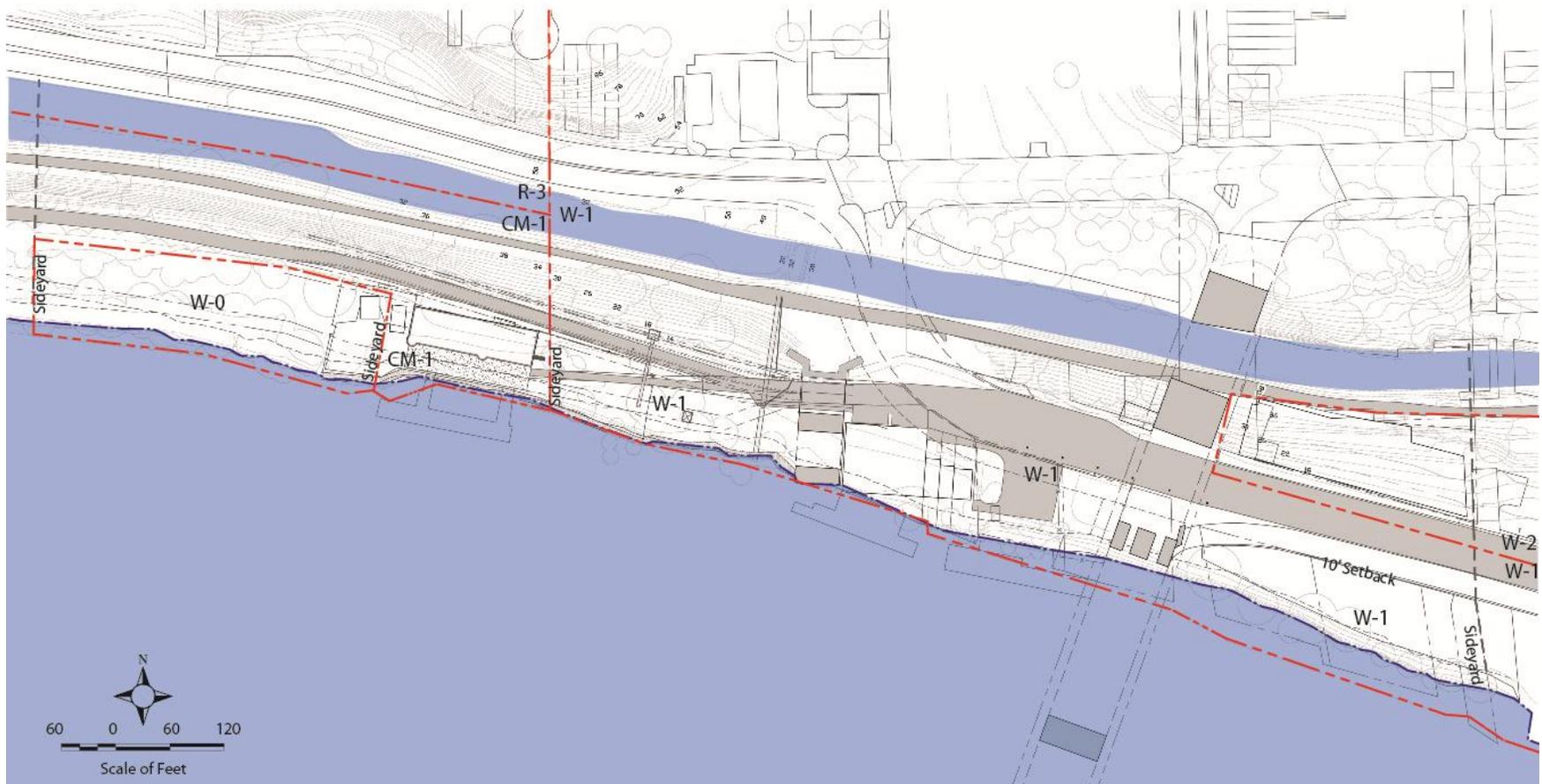


FIGURE 12. ZONING

Environmental Preservation

The U.S. Army Corps of Engineers (USACE), Baltimore District, issues permits for proposed marinas, docks, piers, and commercial and institutional facilities located partially or wholly in a water body in the Chesapeake watershed. A Section 10 permit (for work in, over, or under a Navigable Water of the United States) is required. NPS permits any action affecting the river bottom and would review plans potentially impacting the river bottom. The USACE initiates coordination and consultation with the U.S. Department of the Interior, the U.S. Environmental Protection Agency, and the National Oceanic and Atmospheric Administration. If portions of a building must be located within a waterway, it is important to determine the level of impact associated with the proposed action. If the impact is minor, it is more likely that a permit for construction will be approved. On the other hand, if there is a significant effect as determined by the USACE, the permitting process may prove more problematic. The USACE nationwide permit system (USACE 2002) considers impacts related to residential, commercial, and institutional developments, including the construction of building foundations and building pads and attendant features that are necessary for the use and maintenance of the structures. In this case, it is important to determine if any part of the foundation or building pad, including the parking lot, would be located partially or wholly in a water body. Although further analysis would be required to determine the exact nature and placement of a proposed building's foundation the design options appear to accommodate a structural system, such as pilings, that could be located within the property line and not in submerged portions of the site. Any portions of a proposed building overhanging the submerged portion of the site would be more likely to be permitted if they are less than 20 feet deep and represent less than 10 percent of the building's total gross area. Similarly, options exist that allow the dock that would be attached to the structure to be designed as a temporary dock and moored to the main structure, making it significantly easier to obtain permit approval. A building overhang is considered problematic in projects where the length of the overhang over the water would be a significant proportion of the width of the entire facility or intrudes on the water body in a way that impedes daylighting issues relative to submerged aquatic vegetation. Design options exist that would not require significant overhangs. It is not anticipated that there would be significant effects to the submerged aquatic vegetation.

Executive Order 11988, Floodplain Management (May 24, 1977), requires federal agencies to take action to reduce the risk of flood loss; to minimize the impacts of floods on human safety, health, and welfare; and to restore and preserve the national and beneficial values served by floodplains in carrying out their responsibilities for managing and disposing of federal lands. Before taking an action, an agency must determine whether a proposed action would occur in a floodplain; if so, consideration must be made of alternatives to avoid adverse effects and incompatible development in floodplains.

If, after compliance with the requirements of this executive order, new construction of structures or facilities are to be located in a floodplain, accepted flood-proofing and other flood protection measures must be applied to new construction. To achieve flood protection, agencies will, wherever practicable, elevate structures above the base flood level rather than filling in land. District of Columbia Municipal Regulation 21 stipulates that habitable spaces in buildings that are located in a floodplain must be located at least 1.5 feet above the minimum elevation of the 100-year floodplain. For this project, the lower level boat storage is not considered habitable.

The development of any facility within the NMBZ, public or private, is subject to local and federal laws, federal mandates and NPS policies regarding stewardship of natural resources. These include:

- PL 110-140, Energy Independence and Security Act of 2007 (EISA)
- Section 303 of the Clean Water Act Chesapeake Bay Total Maximum Daily Load
- 2009 EO 13508 Chesapeake Bay Protection and Restoration
- 2009 EO13514, Federal Leadership in Environmental, Energy and Economic Performance
- 2006 Federal Leadership in High-Performance and Sustainable Buildings Memorandum of Understanding including United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) requirements.

These requirements include strict controls on stormwater management geared to protecting the Chesapeake Bay watershed, of which the Potomac River is a major component. Section 438 of EISA outlines stormwater runoff requirements for federal development projects (more than 5,000 square feet), specifying the use of strategies to maintain or restore predevelopment hydrology conditions. Both EISA Section 438 and Clean Water Act Section 303 Total Maximum Daily Load requirements are reviewed as part of the National Pollution Discharge Elimination System (NPDES) permitting process, which is required for sites with more than one acre of disturbance. Stormwater management within the NMBZ is also regulated by the District of Columbia Department of Environment. New regulations are expected at the time of writing of this study that will closely follow Maryland's stormwater management regulations. Maryland's "Stormwater Management Act of 2007" regulations require environmental site design (ESD) through the use of non-structural best management practices (BMP) and other better site design techniques. In general, stormwater will be required to be retained and treated on site, necessitating that some portion of any development site be dedicated to stormwater control features. Given size limitations, the height of the water table and the presence of underground utility lines, stormwater management will likely require compact building footprints to reduce impervious cover and runoff and other space-efficient options such as pervious pavements and roof drainage linked to subsurface storage. The cost of stormwater management will be a significant development constraint.

SITE ACCESS

Circulation and access to the site are considerations under all development scenarios. Several multipurpose trails converge with vehicular traffic in the area, earning it the informal moniker "The Mixing Bowl." Cyclists, pedestrians, and automobiles currently share the same space between the Capital Crescent Trail trailhead west of the Alexandria Aqueduct and the two paths in Georgetown Waterfront Park that end at 34th Street, NW. The transition between these trails is a safety concern that any site plan for the NMBZ must address. In addition, access into the site beyond Water Street, NW is problematic. To reach the site beyond Site C with a vehicle, it would be necessary to travel on a roadway constructed adjacent to the Capital Crescent Trail. The Washington Canoe Club and C&O Canal levee are immediately adjacent to the trail, making road construction infeasible without impact to these protected historical features. Use of the Capital Crescent Trail itself as an access way beyond Site C is problematic. While the existing trail is 12 feet wide, safe use by vehicles, pedestrians, and fast-moving bicycle commuters sharing Capital Crescent Trail would require expansion to two lanes as well as the employment of traffic calming and other safety measures. A minimum width of 20 feet is required for fire equipment access. Improvement of the trail for fire equipment access beyond the Washington Canoe Club must extend to within 150 feet of the farthest door of any structure and ensure a 13-foot vertical clearance. Fire equipment would be able to back out of the site, removing the need for a turning space for vehicles. Improving the area west of Site C for vehicular access would be a significant construction operation because the trail is built on an existing railroad embankment immediately adjacent to the C&O Canal levee and would require significant grading to establish a road bed of sufficient size and stability. The NPS recommends that construction not occur within 25 feet of the levee.

Parking was cited by stakeholders during interviews as an important issue, and car-top launching was of particular importance to independent paddlers. The majority of paddlers do not store their craft on the waterfront, making alternative access points with or without parking critical for meeting demand for recreational access to the Potomac River.

Curbside parking is available along much of Water Street, NW, and the Key Bridge Boathouse offers several parking spaces for customers. It is possible to drive through the Alexandria Aqueduct to the Capital Crescent Trail trailhead and Washington Canoe Club, where an informal gravel turnaround and informal parking for launching and drop-off exist. It is customary for users of the Washington Canoe Club to park off site.

Trailer access for racing shells requires a substantial amount of space that is not available within the NMBZ. The current practice of members of the Potomac Boat Club is to use the existing Water Street, NW width to maneuver trailers delivering shells and to unhitch trailers and rotate them, a process that requires less space. Large regatta events in which trailers are arriving from multiple locations may cause traffic disruptions. Parking, trailer access, and drop-off would be design challenges for any facility

constructed within the NMBZ but may be provided with special exception at offsite locations. It is customary for university rowing teams to carry their racing shells from remote locations.

UTILITIES

DC Water stormwater lines traverse the site, and DC Water retains several easements through the site for regional facilities that parallel the Potomac River. These easements include an easement for the Dulles Interceptor that runs beneath the Washington Canoe Club and easements on both sides of the Capital Crescent Trail for the Upper Potomac Interceptor and another 48-inch pipe (figure 13). The Upper Potomac Interceptor is a fragile structure and any construction within the area would need input from DC Water engineers to ensure that no damage from construction would occur. Also, the Upper Potomac Interceptor may carry a weight restriction that would need to be considered should the Capital Crescent Trail be widened to accommodate any service/authorized vehicles.

In addition to easements for its regional facilities, DC Water's pipes and surface structures occupy the area east of the Alexandria Aqueduct (Site C) and run perpendicular to the river. These pipes include a combined sewer outfall (CSO 28) and a bypass line that diverts the Potomac Interceptor line to the Dulles Interceptor. DC Water plans for its Clean Rivers Initiative (appendix C) include a storage tunnel (the Potomac Tunnel) to be located approximately 100 feet below the surface and extending from the Potomac Pumping Station at the Roosevelt Bridge approximately 9,500 feet upriver. Plans also identify a preliminary location for a replacement for CSO 28 (figure 14) and four other CSOs along the river. The plan identifies the area of CSO 28 as a possible location for a drop shaft and access point. NPS has not agreed with DC Water and has informed DC Water of the need for an EIS for this action.

DC Water does not ordinarily permit building above water and sewer lines. However, for special cases, such as the existing 84-inch sewer pipe, DC Water has accepted the construction of a building above the sewer line if constructed with a concrete encasement that would allow DC Water to access the pipe for future repairs.

Utility lines for any proposed buildings would have relatively small diameters and could be run across the site and around proposed buildings without limiting the buildable area or having to provide expensive concrete encasements/utility corridors. Utilities can be designed based on the topography, building locations, location of tie-in utilities, and invert elevations.

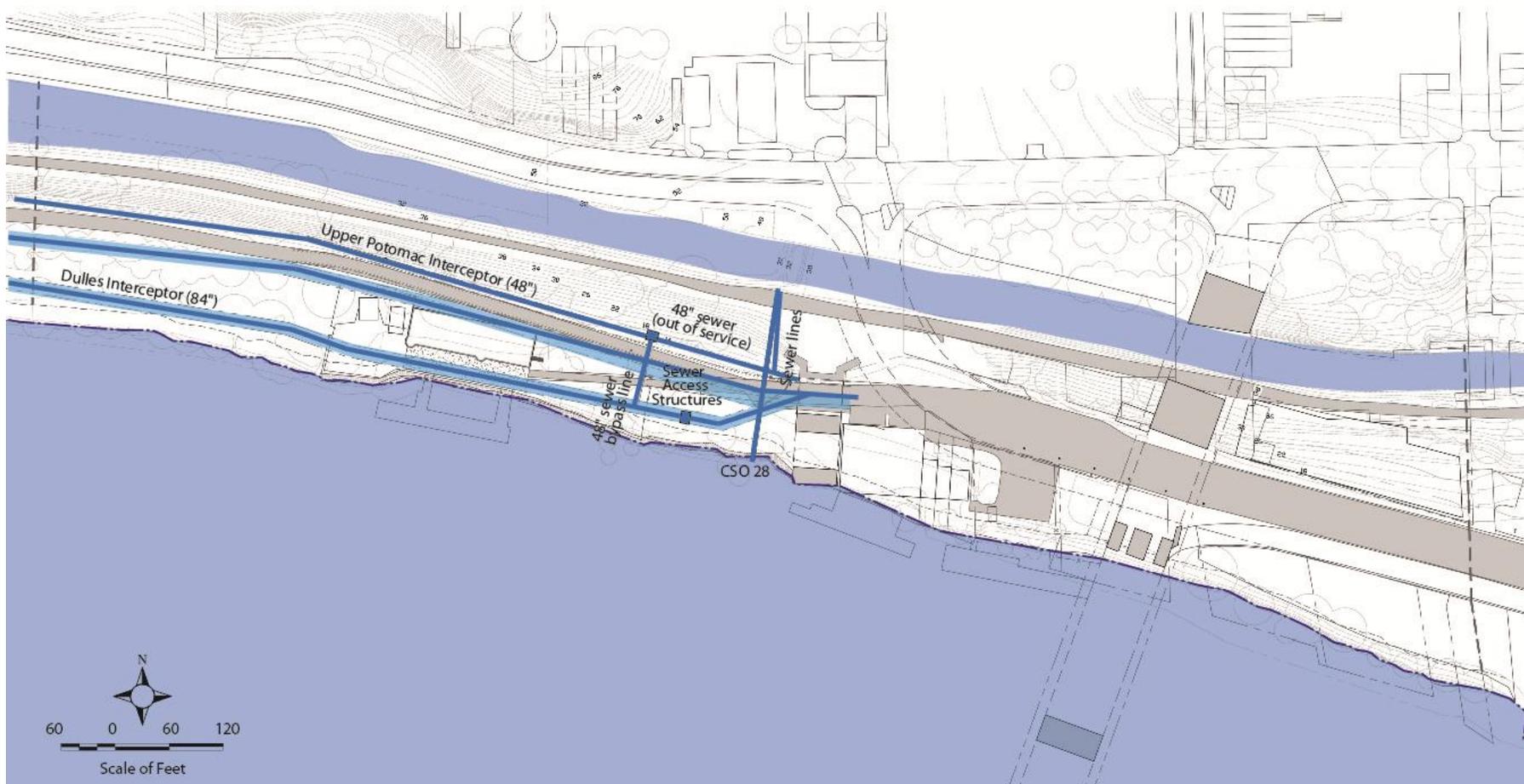


FIGURE 13. EXISTING UTILITIES

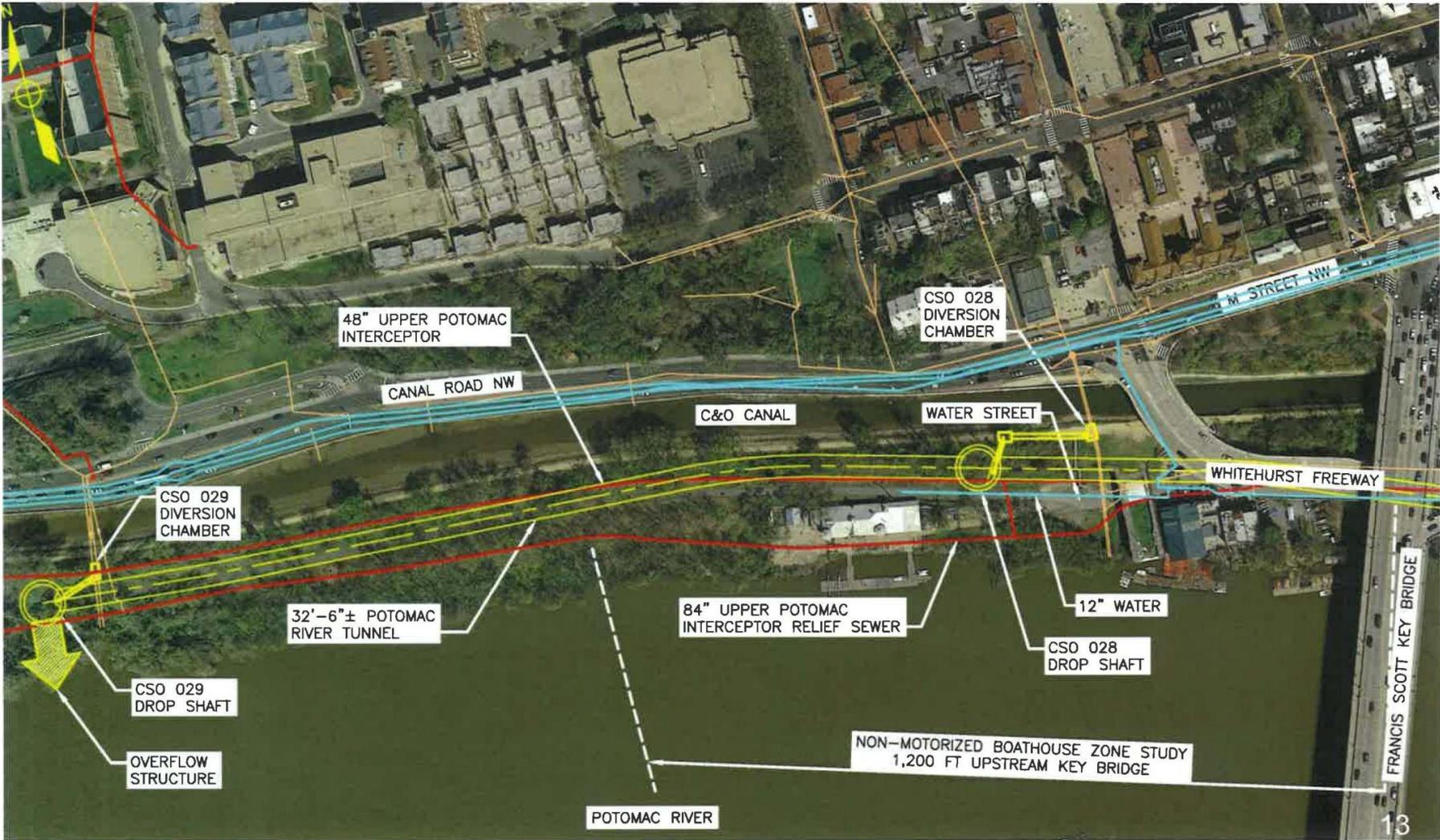


FIGURE 14. DC WATER PROPOSED FACILITIES

PUBLIC INVOLVEMENT

As previously noted, public involvement was a large component of this feasibility study because it was critical to understand the current need for nonmotorized boating facilities within the NMBZ and how current and future users and neighbors of the NMBZ might want to see it developed in the future. The process included hosting a public open house meeting in December 2011 at which the feasibility study was introduced, a series of interviews and focus group sessions with known stakeholders was held in January and February 2012, and a public workshop and charette on March 3, 2012 allowed attendees to work together in small teams to develop and present their visions for the NMBZ and the concepts and principles important to a successful NMBZ. In addition, comments we accepted via the NPS Planning, Environment and Public Comment website. The notes from each meeting and comments received are included in appendix D.

STAKEHOLDER INPUT

Stakeholder interviews were conducted in early 2012 using a focus group format. The objective was to learn how these stakeholders and those they represent use the NMBZ and to identify their visions and concerns. Participants were asked about how they currently use the river and shoreline, how they would use the NMBZ in the future, what programmatic requirements they have for their rowing or paddling programs, what they would like to see in the NMBZ, and what, if any, conflicts or issues they perceive. The discussions were allowed to follow a natural course so that participants could speak and focus on issues that were important to them.

The results of the interviews and information from focus group sessions were used to prepare for the public workshop. Ten meetings were held, and 22 groups were represented, although the scholastic rowing associations represented several high school teams in the area, many of which currently use or would use facilities on the Potomac River. A total of 46 individuals participated in the stakeholder interviews.

PUBLIC WORKSHOP

A public workshop was held on Saturday, March 3, 2012. Eighty-five members of the public attended. Workshop leaders presented the findings of the 10 focus group meetings held in January and early February. Findings included information on different uses and amount of use in the NMBZ, documentation of user needs and desires, and concerns and challenges discussed during the focus group meetings. Attendees were tasked with determining a vision for the NMBZ that was reasonable, addressed the needs of as many users as possible, and encompassed the priorities related to the preservation, development, and use of land within the NMBZ.

Attendees were asked to divide into smaller groups to discuss their vision for the future of the NMBZ. During the breakout sessions, attendees were allowed to group themselves as they wished, although they were encouraged to join groups with similar opinions and then consider needs of others outside their group as they worked. Groups were instructed to consider all uses discussed during the presentation: nonmotorized boating uses, such as competitive and recreational rowers, kayakers and canoeists, and stand-up paddle boarders, and land-based uses, such as the users of the Capital Crescent Trail. Participants also were instructed to consider the natural and historic issues of the C&O Canal NHP.

Each group worked for an hour with a map of the NMBZ and tracing paper to develop their ideas. At the end of the work sessions, maps were posted for everyone to examine, and each group presented the highlights of their group's work. Attendees were then given an opportunity to ask questions about the presentations. The workshop concluded with a discussion of elements common to many of the plans and the identification of consensus items, suggested modifications, and paramount objectives. The workshop report is included in appendix D.

After the breakout sessions, the groups discussed possible consensus points and principal objections. Although there were no true consensus points, the following four main ideas emerged:

- The Washington Canoe Club structure should remain (there was not agreement on whether it was appropriate to move the structure, which was discussed in some of the groups, and an objection to moving the structure was noted).
- Additional boating facilities should be constructed (there was no consensus on the number or the type of facilities).
- Enhanced access to the river should be provided; at least one access point should be multipurpose.
- The parking issue is important and should be considered carefully.

Several objections to plan feasibility also were noted as follows:

- There was an objection to moving the Washington Canoe Club to the west (to or toward Site A) and to moving historic structures in general.
- There was an objection to placing any new facilities east of 34th Street, NW (into the open space of the recently completed portion of Georgetown Waterfront Park), while others objected to limiting the NMBZ to the 34th Street, NW boundary.
- There was an objection to placing any new buildings west of the trailhead for the Capital Crescent Trail, while others objected to new private facilities in this area.
- Although one group developed guiding principles for the process, the rest proposed either general uses for the five sites, or proposed specific uses (or avoidance of uses).

The following plans or considerations were discussed:

- The need to improve the transition between the end of the Capital Crescent Trail and 34th Street, NW along Water Street, NW was mentioned several times.
- The Alexandria Aqueduct was mentioned as an important feature by several teams for various reasons. It represented a gateway of some type to several of the teams, a constraint or bottleneck, or a line of demarcation when considering where to place different types of facilities (rowers in one direction, paddlers in another).
- There was the least agreement on what should go on Site A, if anything, with several teams presenting multiple options ranging from nothing at all to a university boathouse, and a variety of low intensity public uses in the middle. There was the most agreement that a facility of some sort should be placed on Site E.

The public was invited to submit comments on this project throughout the stakeholder focus group session and workshop processes, and the information was used to prepare this feasibility study. Comments were received from many of the same organizations and individuals who participated in both the interviews and workshop. Overall, a total of 107 correspondences were submitted, with most of them coming from the District of Columbia (33%), Maryland (30%), and Virginia (18%). These are proved in appendix D.

SUMMARY OF FINDINGS

Several themes and ideas became clear through the public involvement process. Although there was no true consensus on the number or the type of facilities, there was general agreement that access to the river should be enhanced with some level of additional boathouse development and other types of access. There is clearly a large demand for more storage for both rowing shells and paddlecraft. Dock space is needed to distribute the traffic along the waterfront. There is also demand for many types of public access, including free and safe access points for those using car-top launching and other land-based activities. Parking is an important issue that should be considered carefully. Furthermore, many users are interested in locating private activities outside the C & O Canal NHP and in keeping with the mission and purpose of the park. The Washington Canoe Club structure should remain. People recognize a need to address circulation and transitions between Capital Crescent Trail and Water Street, NW and to consider how the many users in the nonmotorized boathouse zone would interact.

SITE USE POTENTIAL

SUMMARY OF DEVELOPMENT CONSIDERATIONS

To facilitate analysis of the type of recreational facilities that could be reasonably developed within the NMBZ to meet current and future demand, the site was divided into separate development sites based on current zoning designations and physical features (figure 15) with each development site having a set of parameters. The potential for each site and the NMBZ as a whole to accommodate additional facilities has been evaluated based on a site-by-site analysis of the development parameters and potential of each of the sites. These conditions and constraints are based on findings from previous studies, the study team's evaluation of existing site conditions, and stakeholder input collected during the public involvement process. To permit future planning efforts to readily use the findings of this analysis, site conditions and constraints for the development of the NMBZ are summarized in tables 3 through 7.



Site A (Source: The Louis Berger Group, Inc.)



Site B (Source: The Louis Berger Group, Inc.)



Site C (Source: The Louis Berger Group, Inc.)



Site D (Source: The Louis Berger Group, Inc.)



Site E (Source: The Louis Berger Group, Inc.)

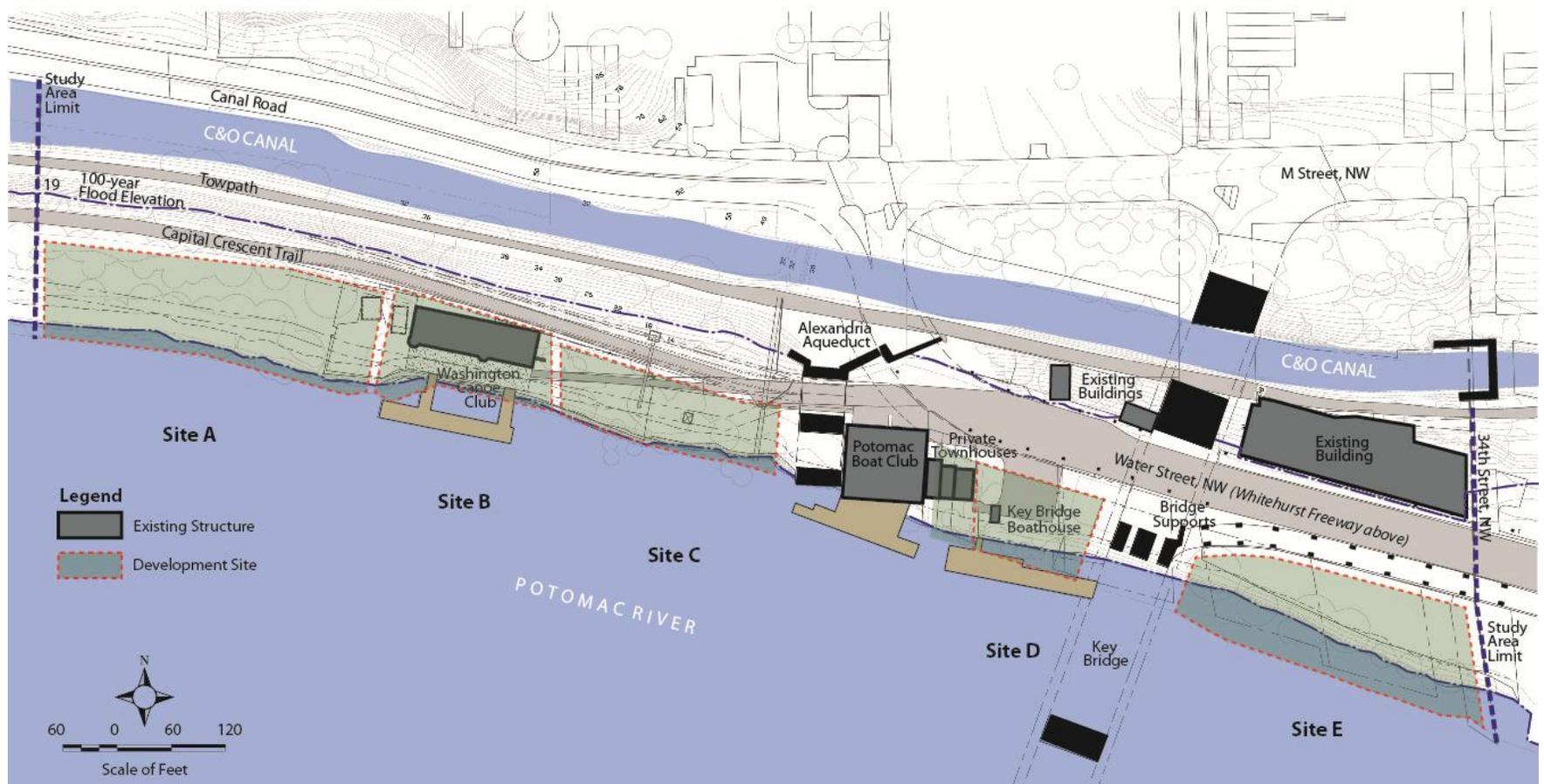


FIGURE 15. DEVELOPMENT SITES

Table 3. Site Area and Property Ownership

	Site A	Site B	Site C	Site D	Site E
Site Area Total– 126,753 SF Area is approximate; it was calculated using NPS property records (appendix A) and GIS site data compiled from public sources	36,372 SF	15,750 SF	18,217 SF	20,321 SF NPS: 15,296 SF Private: 5,025 SF	33,342 SF
	70,339 SF Site area for individual sites is only relevant to zoning requirements for private lease or land transfer.				
Easements/Private Property	Easements: Capital Crescent Trail, DC Water, and Georgetown University	Easements: Capital Crescent Trail, DC Water, and Georgetown University	Easements: Capital Crescent Trail, DC Water (includes access to surface features), and Georgetown University	Total private property – 5,025 SF Lot 806 – 278 SF Lot 808 – 3,063 SF Lot 809 – 1,684 SF	Easements: DC Water (sewer line easements assumed but location not recorded)

Notes: GIS – Geographic Information System

SF – square feet

Site area is based on the existing land area. Figure 10 illustrates the limit of zoning district boundaries, which include submerged areas. Accurate survey and property records are required to establish the bulkhead line and buildable limit of each site.

Table 4. Site Development Potential

	Site A	Site B	Site C	Site D	Site E
Zoning District	W-O Boathouse	CM-1	W-1 Boat club use permitted by right	W-1 Boat club use permitted by right	W-1 Boat club use permitted by right
Setbacks	Side yard – 12 feet Shoreline – 100 feet (not required for structures directly associated with public accessible dock and pier)	Side yard – 12 feet Shoreline – 100 feet (not required for structures directly associated with publicly accessible dock and pier)	Side yard – 12 feet Shoreline – 100 feet (not required for structures directly associated with publicly accessible dock and pier) Aqueduct – 25 feet	Side yard – 8 feet Shoreline – 0 feet Key Bridge – 25 feet Whitehurst Freeway – 10 feet	Side yard – 8 feet Shoreline – 0 foot Key Bridge – 25 feet Whitehurst Freeway – 10 feet
Lot Area	36,372 SF	15,750 SF	18,217 SF	20,321 SF	33,342 SF
Lot Occupancy % allowed	50%	50%	80%	80%	80%
Allowable first floor maximum	18,186 SF	7,875 SF	14,574 SF	16,257 SF	26,674 SF
Possible (subtracting setbacks)	18,186 SF	7,875 SF	14,574 SF	10,725 SF	16,120 SF
Compatible with nearby structures	9,093 SF	n/a	14,574 SF	10,725 SF	16,120 SF
Floor Area Ratio	0.75	1	1.8	1.8	1.8
Gross Floor Area	27,279 SF	15,750 SF	32,791 SF	36,578 SF	60,016 SF
First floor	9,093 SF	7,875 SF	14,574 SF	10,725 SF	15,004 SF
Second floor	9,093 SF	7,875 SF	14,574 SF	10,725 SF	15,004 SF
Third floor	9,093 SF	--	3,643 SF	10,725 SF	15,004 SF
Fourth floor	--	--	--	4,403 SF	15,004 SF
Building Height Limit (excludes architectural embellishments)	40 feet from the finished grade level at the middle of the front of the building to the ceiling of the top story	40 feet from the finished grade level at the middle of the front of the building to the ceiling of the top story	45 feet from the level of the curb opposite the middle of the front of the building to the highest point of the roof or parapet	45 feet from the level of the curb opposite the middle of the front of the building to the highest point of the roof or parapet	45 feet from the level of the curb opposite the middle of the front of the building to the highest point of the roof or parapet
Floor Elevation					
Floor 1 (uninhabited/storage)	+10.00	+10.00	+10.00	+12.00	+15.00
Floor 2 (1.5 feet above flood elevation*)	+21.50	+21.50	+21.50	+22.00	+25.00
Floor 3	--	--	+31.50	+32.00	+35.00
Floor 4	--	--	--	+42.00	+45.00
Ceiling of top story	+50.00	+50.00	NA	NA	NA
Top of roof	NA	NA	+55.00	+57.00	+60.00

Notes: Zoning restrictions apply to private development only. NPS-managed federal facilities are exempt.

Flood elevation = +19.00

Table 5. Boathouse Functionality

	Site A	Site B	Site C	Site D	Site E
<p>Apron 60-foot minimum required to maneuver racing eights from storage to ramp. 25-foot minimum required to maneuver paddlecraft. All sites have insufficient space for apron to accommodate storage of racing shells perpendicular to river without cantilever over water or shoreline fill.</p>	Sufficient space for apron/loading perpendicular to river for paddlecraft only.	Existing suitable for canoe/kayak maneuvering	Sufficient space for apron/loading area at building end with boat storage parallel to river	Sufficient space for apron/loading area at building end with boat storage parallel to river. Whitehurst Freeway columns complicate loading.	Sufficient space for apron/loading area at building end with boat storage parallel to river. Whitehurst Freeway columns complicate loading.
<p>Ramp Length Maximum slope of 1:10 recommended for maneuvering from apron to dock floating at the mean lower water elevation of ~+5.00.</p>	First floor elevation at +10.00 50-foot ramp	Existing	First floor elevation at +10.00 50-foot ramp	First floor elevation at +12.00 70-foot ramp (existing ramp starts from embankment elevation at +6.00)	First floor elevation at +15.00 100-foot ramp Site excavation could lower building elevation, shorten ramp requirement
<p>Launching Dispersed launch sites, segregation of paddlers and rowers required for optimum safety.</p>	150 feet of potential dock space	Existing	250 feet of potential dock space (restricted by Potomac Boat Club dock)	150 feet of potential dock space	300 feet of potential dock space

Table 6. Site Access

	Site A	Site B	Site C	Site D	Site E
<p>Loading Area 40-foot minimum required to maneuver racing eights from trailer to storage. Boat storage can be oriented parallel to river and boats can be unloaded through bay doors at the end of the building or perpendicular to the river and unloaded through bay doors facing the river</p>	<p>Loading creates safety conflicts with trail users Apron/loading area combo possible with parallel storage, end loading. 25-foot apron with perpendicular loading only adequate for paddlecraft</p>	<p>Loading creates safety conflicts with trail users Apron/loading area combo possible with parallel storage, end loading</p>	<p>Loading creates safety conflicts with trail users Apron/loading area combo possible with parallel storage, end loading</p>	<p>Loading from street Apron/loading area combo possible on site with parallel storage, end loading</p>	<p>Loading from street Apron/loading area combo possible on site with parallel storage, end loading</p>
<p>Vehicular Access Fire access requires minimum 20-foot fire lane with a maximum 150 feet from farthest door</p>	<p>Access affects C&O Canal levee and/or Washington Canoe Club</p>	<p>Access affects C&O Canal levee and/or Washington Canoe Club</p>	<p>Access affects C&O Canal levee and/or Washington Canoe Club</p>	<p>Water Street, NW</p>	<p>Water Street, NW</p>
<p>Trailer Turnaround 90 feet in diameter</p>	<p>Fits on site with boathouse Requires use of Capital Crescent Trail right-of-way</p>	<p>Does not fit on site with boathouse requiring location on Site A</p>	<p>Does not fit on site with boathouse requiring location on Site A</p>	<p>Does not fit on site with boathouse requiring location on Site C or Site A or use of Water Street, NW with multiple-point turn</p>	<p>Does not fit on site with boathouse requiring location on Site C or Site A or use of Water Street, NW with multiple-point turn</p>
<p>Trailhead Safe transition between traffic patterns on Water Street, NW and Capital Crescent Trail</p>	<p>Undesirable location too far inside park</p>	<p>Existing trailhead lacks designed transition to Water Street, NW</p>	<p>Potential for development of a roundabout to safely integrate pedestrians, bicycles, and vehicles</p>	<p>Streetscape improvements on Water Street, NW to separate pedestrians, bicycles, and vehicles</p>	<p>Streetscape improvements on Water Street, NW to separate pedestrians, bicycles, and vehicles</p>
<p>Parking Requirement waived if no street frontage or appropriate access through existing or proposed streets. District Department of Transportation prohibits new roads within floodplain</p>	<p>No access</p>	<p>No access</p>	<p>Access from Water Street, NW</p>	<p>Required; may be allowed on Water Street, NW with waiver and streetscaping</p>	<p>Required; may be allowed on Water Street, NW with waiver and streetscaping</p>

Table 7. Physical and Biological Conditions

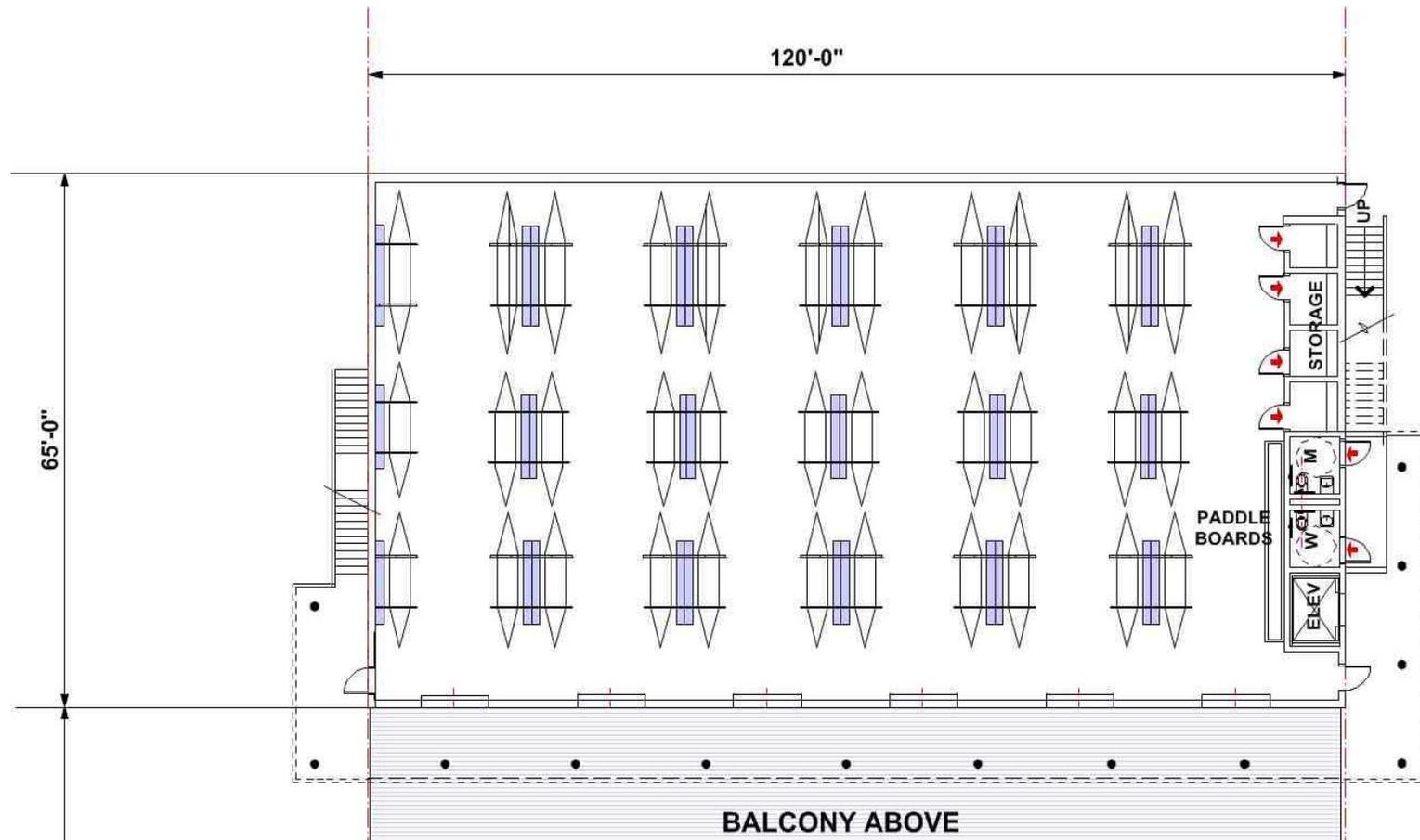
	Site A	Site B	Site C	Site D	Site E
Embankment Elevation	10 feet	10 feet	10 feet	12 feet	15 feet
Shoreline Fill U.S. Army Corps of Engineers Section 404 permit required beyond mean low water and may only extend to the pierhead or bulkhead line	Filling of normally submerged lands not permitted in this zoning district	--	Minor shoreline fill or cantilevered construction required to reach lot occupancy and maximum dimensions	Minor shoreline fill or cantilevered construction; excavation required to establish lowest first floor elevation of 10 feet and reduce ramp length	Minor shoreline fill or cantilevered construction; excavation required to establish lowest first floor elevation of 10 feet and reduce ramp length
Floodplains	+19.0 Federal Emergency Management Agency flood hazard elevation				
Wetlands No jurisdictional wetlands have been noted in previous studies; a formal wetland delineation would be necessary in the future to confirm	No jurisdictional wetlands; spring tide inundates the eastern end of the site	No jurisdictional wetlands	No jurisdictional wetlands	No jurisdictional wetlands	No jurisdictional wetlands
Flora	Small to medium trees along the shoreline and higher western end	Sparse vegetation, including a few large (24-inch diameter at breast height or greater) trees and minor ruderal herbs and shrubs	Sparse vegetation, including a few large (24-inch diameter at breast height or greater) trees and minor ruderal herbs and shrubs	Sparse vegetation includes a few large (24-inch diameter at breast height or greater) trees and minor ruderal herbs and shrubs	Sparse vegetation includes a few large (24-inch diameter at breast height or greater) trees and minor ruderal herbs and shrubs
Fauna	Habitat area for a variety of urban species. No threatened or endangered species are present on the site, and no significant habitat is present for these species.				

DEVELOPMENT POTENTIAL

To conclusively establish the development potential of the NMBZ, accurate site survey and land ownership information will be required, including establishment of the bulkhead line. Based on available information, each of the development sites was studied to establish the storage capacity for boats, the most space intensive type of facility requirement. Schematic boathouses have been developed for each site to establish a realistic estimate of the number of boats that can be stored on each site (figures 16-19). The cumulative storage capacity of all four available sites represents a substantial portion of the demand identified during the public input process (table 2).

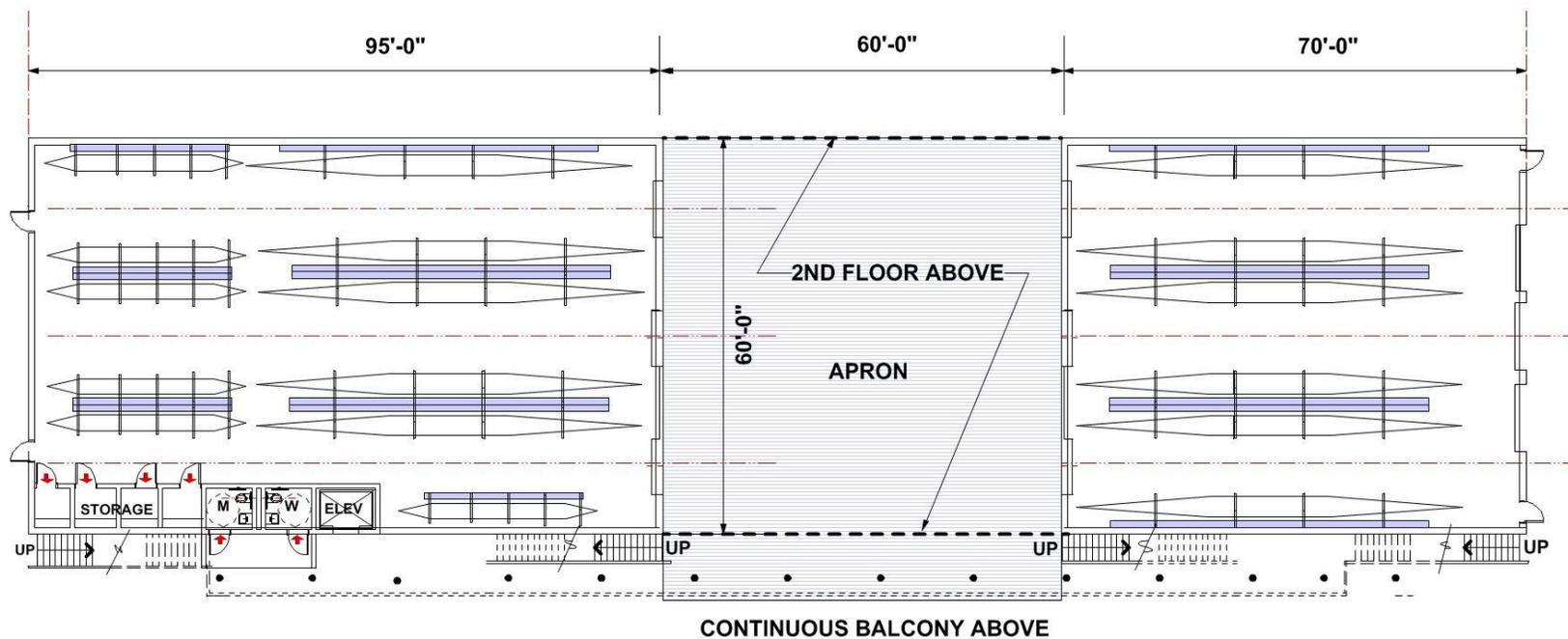
To facilitate the analysis of feasible building locations, the zone was divided into separate development sites based on the current zoning designations, physical features, and other site considerations (figure 12.) The potential for each site and the nonmotorized boathouse zone as a whole to accommodate additional facilities has been evaluated based on a site-by-site analysis of the parameters and potential for development at each of the sites.

Three scenarios for the development of new facilities, such as boathouses, launch sites of various types, parking, and trails, were developed. The scenarios are not intended to be exhaustive, but rather to represent generalized approaches to siting facilities within the zone, ranging from high density to low density. This approach revealed that the zone is sufficient to provide a substantial amount of boat storage and to accommodate other uses, although there is likely not sufficient developable land within the nonmotorized boathouse zone designated in the Georgetown Waterfront Park Master Plan to accommodate all user demand. The ultimate number, size, and location of new facilities in the zone will require further study to ensure that development balances the needs of users and protects the historic, cultural, and environmental resources of C&O Canal NHP and Rock Creek Park. The following scenarios present the high, medium and low density approaches to siting facilities within the nonmotorized boathouse zone.



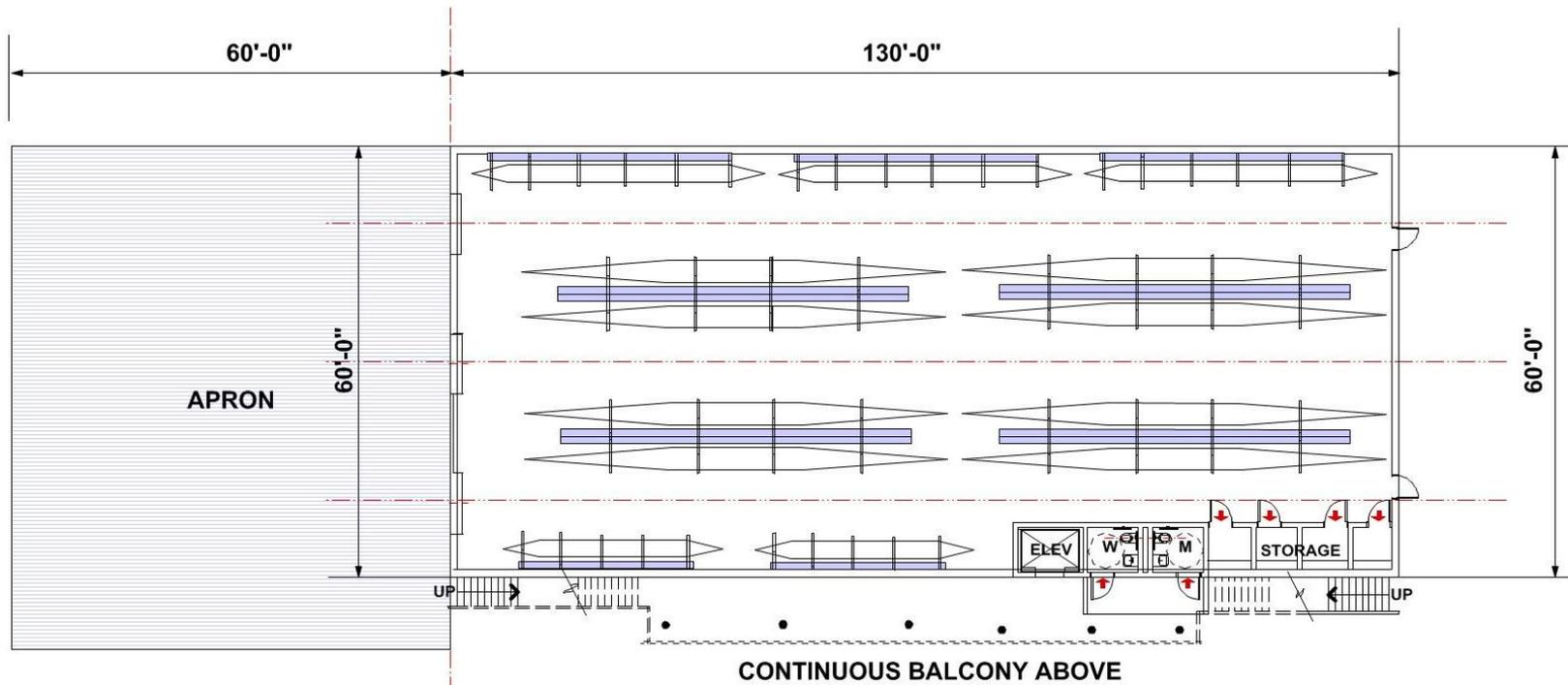
Note: Storage capacity at ground level with 5 boats/rack = 165 kayaks; habitable space for additional program on upper levels.

FIGURE 16. SITE A DEVELOPMENT POTENTIAL



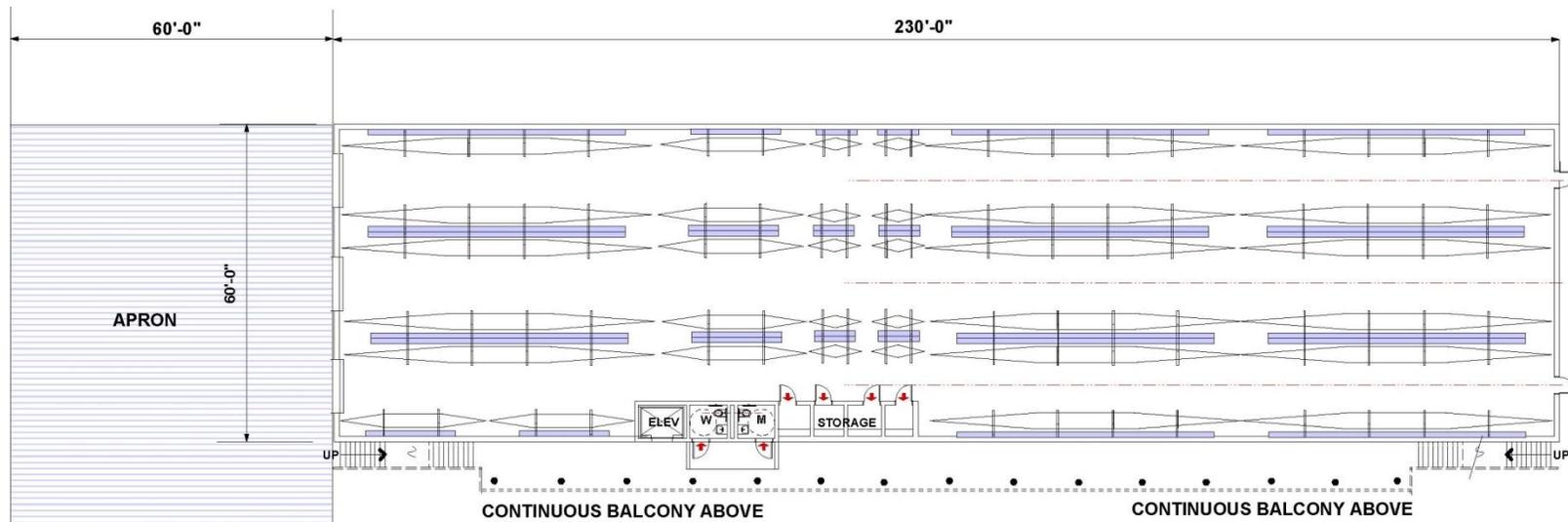
Note: Storage capacity at ground level with 5 boats/rack = 55 eights, 30 fours; habitable space for additional programs on upper levels.

FIGURE 17. SITE C DEVELOPMENT POTENTIAL



Note: Storage capacity at ground level with 5 boats/rack = 40 eights, 15 fours, 10 pairs; habitable space for additional programs on upper levels.

FIGURE 18. SITE D DEVELOPMENT POTENTIAL



Note: Storage capacity at ground level with 5 boats/rack = 85 eights, 36 fours, 50 doubles; habitable space for additional programs on upper levels.

FIGURE 19. SITE E DEVELOPMENT POTENTIAL

Development Scenarios

Development Scenario 1—High Density

The high-density development scenario (figure 20) assumes that the largest reasonable building would be developed on Sites A, C, D and E. Site B, occupied by the Washington Canoe Club, would undergo site restoration and rehabilitation of the structure. Site A, which has a maximum allowable footprint of 18,186 square feet, cannot be developed to its maximum capacity without adversely impacting adjacent historic and cultural resources, including the Washington Canoe Club, the Chesapeake & Ohio Canal levee and towpath, and the view from multiple vantage points of the forested shoreline west of the Alexandria Aqueduct. A building on Site A that is in scale with the Washington Canoe Club could be a reasonable structure in this setting, but because of access issues, the site would best accommodate storage and launch facilities for only canoes, kayaks and single rowing sculls for individual use. A structure on Site C could be designed to address site constraints by developing two separate storage bays at ground level that flank a shared apron. This configuration would permit existing sewer access structures to be integrated into the design of the apron to maintain access. Upper levels of the structure could bridge the shared apron to permit the maximum allowable floor area for other program elements. Large boathouses could be developed on Sites D and E and could accommodate two university programs and most high school programs and provide sufficient space for other activities such as rowing tanks, erg rooms, meeting and locker rooms, and caretaker quarters on upper levels. In the context of the urban and industrial character of the nonmotorized boathouse zone east of the Alexandria Aqueduct, multistory buildings would have limited visual impact on the historic and cultural resources within the nonmotorized boathouse zone. In this scenario, Site D includes adjacent private lots. Site access restrictions and space constraints preclude on-site parking in this scenario; it would be necessary to provide off-site parking

Table 8. Development Scenario 1—High Density

Site A	Site B	Site C	Site D	Site E
<p>Two stories at 7,800 square feet each (figure 16)</p> <p>Perpendicular storage and loading with 25-foot apron parallel to river</p> <p>Paddlecraft facility only</p> <p>Maximum height 40' excluding architectural embellishments</p>	<p>Rehabilitation of the Washington Canoe Club structure</p>	<p>Three stories with 9,900 square feet at ground level in two buildings with a shared apron and 13,200 square feet on the second and third levels (figure 17)</p>	<p>Three stories at 7,800 square feet each with partial fourth floor (figure 18)</p> <p>Parallel storage and loading with apron at west end of building at elevation +12.00, ramp 70 feet</p> <p>Top of roof at elevation +57.00, plus embellishments (level with Whitehurst Freeway)</p> <p>Assumes development of private lots.</p>	<p>Three stories at 13,800 square feet</p> <p>Parallel storage and loading with apron between two buildings at elevation +12.00, ramp 70 feet</p> <p>Top of roof at elevation +60.00, plus embellishments (level with Whitehurst Freeway) (figure 19, modified)</p>

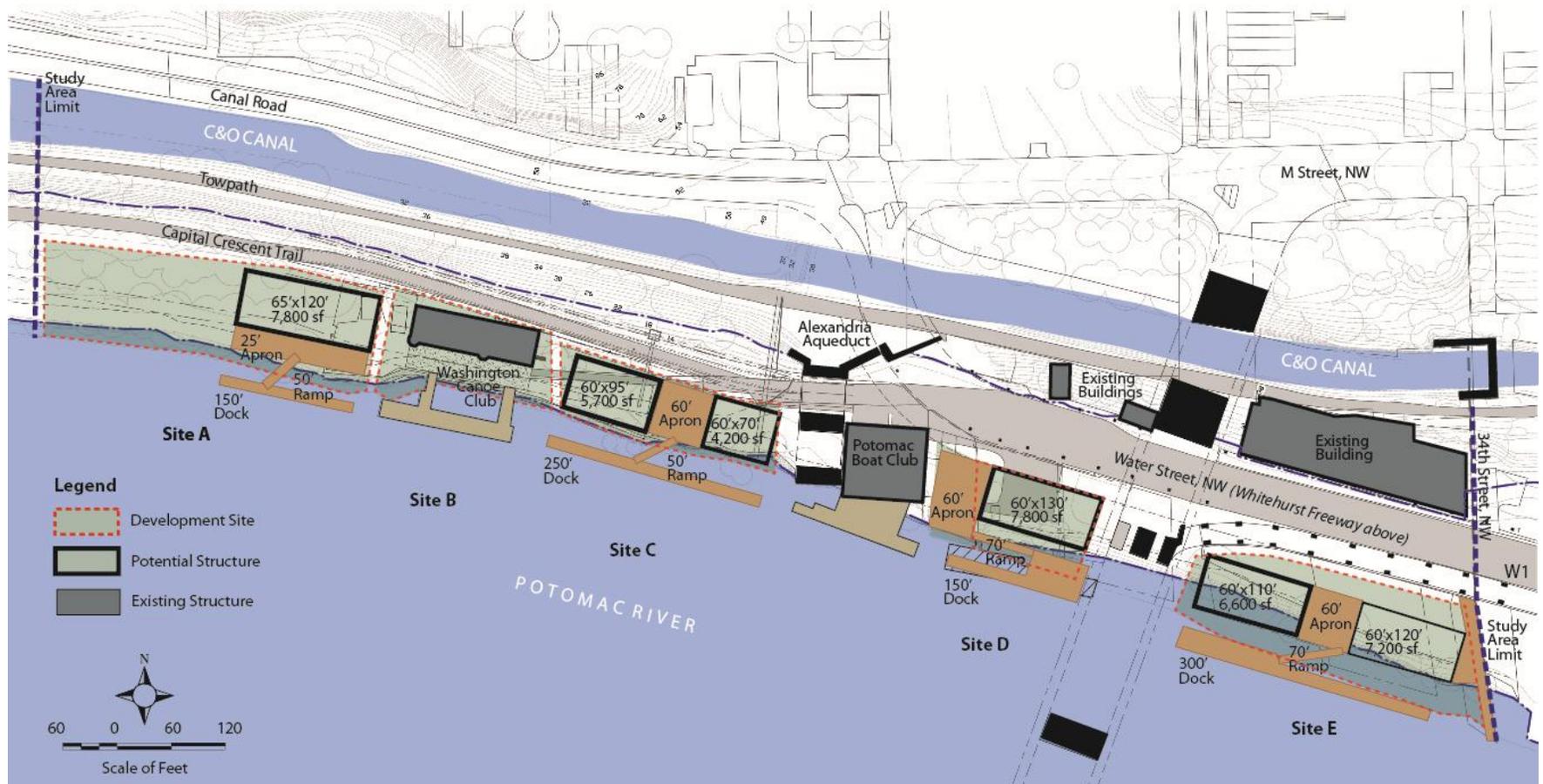


FIGURE 20. SCENARIO 1—HIGH DENSITY

Development Scenario 2—Medium Density

The medium-density development scenario (figure 21) assumes that the largest reasonable building would be developed on Sites A, D, and E. Sites B and C, which are occupied by the Washington Canoe Club and its informal vehicular access, would undergo site restoration and rehabilitation of the structure. A building on Site A that is in scale with the Washington Canoe Club could be a reasonable structure in this setting, but because of access issues, the site would best accommodate storage and launch facilities for only canoes, kayaks and single rowing sculls for individual use. Site A could be developed as an expansion of the operation of the Washington Canoe Club structure with parking and drop-off provided on Site C for both sites. Large boathouses could be developed on Site D and Site E to provide ground floor boat storage and more program options such as rowing tanks, erg rooms, meeting and locker rooms, and caretaker quarters on upper floors. In the context of the urban and industrial character of the nonmotorized boathouse zone east of the Alexandria Aqueduct, multistory buildings would have limited visual impact on the historic and cultural resources within the nonmotorized boathouse zone. Parking for structures on Sites D and E would need to be provided off site

Table 9. Development Scenario 2—Medium Density

Site A	Site B	Site C	Site D	Site E
<p>Two stories at 7,800 square feet each (figure 16)</p> <p>Perpendicular storage and loading with a 25-foot apron parallel to river</p> <p>Paddlecraft facility only</p> <p>Maximum height 40' excluding architectural embellishments</p>	<p>Rehabilitation of the Washington Canoe Club structure</p>	<p>Car-top launch</p>	<p>Three stories at 7,800 square feet each with partial fourth floor; parallel storage and loading with apron at west end of building at elevation +12.00, ramp 70 feet (figure 18)</p> <p>Top of roof +57.00 plus embellishments (level with Whitehurst Freeway)</p>	<p>Three stories at 13,800 square feet; parallel storage and loading with apron at west end of building at elevation +12.00, ramp 70 feet (figure 19)</p> <p>Public launch plaza with rental storage racks at east end of site adjacent to Georgetown Waterfront Park</p>

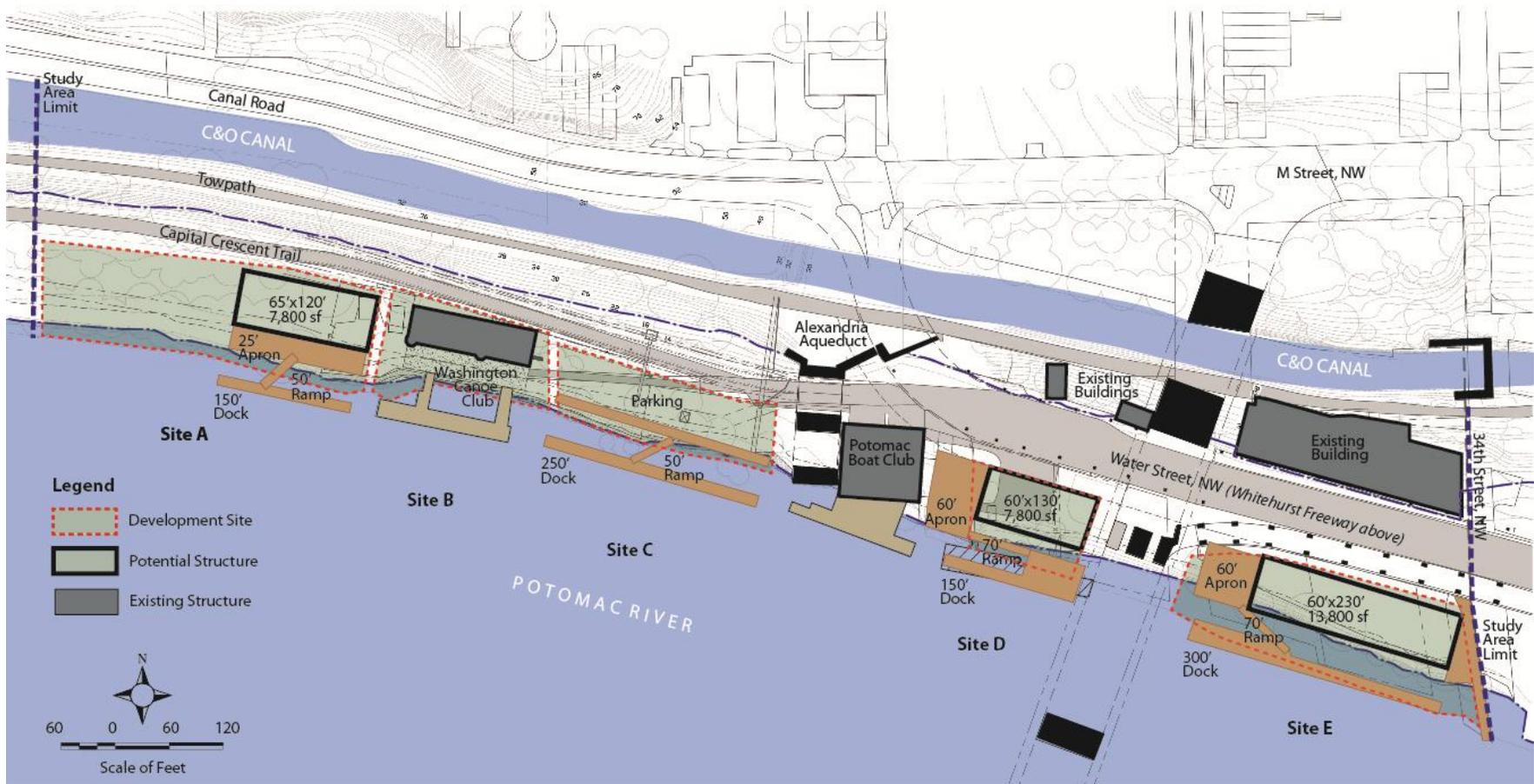


FIGURE 21. SCENARIO 2—MEDIUM DENSITY

Development Scenario 3—Low Density

The low-density development scenario (figure 22) assumes that a new facility would be built on Site E. Sites A, B and C would retain existing facilities and forest cover, and could be enhanced with amenities that are compatible to the greatest extent with the sensitive natural, historic, and cultural resources within the Chesapeake & Ohio Canal NHP. Existing operations, property ownership, and tree cover would be retained on Site D, and additional storage for paddlecraft would be integrated into the existing site in place of parking, which would need to be replaced off-site. A structure consistent in height with nearby buildings could be developed on Site E and could accommodate a university program and several high school teams or both universities. The maximum building on this site would have limited visual impact in the context of the urban and industrial character of the nonmotorized boathouse zone east of the Alexandria Aqueduct.

Table 10. Development Scenario 3 —Low Density

Site A	Site B	Site C	Site D	Site E
Trailhead enhancements, and pier and beach launch No parking Access via Washington Canoe Club Maximum height 40' excluding architectural embellishments	Rehabilitation of the Washington Canoe Club structure	Car-top launch	One story at 5,000 square feet Additional boat storage at rental operation No acquisition of private lots Paddlecraft facility only	Three stories at 13,800 square feet each; parallel storage and loading with apron at west end of building at elevation +12.00, ramp 70 feet (figure 19) Public launch plaza with rental storage racks at east end of site adjacent to Georgetown Waterfront Park

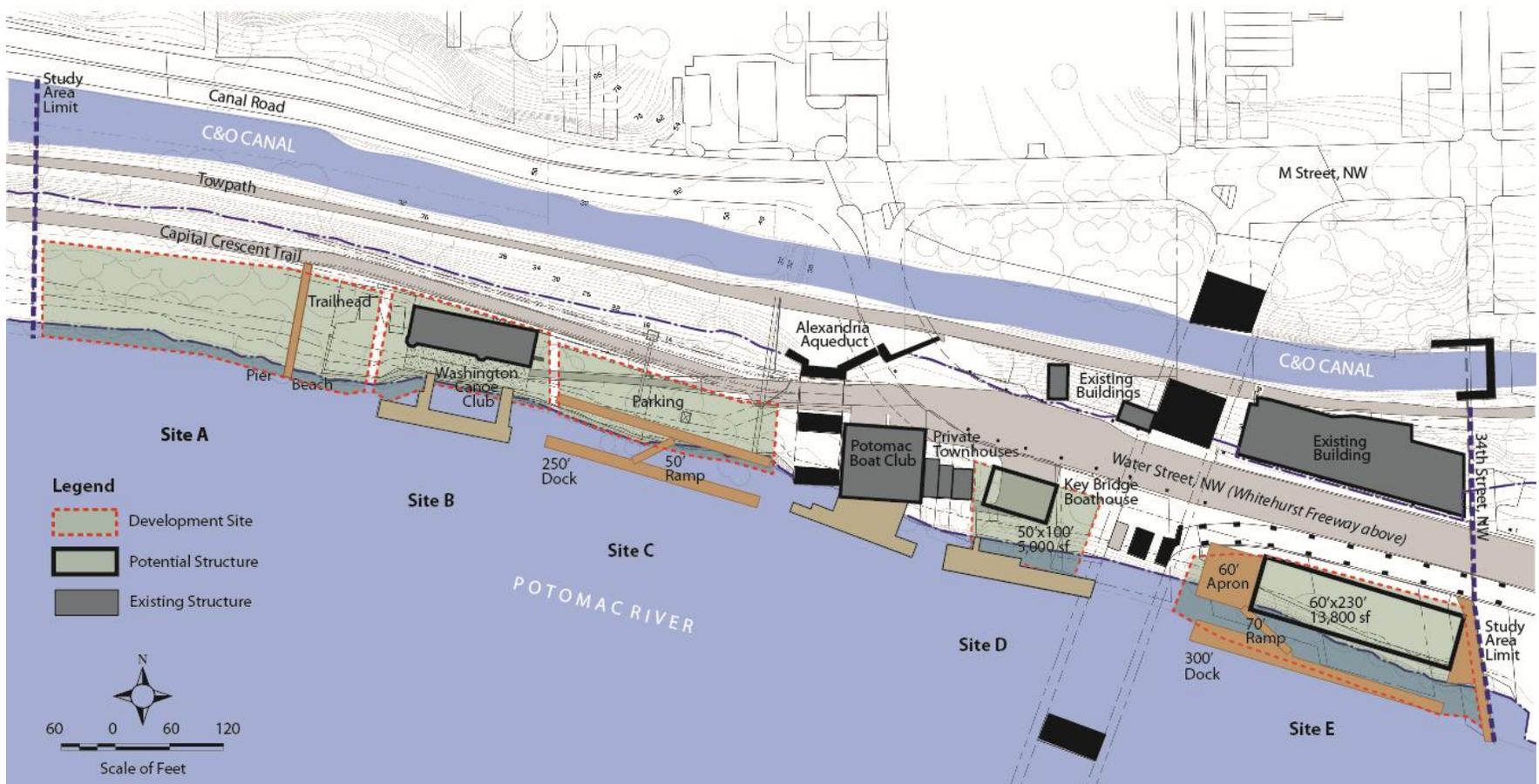


FIGURE 22. SCENARIO 3—LOW DENSITY

CONCLUSION

The development of facilities for nonmotorized boating along the Potomac River in Georgetown has been the subject of several previous studies. The current feasibility study has taken a fresh look at an old issue in order to lay the groundwork for future decision making. While this feasibility study does not offer conclusions about how the zone will be developed, the findings establish an approach to programming the NMBZ to allow a variety of uses consistent with physical site limitations, and deemed necessary and appropriate uses for the site. A public involvement component has been included in the study and together with a summary of constraints will help guide future planning and compliance activities. Next steps in planning for the NMBZ would likely include preparation of an EIS that would further analyze the development scenarios, a revision of the Georgetown Waterfront Park Master Plan, and proposals for one or more land exchanges for boathouses.

The public has demonstrated a keen interest in proceeding with the development of additional facilities for nonmotorized boating along the Potomac River. Demand for additional facilities for team rowing remains strong while demand for other types of access has increased since the initial studies of nonmotorized boating activity on the Potomac were conducted. The need for free public access points for a variety of activities has increased in the last several years and new modes of nonmotorized boating such as paddleboarding have emerged. Concern about the need to balance boathouse development against these other needs and interests remains strong. No true consensus emerged from the public involvement component of the study about the number and type of facilities that are desirable within the zone, although there appeared to be general agreement on the need to proceed with some level of boathouse development to alleviate crowding at existing facilities and to keep pace with growing demand.

Various configurations of new facilities consistent with site constraints were developed as part of the analysis. These include boathouses, launch sites of various types, parking, and trails. This approach was taken in order to develop a range of feasible options for further study. Not all possibilities were examined but an effort was made to reflect public input identifying space needs for a variety of desirable uses. A key objective of the study is to examine whether boathouses sufficient to address growing demand will fit within the zone without precluding or impairing other uses and site features. The scenarios represent generalized approaches to siting facilities within the zone from high density to low density; smaller facilities could also be developed where the largest boathouse feasible for a site is shown. This approach revealed that the zone is sufficient to provide a substantial amount of boat storage and to accommodate other uses, although there is likely not sufficient developable land within the nonmotorized boathouse zone designated in the Georgetown Waterfront Park Master Plan to accommodate all user demand. The ultimate number, size, and location of new structures in the zone will require further study to ensure that development balances the needs of all users and protects the historic, cultural, and environmental resources of C&O Canal NHP and Rock Creek Park. Additional study is needed to establish a program for the zone that is adequate to the demand and appropriate to the constraints of the site. Consensus was not achieved on the desired course of action although stakeholders were in agreement that a development program for the entire zone was desirable (in contrast to site by site development) in order to ensure public oversight of the ultimate plan. The next step in implementation of the nonmotorized boathouse zone is to identify the best method for finalizing a development program. Several options are available to NPS including revision of the Georgetown Waterfront Park Master Plan to reexamine the extent of the zone, further development of one or all of the development scenarios explored in the feasibility study or exploration of options for improved access to the Potomac River outside the designated zone. Whichever course of action is chosen, progress will require several specific planning activities mandated for all federal actions.

Both the National Environmental Policy Act (NEPA) and Section 106 of the NHPA would apply to future actions. NEPA requires that all federal actions be evaluated for their impacts on the human and natural environment, so any proposed future actions in the NMBZ would require NEPA scoping and analysis. Section 106 of the NHPA requires federal agencies to take into account the effects of their actions on historic properties. Adverse impacts of proposed development of facilities in the NMBZ on historic and cultural resources must be evaluated in consultation with the Advisory Council on Historic Preservation and the historic preservation officer for the District of Columbia, and measures to avoid or mitigate adverse effects must be identified. The next step for any proposed improvements in the NMBZ would therefore include NEPA and NHPA compliance studies.

Additional studies recommended to move forward include a complete boundary survey, title search and wetland delineation to establish the accurate size of the available development sites. As part of this study, a determination by the USACE regarding the location of the bulkhead line should be made to confirm the size of Site E, which includes lot lines and zoning district boundaries that suggest the submerged land is available for development.

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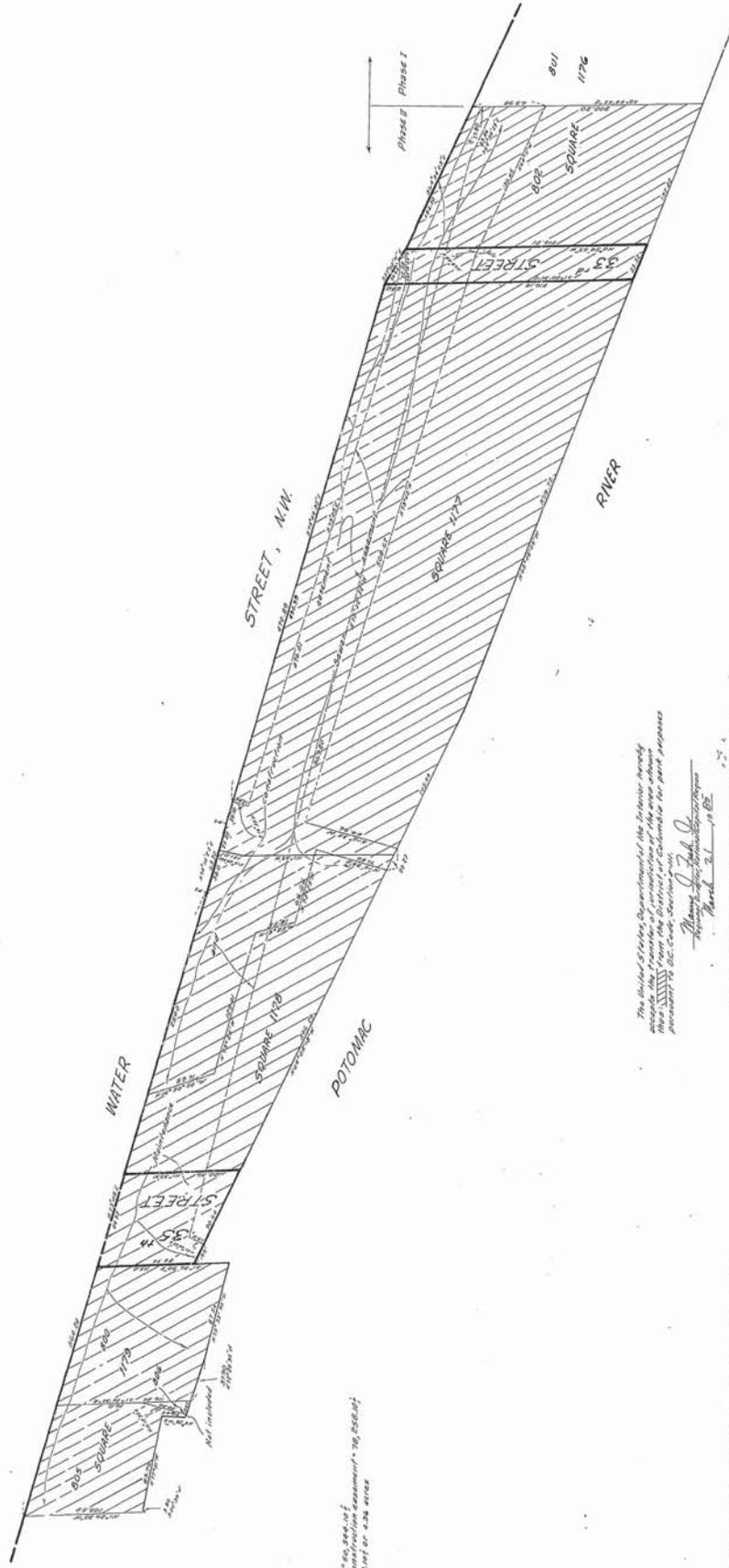
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Appendix A
Property Records

Nonmotorized Boathouse Zone
Feasibility Study

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Owner's name: ...
 Transfer: ...

The United States Department of the Interior hereby certifies that the Transfer of Jurisdiction of the area shown on this map is in accordance with the provisions of the Act of March 3, 1899, and is approved by the Council of the District of Columbia pursuant to Resolution No. ...

Approved: *[Signature]*
 March 31, 1902

This transfer of jurisdiction was recommended by the Board of Commissioners of the District of Columbia at its meeting on ... and is approved by the Council of the District of Columbia pursuant to Resolution No. ...

TRANSFER OF JURISDICTION AND ESTABLISHMENT OF EASEMENTS

GEORGETOWN WATERFRONT
 PHASE II

File Copy
M.C.R.

Office of the Surveyor, D.C.
 I certify that this plot is correct and is hereby recorded.
 Surveyor

SURVEYOR'S OFFICE, D.C.
 Map No. 50
 Drawn by: J.M.
 Recorder:
 Scale: 1 inch = 40 feet

D47
 60235
 117.3-295

REDUCED SIZE REPRODUCTION

D47
 60235

Frederick, Md. 4149
 (100) 100
 V

CURVE DATA FOR SHEET 1

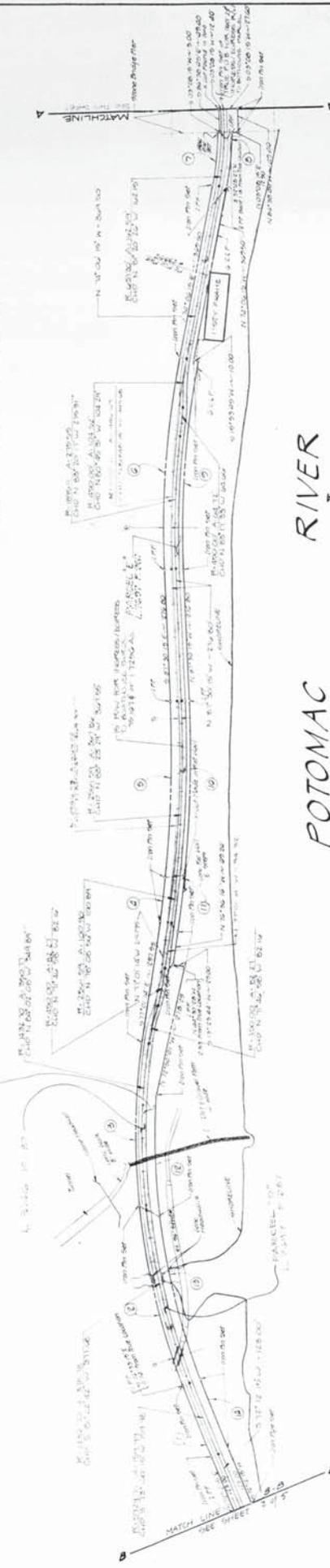
NO.	RADIUS	ARC	CHORD BEING	ANGLE
1	9344.70	1007.1	N 79° 00' 51" E	100.00
2	1007.1	9344.70	N 81° 32' 02" E	301.29
3	1007.1	9344.70	N 81° 32' 02" E	301.29
4	1007.1	9344.70	N 81° 32' 02" E	301.29
5	1007.1	9344.70	N 81° 32' 02" E	301.29
6	1007.1	9344.70	N 81° 32' 02" E	301.29
7	1007.1	9344.70	N 81° 32' 02" E	301.29
8	1007.1	9344.70	N 81° 32' 02" E	301.29
9	1007.1	9344.70	N 81° 32' 02" E	301.29
10	1007.1	9344.70	N 81° 32' 02" E	301.29
11	1007.1	9344.70	N 81° 32' 02" E	301.29
12	1007.1	9344.70	N 81° 32' 02" E	301.29
13	1007.1	9344.70	N 81° 32' 02" E	301.29
14	1007.1	9344.70	N 81° 32' 02" E	301.29
15	1007.1	9344.70	N 81° 32' 02" E	301.29
16	1007.1	9344.70	N 81° 32' 02" E	301.29
17	1007.1	9344.70	N 81° 32' 02" E	301.29
18	1007.1	9344.70	N 81° 32' 02" E	301.29
19	1007.1	9344.70	N 81° 32' 02" E	301.29
20	1007.1	9344.70	N 81° 32' 02" E	301.29

AREA TABULATIONS

AREA OF BOUNDARY: 11,714.4 SQ. FT. (0.26 AC. ±)
 AREA OF WATER: 1,000.0 SQ. FT. (0.023 AC. ±)
 AREA OF ROAD: 1,000.0 SQ. FT. (0.023 AC. ±)
 TOTAL AREA: 13,714.4 SQ. FT. (0.31 AC. ±)



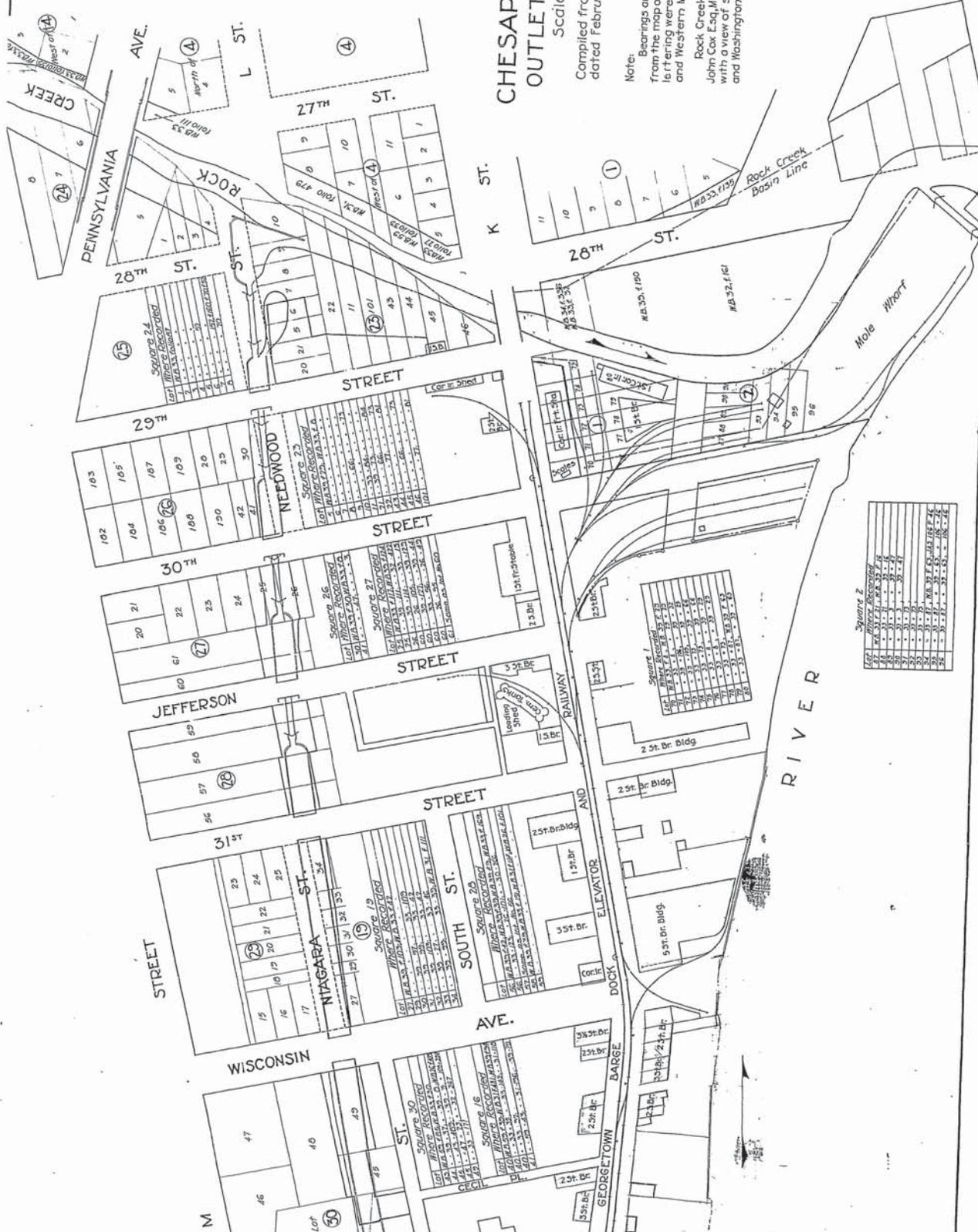
PART I
 088162 & 081972AC



POTOMAC RIVER



KIDDE CONSULTANTS, INC. ENGINEERS • PLANNERS • SURVEYORS 10 WEST MONTGOMERY AVENUE ROCKVILLE, MARYLAND 20854		CLIENT: C&D Society, Company 10000 WOODBURN AVENUE ROCKVILLE, MARYLAND 20854	BOUNDARY SURVEY GEORGETOWN BRANCH 1000 WOODBURN AVENUE ROCKVILLE, MARYLAND 20854	SHEET NO. 1 DATE: 7/1/00 SCALE: 1" = 100'	TOTAL SHEETS: 5 THIS SHEET: 1 OF 5 DATE: 7/1/00 SCALE: 1" = 100'
--	--	---	---	---	---



CHESAPEAKE & OHIO CANAL OUTLET LOCK TO DISTRICT LINE

Scale: lin. = 100 ft.

Compiled from map made by H.W. Brewer and Wm. Forsyth,
dated February 1894, and later information.

Note:

Bearings and distances shown in slant lettering were taken from the map of H.W. Brewer and Wm. Forsyth, these shown in vertical lettering were taken from the location map of the Washington and Western Maryland R.R., dated January 31, 1908.

Rock Creek Basin Lines were taken from a plat done for John Cox Esq. Mayor of Georgetown, by direction of the recorder, with a view of settling the boundary line between Georgetown and Washington, April 27, 1853. Surveyors Office Massplots No. 1-22, 1910.

412/80,766

REDUCED SIZE REPRODUCTION

Square 24

Lot	Area
1	105
2	105
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Square 25

Lot	Area
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Square 26

Lot	Area
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Square 27

Lot	Area
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Square 19

Lot	Area
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Square 20

Lot	Area
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Square 16

Lot	Area
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Square 30

Lot	Area
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Square 6

Lot	Area
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Square 7

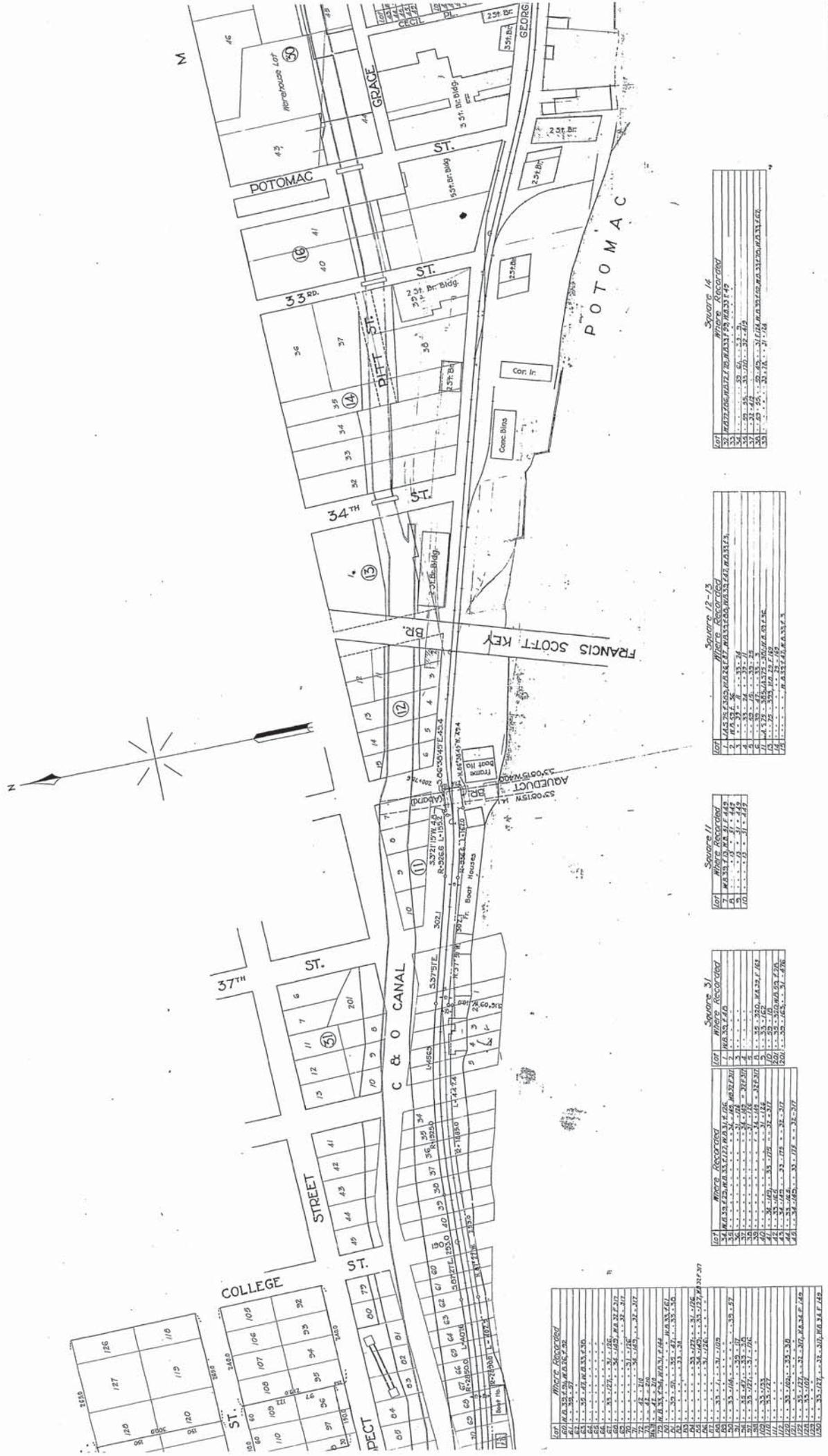
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Square 2

Lot	Area
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50	105

Square 3

Lot	Area
1	105
2	



Square 14
Where Recorded

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Square 12-13
Where Recorded

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116
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Square 11
Where Recorded

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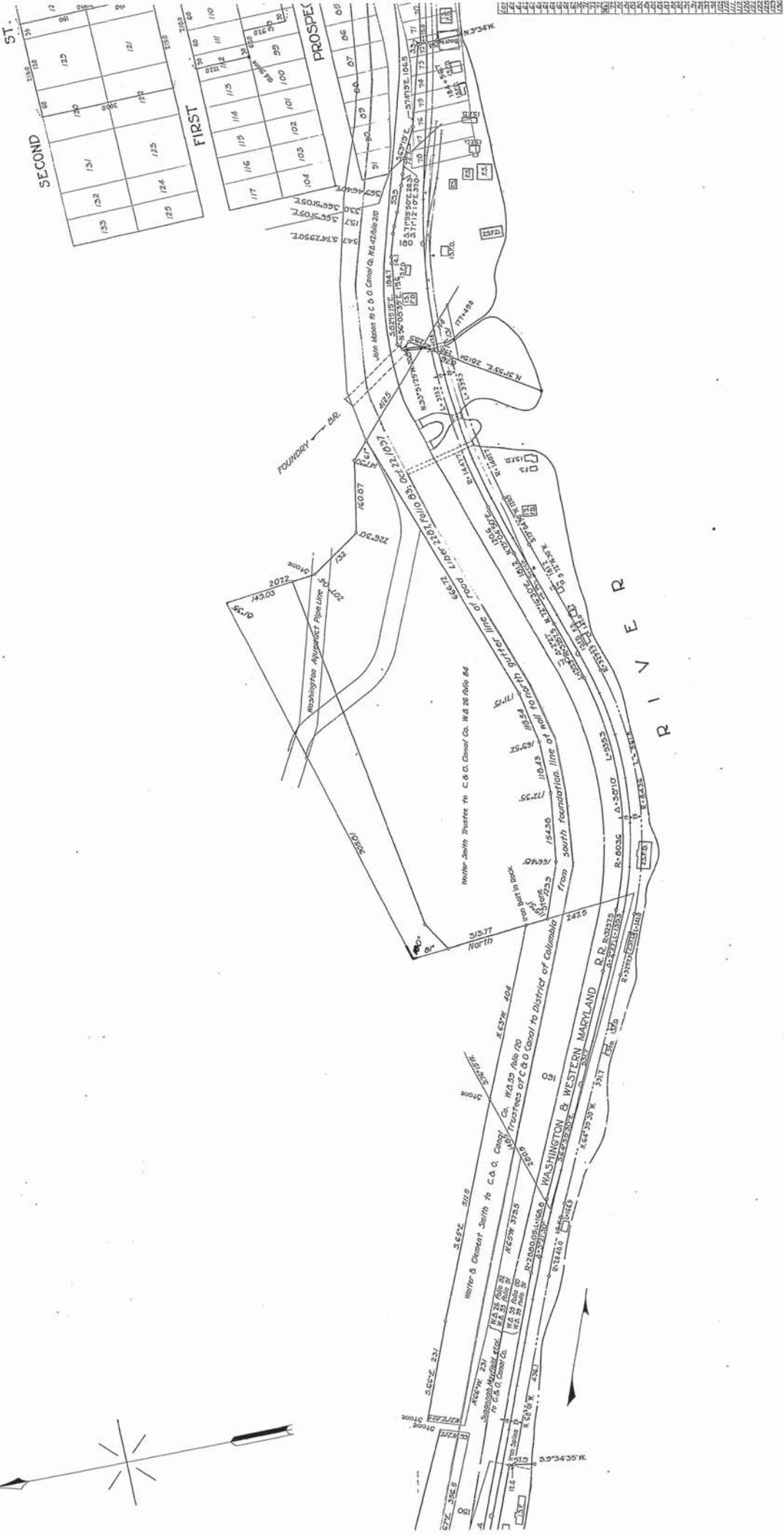
Square 31
Where Recorded

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120

Where Recorded

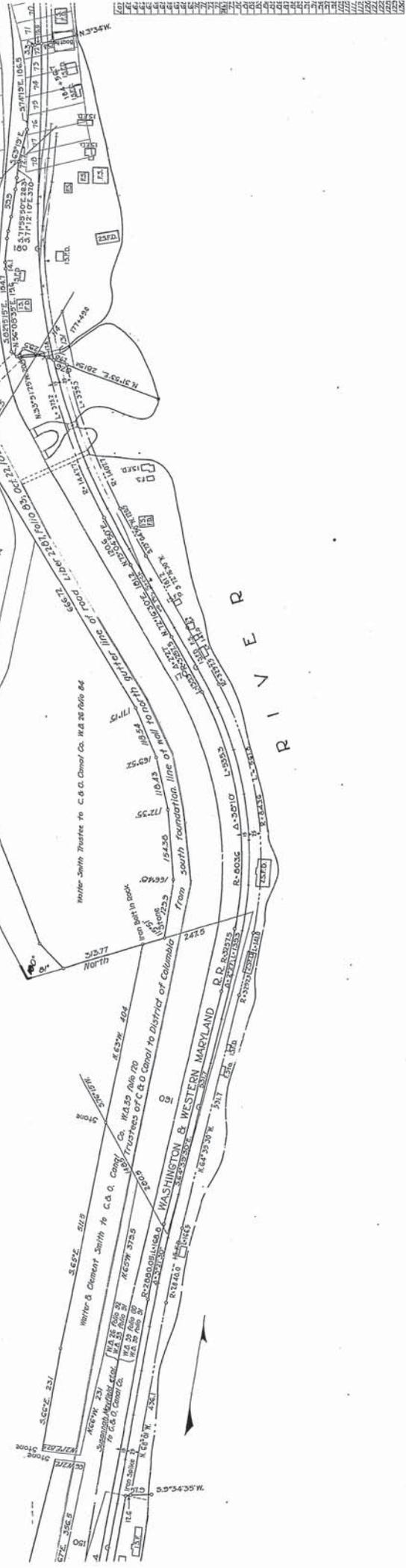
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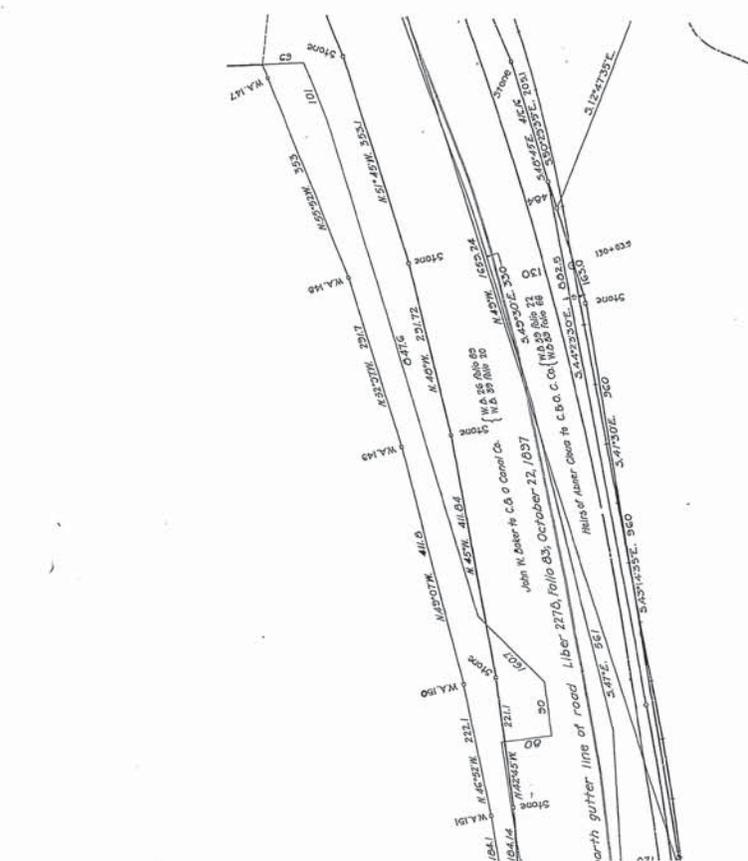
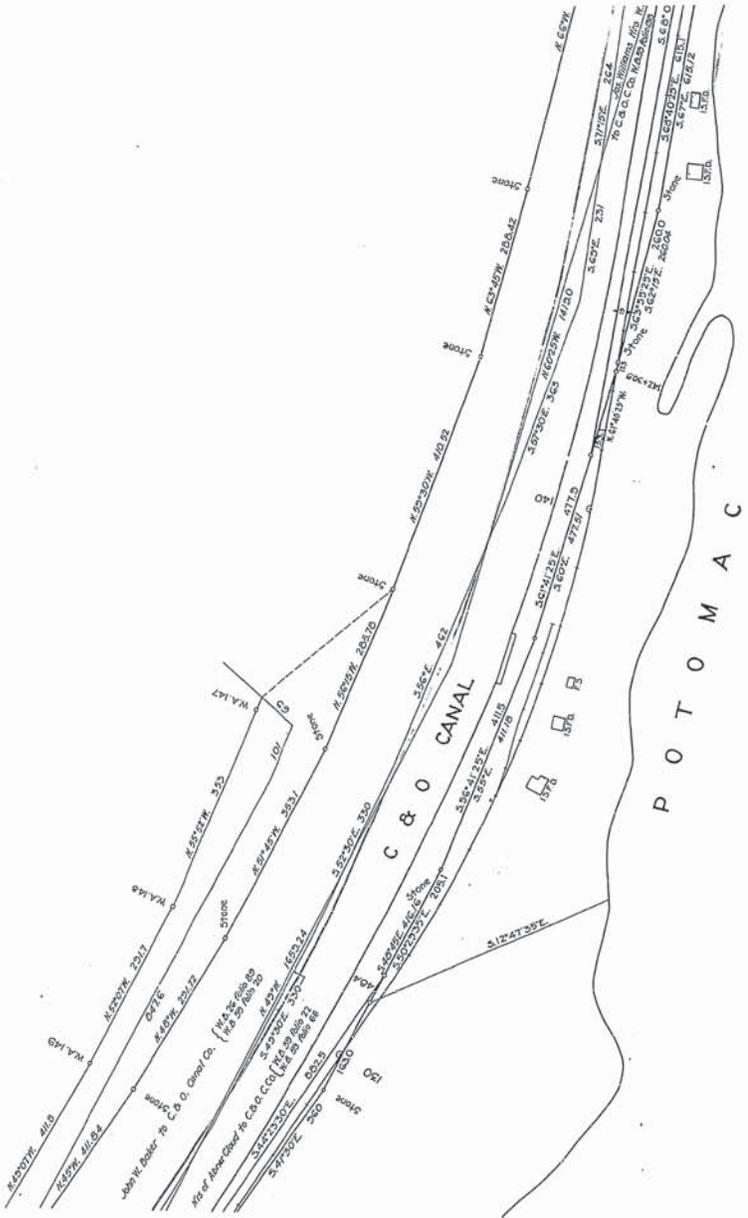
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1890

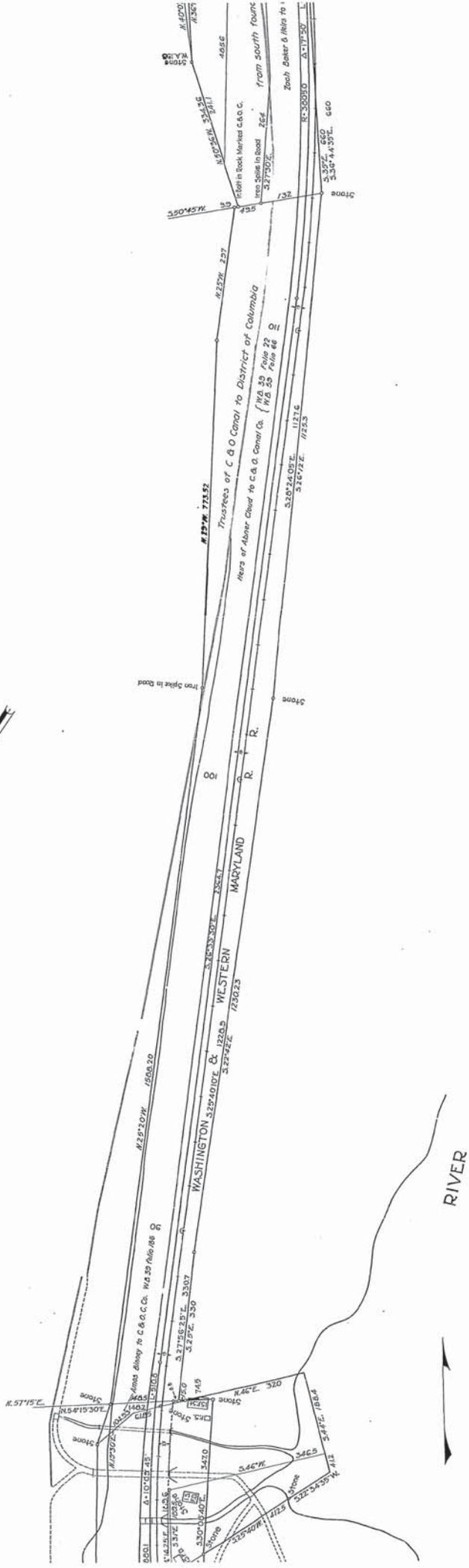
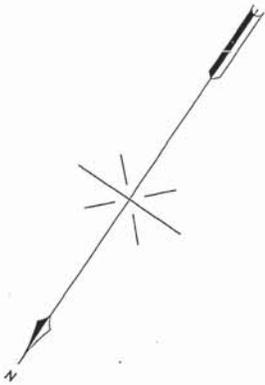


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117	116	115	114	113	112	111	110	109	108	107	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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Trustees of C & O Canal to District of Columbia
Masters of Anner Canal to C & O Canal Co. (W.A. 39 1008 22
W.B. 35 1016 66

WASHINGTON 32P4010L & 1220.3 WESTERN MARYLAND 739223

R. R.
O. R.

RIVER

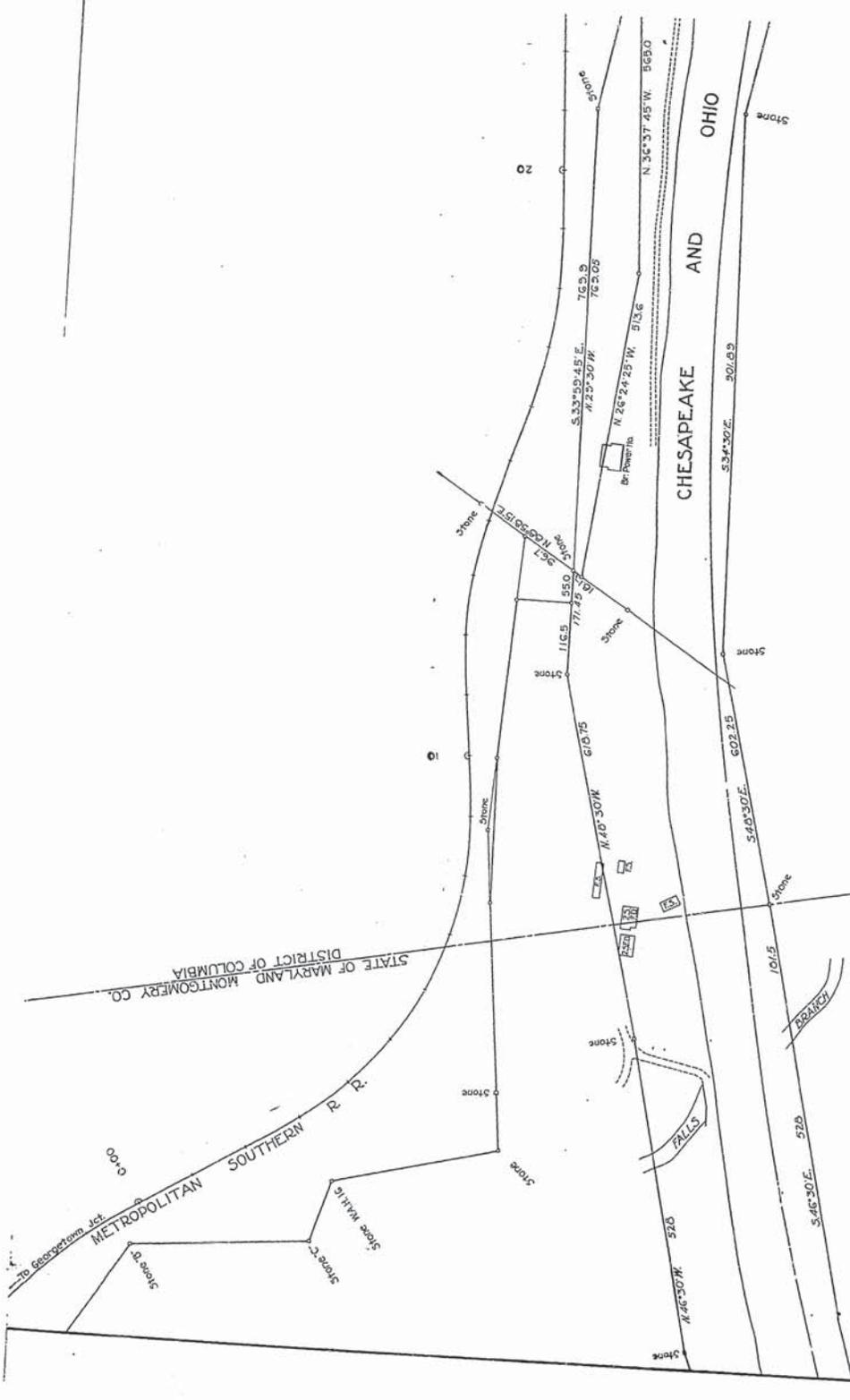
from south town
Zach Baker & His to
R-30890 Δ 317° 50'
3.327' 660
3.347' 4.35'E. 660

from Spike in Road

M.S. 4000
K.A. 1000
K.A. 3000
K.A. 4000
K.A. 5000
K.A. 6000
K.A. 7000
K.A. 8000
K.A. 9000
K.A. 10000

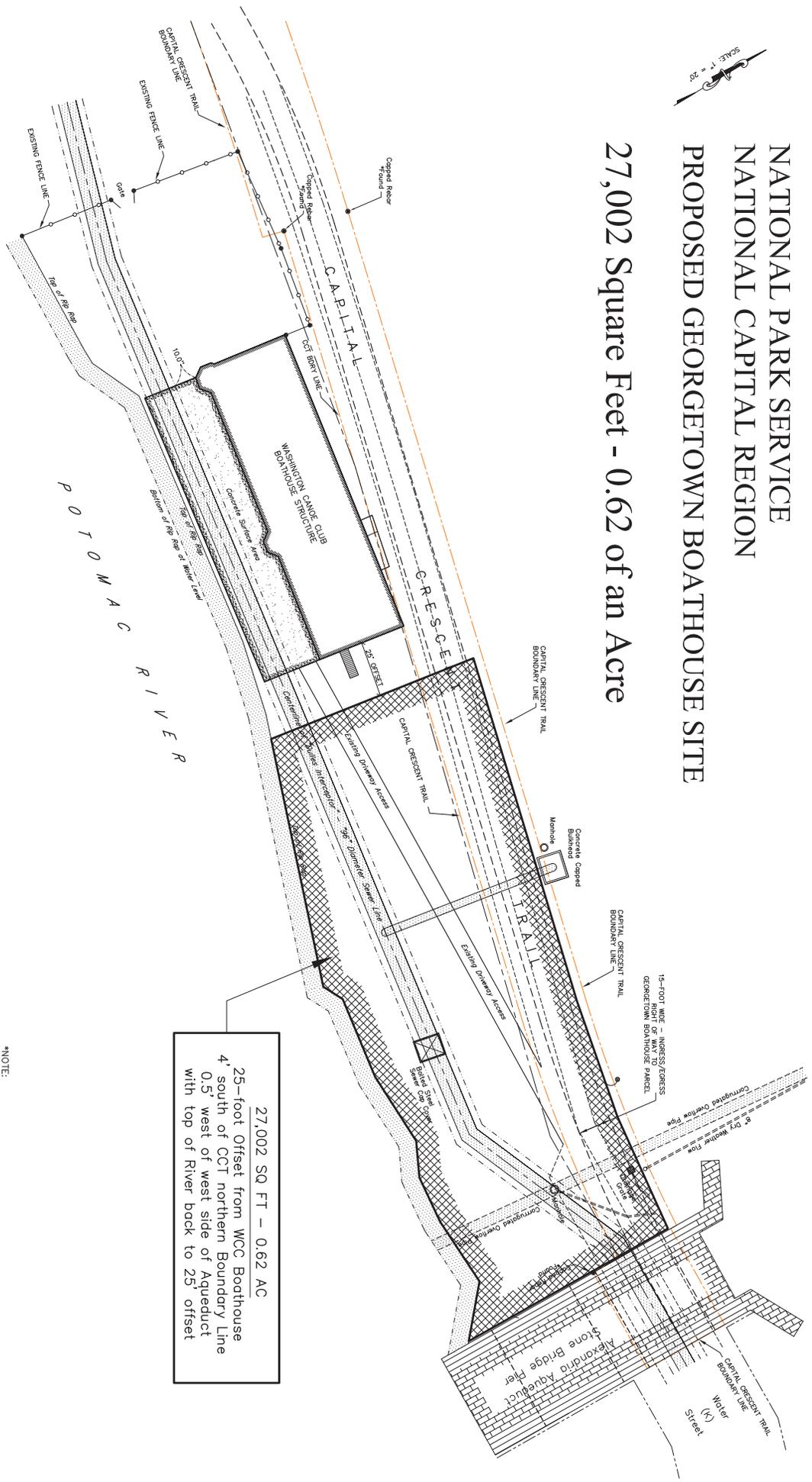
1820' 36" N. 33° 35'

4656





NATIONAL PARK SERVICE
 NATIONAL CAPITAL REGION
 PROPOSED GEORGETOWN BOATHOUSE SITE
 27,002 Square Feet - 0.62 of an Acre



27,002 SQ FT - 0.62 AC
 25-foot Offset from WCC Boathouse
 4' south of CCT northern Boundary Line
 0.5' west of west side of Aqueduct
 with top of River back to 25' offset

*NOTE:
 THE LOCATION OF THE CAPITAL CRESCENT TRAIL BOUNDARY LINE ALONG WITH THE 15-FOOT WIDE INGRESS/EGRESS RIGHT OF WAY WAS DETERMINED BY FIELD MEASUREMENTS TO THE CENTERLINE OF THE TRAIL. THE 15-FOOT WIDE INGRESS/EGRESS RIGHT OF WAY WAS ESTABLISHED BY FIELD MEASUREMENTS TO THE CENTERLINE OF THE TRAIL. THE 15-FOOT WIDE INGRESS/EGRESS RIGHT OF WAY WAS ESTABLISHED BY FIELD MEASUREMENTS TO THE CENTERLINE OF THE TRAIL.
 PREPARED BY: KIDDE CONSULTANTS, INC. ROCKVILLE MARYLAND
 DATED: SEPTEMBER 1989, SCALE: 1"=100', JOB NO. 11/89.035
 SHEET: 1 OF 5.

CHESAPEAKE & OHIO CANAL
 NATIONAL HISTORICAL PARK
 JACKS CANOE RENTAL AREA

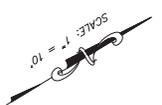
SURVEY OF EXISTING CONDITIONS
 PRELIMINARY DRAWING

D.C. TRANSFERRED AREA: [Hatched Pattern]
 13,745 SQ. FT. - 0.32 OF AN ACRE

LOTS 808* & 810*: [Hatched Pattern]
 4,663 SQ. FT. - 0.11 OF AN ACRE

LOT 806: 59 SQ. FT. - 0.001 OF AN ACRE
 TOTAL AREA: 18,467 SQ. FT. - 0.42 OF AN ACRE

(* DENOTES PRIVATE OWNERSHIP



K (WATER) STREET - N.W.

WHITEHURST FREEMANX DRIP EDGE

LOT 805
 SQUARE 1179

Gravel Parking Area
 Top of Bank
 Slope Area
 Deck At Beach
 River's Edge

(53 SQ. FT.)
 0.001 AC
 (LAND)

LOT 806
 187 SQ. FT.
 0.004 AC
 (WATER)
 PRIVATE OWNERSHIP

POTOMAC RIVER

LOT 800
 KEY BRIDGE

KEY BRIDGE DRIP EDGE

NOTE:
 LOTS 808 AND 810 WERE
 ESTABLISHED BY A PLAT PREPARED BY:
 BERNARD F. LOGRAFT, CIVIL ENGINEER
 ENTITLED: "PLAT OF SURVEY, LOTS 808 & 810
 3524 AND 3526 K STREET NW, WASHINGTON D.C.
 WATER STREET ASSOCIATION

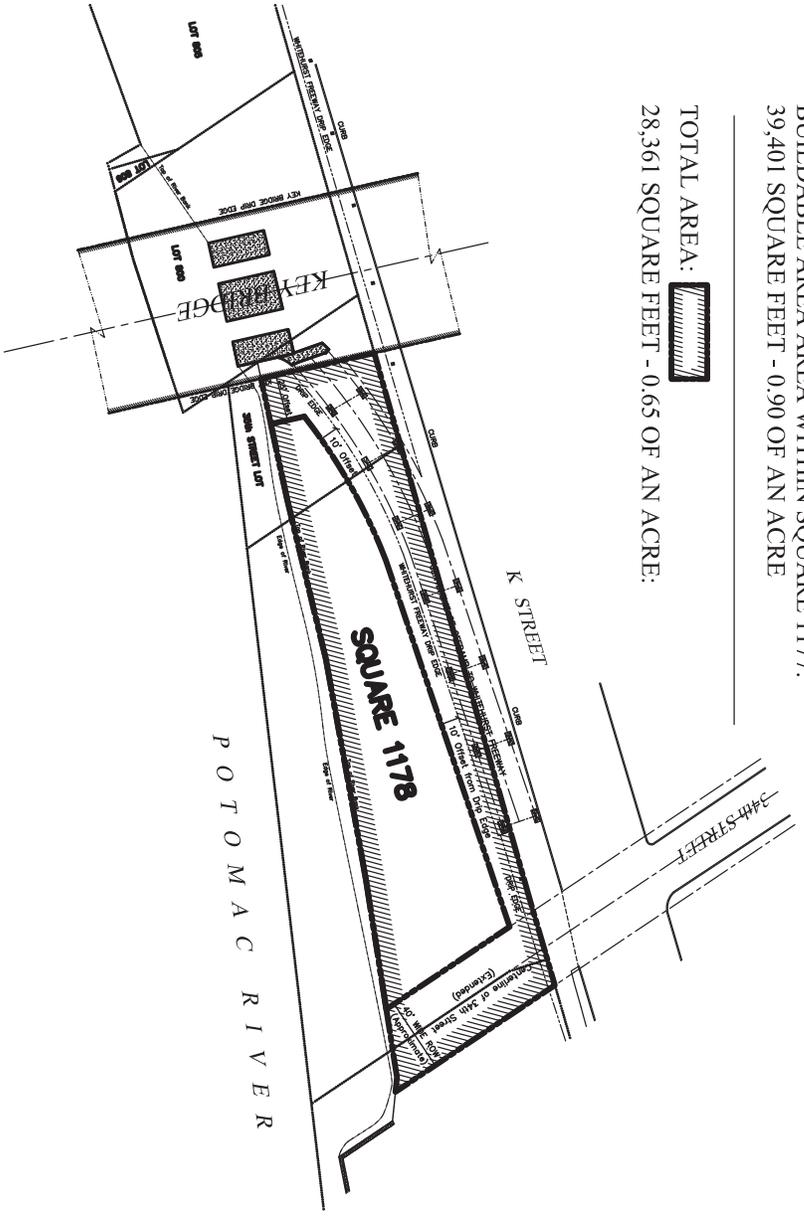
SURVEYED BY: CHANICK & MEYERS
 PREPARED BY: JAMES CHANICK
 DATE: JULY 14, 2008 - REVISED: JULY 16, 2008

NOTE:
 LOTS 800, 805 & 806 WERE ESTABLISHED ACCORDING TO
 A PLAT RECORDED IN THE SURVEYOR'S OFFICE OF WASHINGTON D.C.
 IN BOOK 190, PAGE 14, MAP NO. 10,065, FILE NO. 84-230 ENTITLED:
 "TRANSFER OF JURISDICTION AND ESTABLISHMENT OF EASEMENTS
 GEORGETOWN WATERFRONT, PHASE II" RECORDED: MARCH 8, 1999



CHESAPEAKE & OHIO CANAL
NATIONAL HISTORICAL PARK
GEORGE WASHINGTON UNIVERSITY PROPOSAL
SURVEY OF EXISTING CONDITIONS
PRELIMINARY DRAWING
AREA WITHIN BUILDABLE LIMITS: 
BUILDABLE AREA WITHIN SQUARE 1178:
15,911 SQUARE FEET - 0.37 OF AN ACRE
AND
BUILDABLE AREA WITHIN SQUARE 1177:
39,401 SQUARE FEET - 0.90 OF AN ACRE

TOTAL AREA: 
28,361 SQUARE FEET - 0.65 OF AN ACRE:



PREPARED BY: J.M. CHANICK
SURVEYED BY: J.M. CHANICK & JENERS
DATE: JULY 11, 2008

NOTE:
LOTS AND SQUARE'S WERE ESTABLISHED IN ACCORDANCE WITH
A PLAT RECORDED IN THE SURVEYOR'S OFFICE OF WASHINGTON D.C.
IN BOOK 190, PAGE 14, MAP NO. 10,065, FILE NO. 84-230
ENTITLED: "TRANSFER OF JURISDICTION AND ESTABLISHMENT OF EASEMENTS
GEORGETOWN WATERFRONT, PHASE II" RECORDED: MARCH 8, 1999

Appendix B

Existing Vegetation and Wildlife

Nonmotorized Boathouse Zone Feasibility Study

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3.4.3 Terrestrial/Aquatic Vegetation & Wildlife

Terrestrial Vegetation

Vegetative cover on the project site includes a combination of mature and immature hardwoods, as well as herbaceous plants, around the perimeter, and generally herbaceous plant cover within the central portions of the study area. The site consists of the following plant cover types: mowed turf grass, wet meadow, hardwood swamp, upland hardwood shrub dominated, and upland hardwood tree dominated. The site is largely dominated by invasive non-native plant species, interspersed with mature native trees and some native saplings.

Based on field reconnaissance conducted during the fall of 2004 for the purposes of this EA, the dominant plants identified at the site consist of the following:

Plant Name	Native (✓)
<i>Acer negundo</i> - Box elder	✓
<i>Acer platanoides</i> - Norway maple	
<i>Acer rubrum</i> - Red maple	✓
<i>Acer saccharinum</i> - Silver maple	✓
<i>Agrostis alba</i> - Red top	
<i>Clematis virginiana</i> - Virgin's bower	✓
<i>Cyperus strigosus</i> - Flat sedge	
<i>Digitaria sanguinalis</i> - Crabgrass	
<i>Echinochloe crusgalli</i> - Barnyard grass	
<i>Fagus grandifolia</i> - American beech	✓
<i>Fraxinus nigra</i> - Black Ash	✓
<i>Hedera helix</i> - English ivy	
<i>Impatiens sp</i> - Touch-me-not	✓
<i>Juncus effusus</i> - Needle rush	✓
<i>Liriodendron tulipifera</i> - Tulip poplar	✓
<i>Lonicera japonica</i> - Japanese honeysuckle	
<i>Lonicera maackii</i> - Amur honeysuckle	
<i>Lysimachia nummularia</i> - Moneywort	
<i>Morus alba</i> - White mulberry	
<i>Phalaris arundinacea</i> - Reed canary	
<i>Platanus occidentalis</i> - Sycamore	✓
<i>Polygonum persicaria</i> - Lady's thumb	
<i>Polygonum cuspidatum</i> - Japanese knotweed	
<i>Robinia pseudoacacia</i> - Black locust	✓
<i>Rubus idaeus</i> - Raspberry	
<i>Rumex crispus</i> - Curled dock	
<i>Salix nigra</i> - Black willow	✓
<i>Setaria viridis</i> - Green Foxtail Grass	
<i>Smilax glauca</i> - Cat briar	✓
<i>Solidago rugosa</i> - Rough goldenrod	
<i>Typha latifolia</i> - Cattail	✓
<i>Ulmus americana</i> - American elm	✓
Unidentified grass (potentially <i>Agrostis alba</i>)	✓

The most dominant plant in the uplands and along the upland/wetland transition is Amur Honeysuckle (*Lonicera maackii*). Thickets of honeysuckle cover sections of the site and most of the understory consists of the same. White Mulberry (*Morus alba*) also dominates sections of the uplands. The most dominant species within the wetlands are a grass, presumably Green Foxtail (*Setaria viridis*). The invasive, non-native grass species appear to be growing on hummocks in some portions of the wetland area. The site, both upland and wetland areas appear to consist mostly of invasive, non-native vegetation. Only one obligate wetland plant has been identified - Cattail (*Typha latifolia*) - and only in sporadic locations, possibly indicating that the site dries out from time to time.

The vegetative structure appeared to occur in linear bands, progressing parallel to the edge of the Capital Crescent Trail and the riverbank. The first vegetative cover type starting from the path, consists of about a 25-foot-wide section of more native mature trees, in both wetland and upland areas. This section is wetter in the central and southern sections. The next consistent band of vegetation is about 30 feet in width and was dominated by herbaceous plants, mostly grasses, and with both upland and wetland areas (drier at either end). There are a few scattered Black Willow (*Salix nigra*) tree seedlings within this band. The final band extends out about 30 feet and ended at the bank of the Potomac, and was dominated by a growth of saplings (mostly mulberry) and areas of honeysuckle thickets. Ground cover in this waterfront band includes English Ivy (*Hedera helix*). The wetland area extends mostly within the herbaceous growth band but also extends into the mature wooded area and the sapling band.

It appears that these “bands” of vegetation represent the development activity that has taken place at the site. The band of mature trees running along the hiking path was most likely the previous frontage on the Potomac River. The hiking/biking path was once the Baltimore & Ohio Railroad but has been converted to the CCT. In the early 1960s, a 84” sewer main was installed along this previous shoreline. The herbaceous cover along this pipeline corridor may persist due to long-term saturation and unsuitable soils for tree establishment. There may have also been maintenance efforts within the easement to keep woody trees off the pipeline corridor.

The District of Columbia provides protection to “special trees” from unauthorized removal under the District’s Urban Forest Preservation Act of 2002. “Special trees” are defined as any non-exempt District tree having a circumference of 55” or greater (i.e., a diameter of 17.5” or greater measured at a height of 4.5’). There are three tree species exempt from this Act: *Ailanthus altissima* (Tree of Heaven), *Morus* species (Mulberry), and *Acer platanoides* (Norway maple). The purpose of the Act is to establish an urban forest preservation program; to require community notification prior to the removal or replacement of trees on public space; and to require penalties for injuring trees on public space and private property.

Except as otherwise provided, no person or non-governmental entity shall remove a Special Tree without a Special Tree Removal Permit. In return for permitted removal of trees, the applicant either plants new trees of equal circumference to the removed tree, and or pays to a Tree Fund collected by the District.

Of the trees on-site, there are two American Elm trees (at 20” and 21” diameters) that meet the District’s minimum diameter criteria for Special Trees. Both are located in the northwest corner of the site.

Submerged Aquatic Vegetation

Submerged Aquatic Vegetation (SAV) is a major threatened resource within the Potomac River and the Chesapeake Bay. The Chesapeake Bay Coastal Program has coordinated the surveying and monitoring of SAV beds in order to identify trends in the composition, number, and distribution of SAV species. The program has also developed guidelines for maintaining and improving conditions for SAV, which are valuable for the role they play in providing habitat and food for shellfish and other aquatic organisms, as well as waterfowl habitat.

In the 1920s, the Potomac River, as well as other areas in Chesapeake Bay, was infested with an undesirable plant, the water chestnut (*Trapa natans*). During the 1950s, the Potomac was overrun by dense beds of Eurasian watermilfoil. Heavy growths of water chestnut and milfoil competed with other aquatic plants for light and nutrients and often crowded out other plant species. Since 1960, the upper Potomac River has been experiencing massive summer blooms of algae (*Anacystis*), promoted by high levels of phosphorus and nitrogen. Excessive blooms effectively shade out submerged grasses, which could be the reason the upper Potomac River no longer supports dense grass beds. Several years ago aquatic areas along the shoreline of the site were dominated by a thick growth of *Hydrilla*, a very common, very invasive non-native plant known to cover large expanses of water bodies thereby, limiting habitat for native species and eliminating light penetration into the water bodies. Naturally occurring SAV normally do not dominate large expanses of waterbodies, and instead provide valuable habitat for aquatic insects, fish, and amphibians.

Conditions in the river have varied over the years and monitoring has identified major negative trends in the numbers and distribution of major SAV species. Most of these negative trends are related to water clarity, which depends largely on eutrophication levels within the river as well as stability of the bottom, bar, and bank sediments.

Recorded data on SAV coverage indicates that the last year SAV was found in the area of the project site was 2001. Since this time, the coverage of SAV has greatly decreased. Coinciding with the beginning of this decrease was the end of a four- to five-year drought, increased snowfall in winter and rainfall in summer, and several of the heaviest hurricane/tropical storm seasons in recent years. The increased precipitation has resulted in a higher than average river flow and increased sediment loading, which may have caused the destruction of existing SAV beds and the limiting of their growth and proliferation.

In addition to a review of historic data, a field reconnaissance of the river shoreline and adjacent offshore area at the project site was conducted for potential SAV beds (by Schnabel Engineering, 2005). Field sampling was conducted 15-20feet offshore using a skiff and a rake for the entire length of shoreline at the project site. In addition, the intertidal zone was observed for plant growth, and the shorelines and coves within the vicinity of the site were observed, as well as the C&O Canal, for presence of SAV. Although historical records of SAV beds exist for the area around the project site, there were no root systems or remnants of stems/leaves observed in the vicinity of the shoreline. Since the assessment was conducted in late fall, when SAV would typically not be visible, a review of the tidal flats in the vicinity of the site was performed. Flats across the river and down the Little River and the Georgetown Channel were observed from the water at low tide. Also, river users and government agencies working on the river were

interviewed. SAV was found in one location, but generally there was a lack of SAV for the extensive tidal flats and shallows in the river (Schnabel 2005).

According to frequent river users and the Chesapeake Bay Program, SAV beds have drastically reduced in size and number over the past two to three years. There are records that beds of Hydrilla had been located off the shoreline of the project site in 2002. No current remnants of this bed remain. However, there is the potential for SAV to reoccur in the vicinity of the site, based on the documentation of previous occurrences, and the efforts of the Chesapeake Bay Coastal Program and its local jurisdictions to protect and restore the Chesapeake Bay watershed, which this site is part of, by improving water quality, reducing sedimentation, and restoring wetlands and shallow water habitats.

Wildlife

Benthic Invertebrates

Benthic invertebrates are those invertebrate organisms that live within the sediments of the shallows and bottom area of water bodies, including streams, rivers, and perennially flooded wetlands. There was no specific sampling of the benthic areas around the shoreline of the boathouse site for aquatic invertebrates. However, during the SAV assessment, sediment raking of the top three inches of the bottom sediments revealed the presence of numerous *Mollusca* species, including one species of clam and two species of snails. These organisms were not identified, except for the bivalve, which was identified as the Asiatic clam (*Corbicula fluminea*) which was pulled up in abundance, sometimes 15 or 20 in one rake.

This clam species is an exotic species. The Asiatic clam is a known biofouler in power plant and industrial water systems and has also caused problems in irrigation canals and pipes. Ecologically, this species can alter benthic substrates and compete with native mussel species for food and space. In addition, Asian clams appear to be capable of tolerating polluted environments better than many native bivalves.

Native mussel species are known to occur locally. In the C&O Canal approximately one mile upstream of the Key Bridge, native mussels were studied and documented in *Evaluation of Native Freshwater Mussel Populations in the C&O Canal NHP Final Report, 2004* (USGS-Leetown Science Center 2004). A sample site in the canal at mile 0.93 of actual towpath (upriver from Key Bridge) revealed the following mussel species: *Utterbackia imbecillis* (listed Rare in Maryland - State of the Streams: 1995-1997 Maryland Biological Stream Survey Results), and *Pyganadon cataracta*.

The artificial wetland area on-site does not have appropriate habitat for aquatic organisms due to the continual drying out of the site indicated by the plant community at the site.

Fish

A joint effort by the U.S. Fish and Wildlife Service and the Interstate Commission on the Potomac River Basin began in 1995 has resulted in a significant re-establishment of American shad in the Potomac River. In eight years, over 15 million shad fry were introduced into the

Potomac River. Monitoring in the tidal freshwater Potomac has revealed significant success in increased collection of adult, young of year, and shad fry in this area since release occurred.

The C&O Canal NHP completed a park-wide fish survey in 2004 (see Appendix).²⁶ Additionally, naturally ranging fish in this portion of the Potomac and tributaries to the river have been identified by the Maryland Biological Stream Survey. Fish that likely range around the project site include American eel, lamprey, killifish, dace, minnows, shiners chubbs, bluegills, and bass.

Birds

The Potomac River has historically supported many types of bird species, including waterfowl, raptors, songbirds, wading birds, etc. Birds of interest that have been observed in the area of the site include turkey vultures, great blue herons, bald eagles, Canada geese, cackling geese, mergansers, and peregrine falcons. Many more bird species could possibly be found in the environs due to the proximity to a large waterbody and expanses of wild, open river and wooded uplands, wetlands, and marshes.

The site supports plants that produce fruits and seeds which would be attractive to nesting and resting bird species. The proximity to urban areas, however, limits this site from being of great use to the larger wild bird species mentioned above.

Mammals

There were very few animals of any type observed, which would be expected for a site so close to an urban environment. Animal signs belonging to White-tailed deer (scat, browse, and prints) were observed and it appears that deer use the site extensively. The site is most likely suitable for other small mammal use, including raccoon, skunk, fox, and rodents. Although the site serves in some capacity as an animal habitat, its proximity to an urban area and the continuous natural shoreline and habitat area to the west indicates that it is probably not a significant habitat resource.

Reptiles and Amphibians

Reptiles and amphibians have been studied within the C&O Canal NHP and observed within the C&O Canal and offsite in the tributaries and natural areas along the Potomac (see Appendix).²⁷ However, there were no observances of herptiles or of appropriate habitat of any type during a fall 2004 field visit. Records of turtle species, including Eastern redbellies, painted, and Eastern box turtles exist in the area; however, there does not appear to be suitable habitat for these species to exist at the site. There are not enough perennial, deeper wetland ponds to support the species during their life cycle. In addition, the soils are very hard both on the site and at the river/shoreline interface due to fill material and concrete deposited on the shoreline. It is possible that Eastern red-back salamanders (*Plethodon cinereus*) or Red-spotted newt (*Notophthalmus viridescens*) use the site at the adult stages. However, due to the contaminated

²⁶ Raesly, Richard L., Inventory and Biological Monitoring of Fishes in National Parks of the National Capital Region, NPS, 2004.

²⁷ Dr. Thomas K. Pauley, Herp Species observed by habitat at CHOH Surveys, NPS-Center for Urban Ecology, 2005.

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condition of the soils on the site, it is not likely that amphibians that are sensitive to degraded water quality would use this site for prolonged periods of time, if at all.

Protected Plant and Animal Species

Plant and animal species, which are rare, threatened and endangered, (RT&E) either locally, regionally, or nationally, are considered sensitive and are protected (along with their habitat) under a number of federal, state, and local laws. These include the federal Endangered Species Act (ESA), the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, Maryland and Virginia sensitive species laws, and the applicable critical area plans for the Chesapeake Bay Program. The U.S. Fish and Wildlife Service (USFWS) has authority over projects that may affect federally listed species.

RT&E Plant and Animal Species

USFWS has indicated there are no Federally listed RT&E plant or animal species near the site (see correspondence in Appendix). There are Mussels listed as rare in Maryland as discussed above that have been located in the C&O Canal with the closest location almost a mile upstream from the site. There are also locally listed RT&E plant species located in the District of Columbia. An inventory in the vicinity of the project site is provided by *Inventory for Rare Plants & Significant Habitats along the C&O Canal NHP and Potomac River (within the District of Columbia) March 2001* (Wildlife & Heritage Division Maryland DNR, 2001). The project site lies within the Fletcher's Floodplain Survey Site from Key Bridge upstream approximately two miles towards Chain Bridge to the boathouse at Fletcher's Cove. Within this area are small pockets of scoured bedrock terrace habitats including river overwash habitat, scour prairie, scour savanna and woodland and exposed bedrock habitats. Although this description of the habitat is accurate for areas upstream, the boathouse site is primarily a fill site (for the railroad and Interceptor Sewer) and does not include any of these specialized habitat areas.

Nineteen plant species listed in the District of Columbia as rare, highly rare, historical or extirpated are documented within the Fletcher's Floodplain Survey Site. The *Inventory for Rare Plants & Significant Habitats along the C&O Canal NHP and Potomac River; Field Forms & Maps (Part Three)* (Wiegand, April 2001) lists twelve RT&E plant species within the Fletcher's Floodplain Survey Site.

Maryland DNR has field knowledge of the RT&E plants and the potential for populations in the vicinity of the C&O Canal NHP. They have documented good RT&E habitat for plant species near the boathouse at Fletcher's Cove, approximately two miles upriver from the project site.

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Appendix C

DC Water Clean River Initiative

Nonmotorized Boathouse Zone Feasibility Study

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water is life

District of Columbia Water and Sewer Authority
George S. Hawkins, General Manager

Briefing on:

***DC Clean Rivers Project Interface with
Non-motorized Boathouse Zone
Along Georgetown Waterfront***

Briefing for:

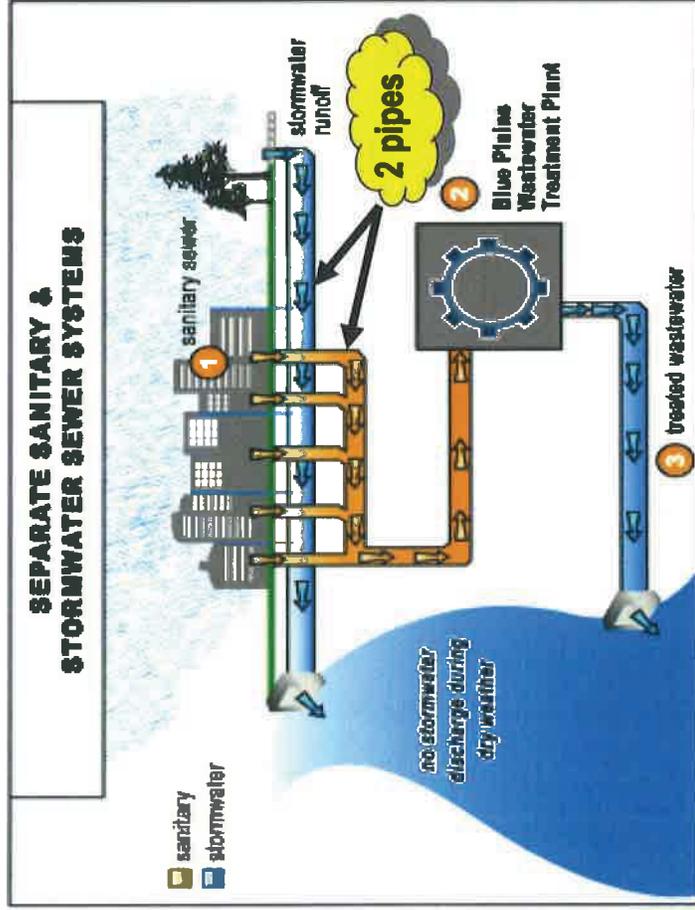
National Park Service

January 26, 2012

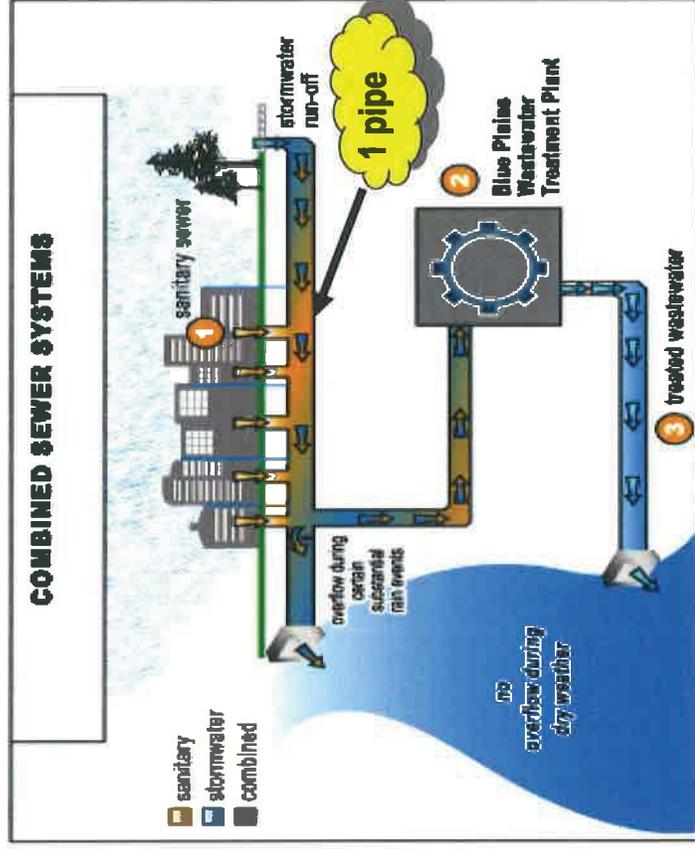


DCWATER.COM

Separate and Combined Sewer Systems



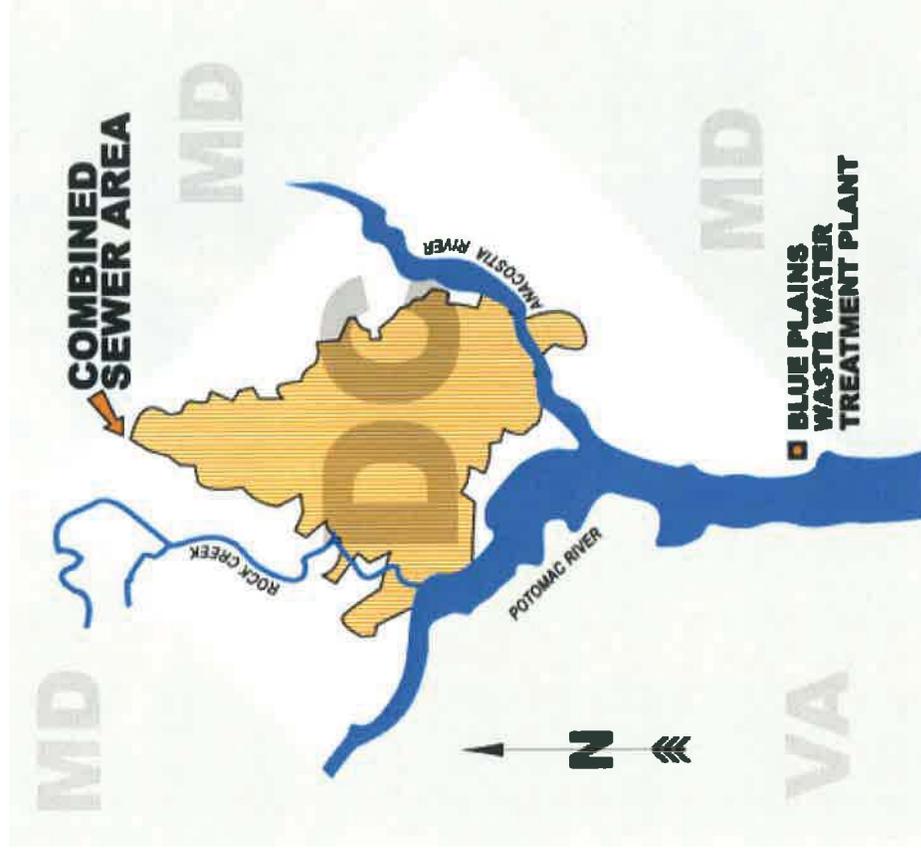
100% of suburbs
67% of D.C.



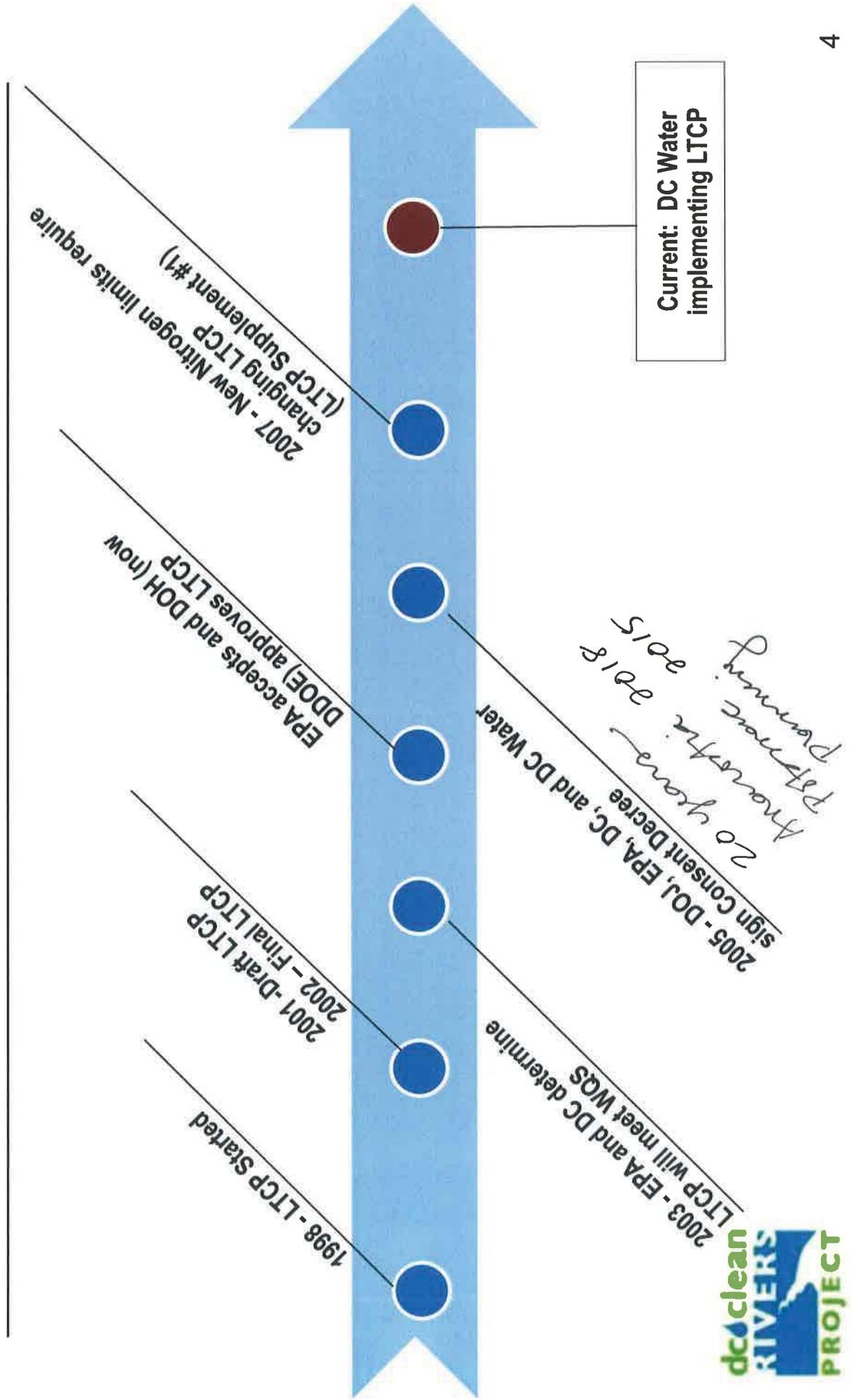
0% of suburbs
33% of D.C.

Combined Sewer Area

- 1/3 area is combined (12,478 acres)
- 53 CSO outfalls
 - 15 to Anacostia
 - 10 to Potomac
 - 28 to Rock Creek
- Three receiving waters
 - Anacostia River
 - Potomac River
 - Rock Creek

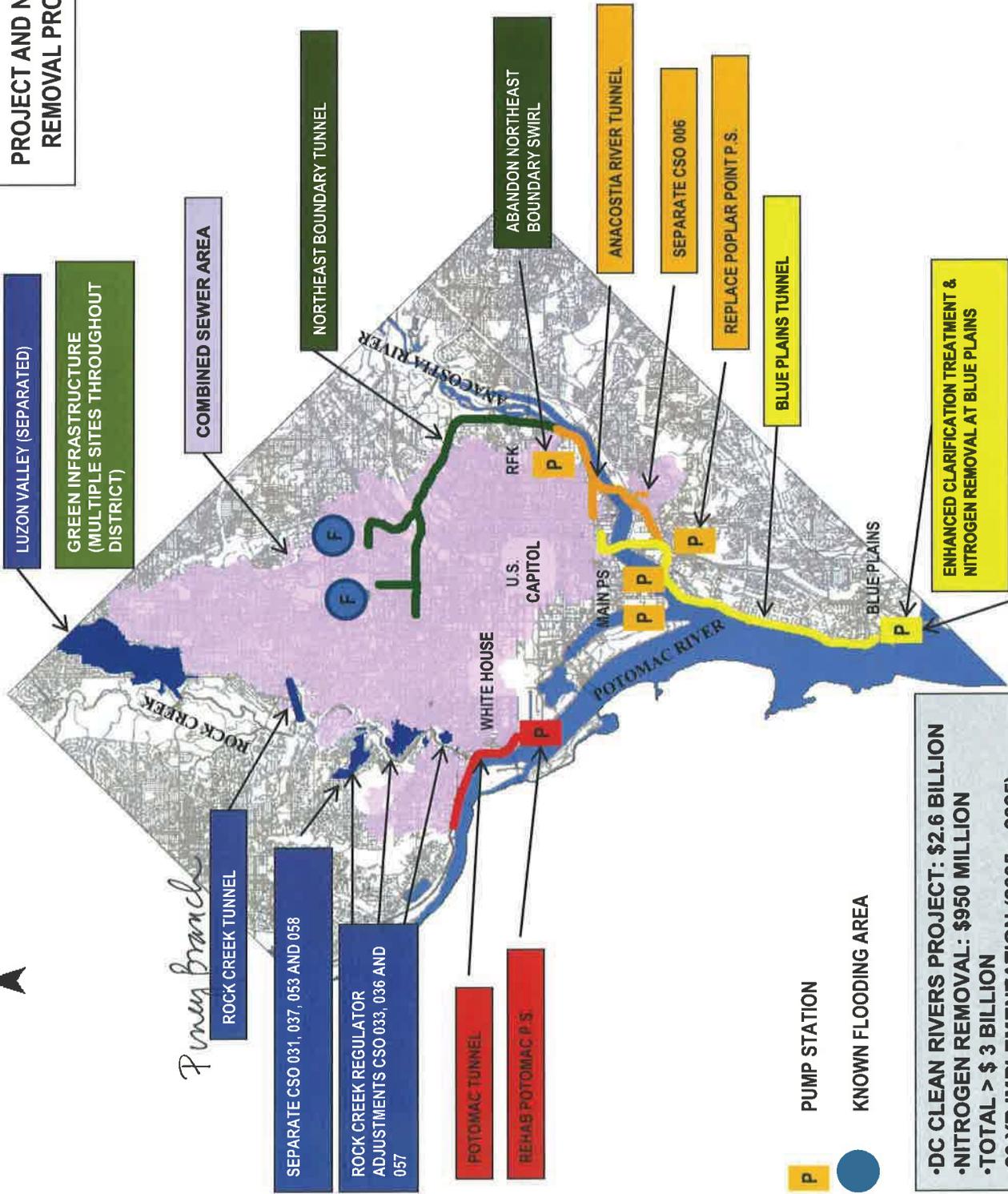


LTCP Development Timeline





**DC CLEAN RIVERS
PROJECT AND NITROGEN
REMOVAL PROGRAMS**



Piney Branch

ROCK CREEK TUNNEL

SEPARATE CSO 031, 037, 053 AND 058

ROCK CREEK REGULATOR
ADJUSTMENTS CSO 033, 036 AND
057

POTOMAC TUNNEL

REHAB POTOMAC P.S.

WHITE HOUSE

U.S. CAPITOL

RFK

MAIN PS

ANACOSTIA RIVER

ANACOSTIA RIVER TUNNEL

SEPARATE CSO 006

REPLACE POPLAR POINT P.S.

BLUE PLAINS TUNNEL

BLUE PLAINS

ENHANCED CLARIFICATION TREATMENT &
NITROGEN REMOVAL AT BLUE PLAINS

TUNNEL DEWATERING P.S.

P PUMP STATION

● KNOWN FLOODING AREA

- DC CLEAN RIVERS PROJECT: \$2.6 BILLION
- NITROGEN REMOVAL: \$950 MILLION
- TOTAL > \$ 3 BILLION
- 20 YR IMPLEMENTATION (2005 – 2025)
- 96% REDUCTION IN CSO
- FLOOD RELIEF IN NORTHEAST BOUNDARY



Benefits of DC Clean Rivers Project

1

CSO Reduction

Item	Anacostia River	Potomac River	Rock Creek	Total
CSO Overflow Volume (mg/avg yr)				
1996 – DC Water Formed	2,142	1,063	49	3,254
2025 – DCCR in Place	54	79	5	138
	98%	93%	90%	96%

2

Water Quality Improvement

- Bacteria levels will be lower, dissolved oxygen will be higher

*Woud necessarily render waters fishable and swimmable
Other parts of The watershed, much larger watershed*

3

Trash Reduction

- Trash from CSOs will be practically eliminated

4

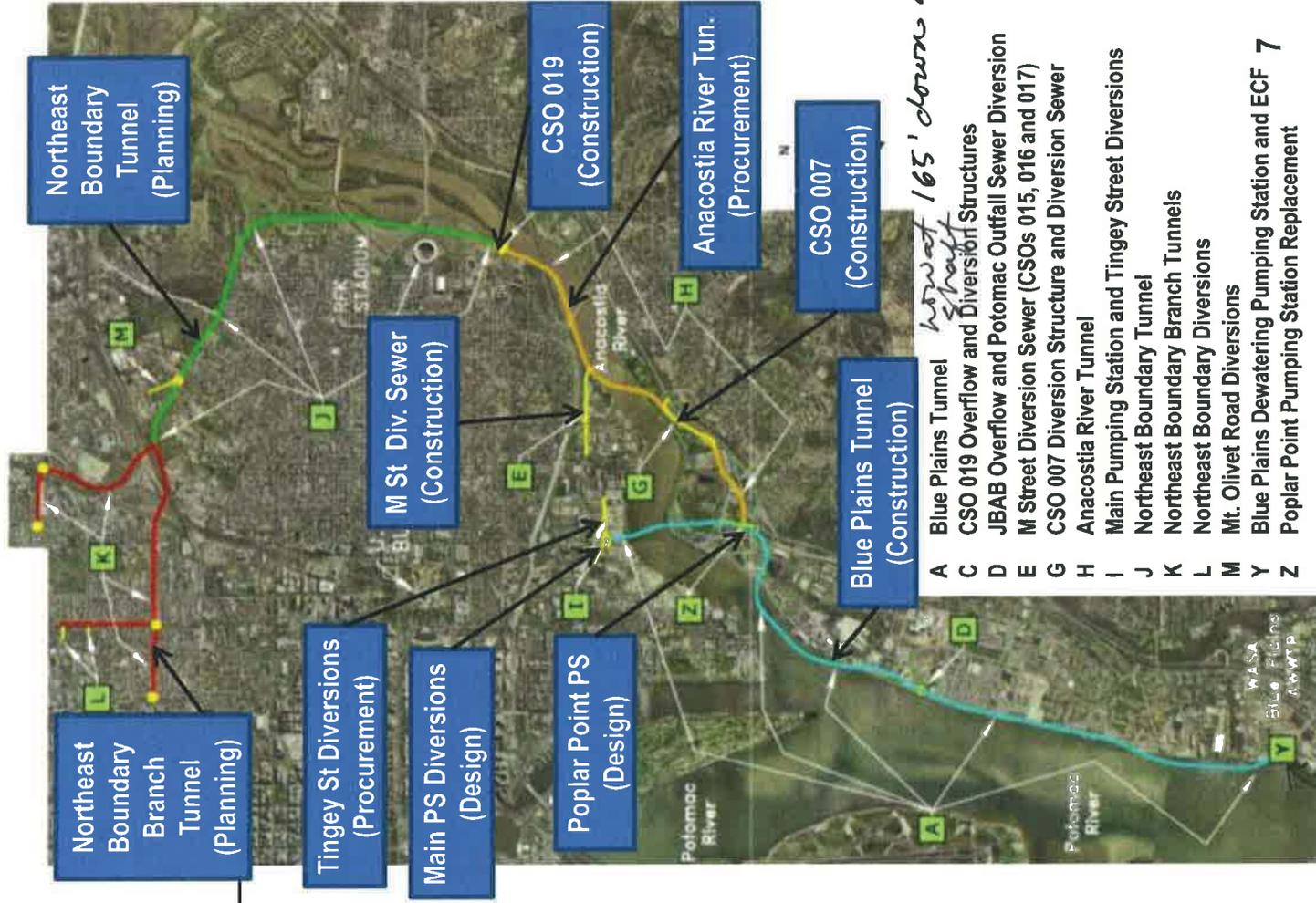
Flooding Relief in Northeast Boundary Area

- Improves property values
- Supports economic development
- Protects private and public property
- Less impact of DDOT roads during rain events
- Less need for emergency response/rescues during rain events



Implementation Status Anacostia River Projects

- Construct storage/conveyance Tunnel
 - 23' inside diameter
 - 157 million gallons of storage
- Program on schedule, within budget
- Place facilities south of RFK stadium in operation by 2018, remainder by 2025
- Project required by Federal Consent Decree
 - Stipulated penalties for failure to meet specified schedules



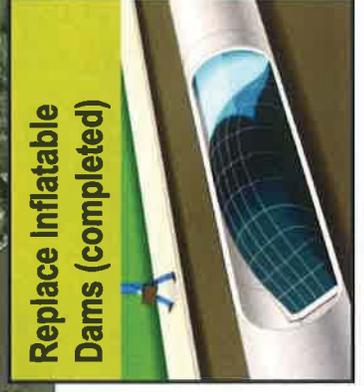
now at 165' above sea level

Pumps - now at 165' - still in class bedrock is -400'



Implementation Status Potomac River CSO Controls

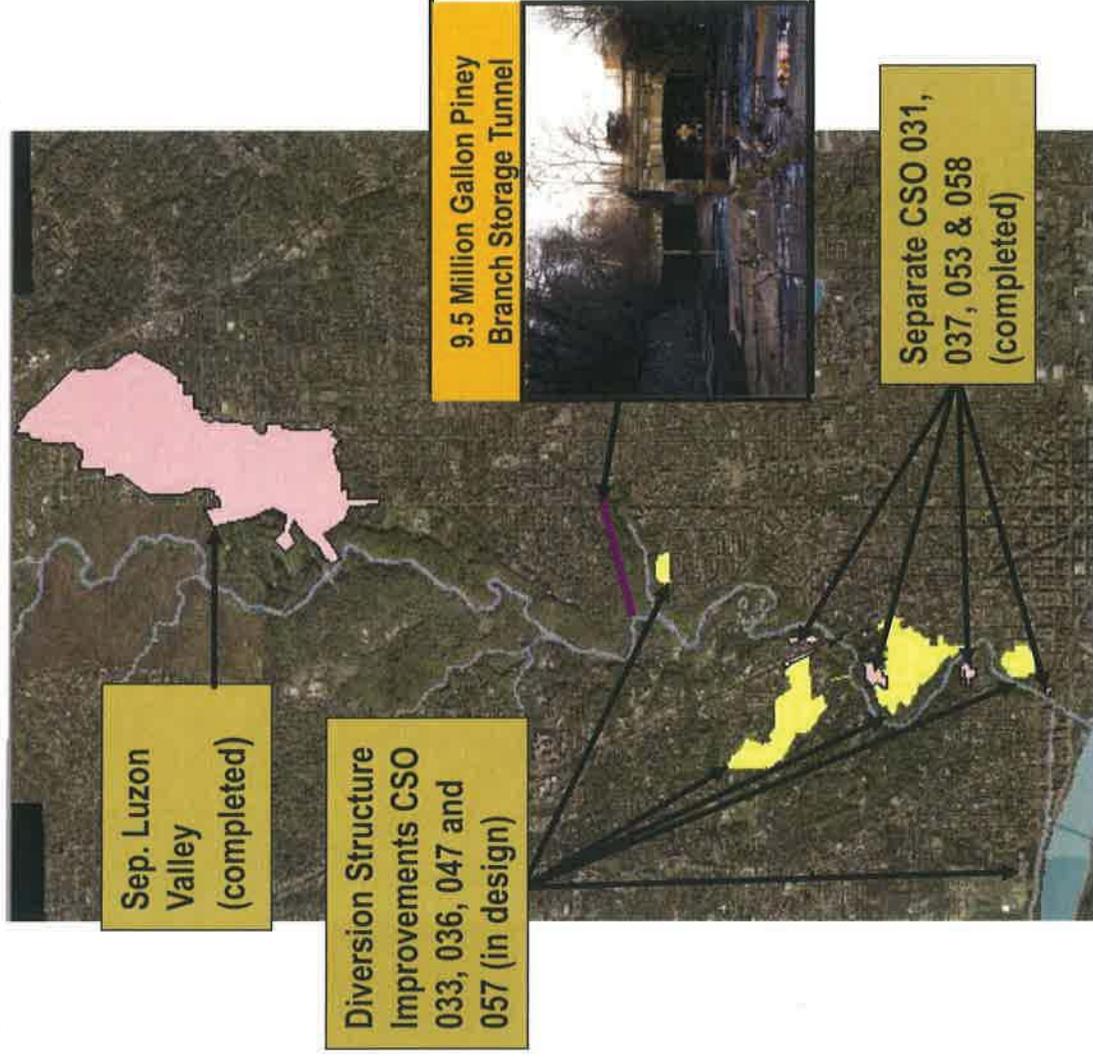
- 38.5% CSO reduction achieved since 1996
- 58 million Gallon Storage Tunnel
- Approx. 9,500' long 32.5' ± diameter *Roosevelt to Key Bridge*
- Tunnel Dewatering Pump Station
- Facility planning to start 3/23/15 per Consent Decree



done @ Kennedy Center

Implementation Status Rock Creek CSO Controls

- 9.5 million gallon Storage Tunnel
- Approx. 3,000' long 23' ± diameter
- Gravity dewatering
- Facility Planning to start 3/23/2016



DC Clean Rivers Project Schedule

(Showing Major Milestones Only)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Consent Decree Deadlines														
Anacostia River Tunnel						Place in Operation Facilities below RFK 3/23/18 ★						Place in Operation all Facilities 3/23/25 ★		
Potomac Tunnel			Start Facility Plan 3/23/15 ★				Award Design 3/23/18 ★					Place in Operation 3/23/25 ★		
Rock Creek (Piney Branch Tunnel)			Start Facility Plan 3/23/16 ★				Award Design 3/23/19 ★					Place in Operation 3/23/25 ★		

aka NE Boundary?

millions of dollars in penalties if deadlines missed

DC Water Facilities to Consider in Boathouse Study

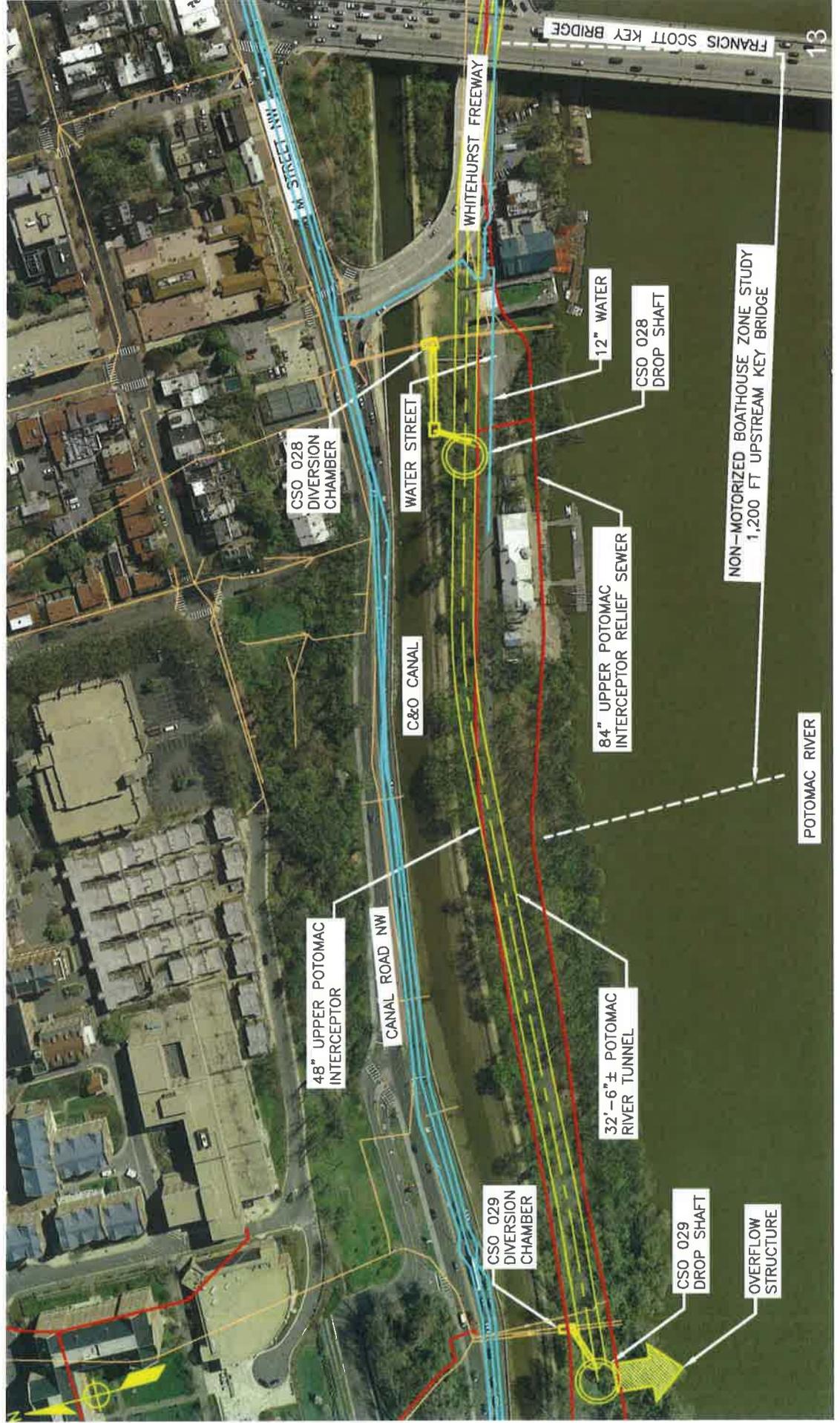
- Existing Sewer Lines
 - 48” Upper Potomac Interceptor
 - 84” Upper Potomac Interceptor Relief Sewer
 - Existing CSOs 028 and 029
- Existing Water Lines
- Future DC Clean Rivers Project Facilities
 - Facility planning for Potomac Tunnel not scheduled to start until 2015
 - Tunnel alignment is conceptual – other alternatives are possible

Existing DC Water Facilities



not currently in service,

Future DC Clean Rivers Project Facilities



Next Steps

- **Schedule next coordination Meeting with NPS**
- **Ascertain schedule for study and major milestones**

Appendix D

Public Involvement Meeting Records

Nonmotorized Boathouse Zone Feasibility Study

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Date of Meeting: January 24, 2012
Project: Georgetown Non-Motorized Boathouse Use Zone Feasibility Study
Location of Meeting: Louis Berger Group, 1250 23rd Street NW, Washington, DC, 20037
Time of Meeting: 10:00 am – 11:00 am
Purpose of Meeting: Focus Group Interview- Thompson Boat Center (TBC) & Potomac Boat Club (PBC)

Focus Group: Andy Bacas, Yorktown High School (TBC)
Samantha Byrd, PBC & Washington Canoe Club (WCC)
Steph Chivers, George Washington University (TBC)
Cynthia Cole, PBC
Mark Davis, George Washington University (TBC)
Gretchen Ellsworth, PBC
Tom Guncik, George Washington University (TBC)
Tony Johnson, Georgetown University (TBC)
Hank McEntee, Bethesda-Chevy Chase High School (TBC)
Joe Olbrys, TBC
Elizabeth Webber, PBC

NPS Team: Tammy Stidham

Consultant Team: Julie Eitner, The Louis Berger Group, Inc.
Carolyn Mitchell, The Louis Berger Group, Inc.

Introduction

Carolyn Mitchell welcomed the group and defined the purpose and limits of the current study. The study area is the Non-motorized Boathouse Zone designated in the NPS Master Plan for the Georgetown Waterfront Park in 1987. The National Park Service (NPS) is stepping back from earlier planning efforts to take a holistic look at the zone, and what is possible within it. The purpose of this stakeholder meeting is to collect insights from existing and potential users about their issues and concerns, and to identify physical constraints. Carolyn Mitchell noted that a key development since the previous studies is the proposed Potomac Storage Tunnel associated with the District of Columbia Water and Sewer Authority's (DC Water's) Clean River Initiative. The Potomac Storage Tunnel will be located beneath the site and include a dropshaft and access portal that will need to be considered in evaluating the feasibility of constructing a boathouse upstream of the Alexandria Aqueduct pier.

There will next be a public workshop on March 3 at the School Without Walls, in which everyone included in the focus groups, as well as the public, are invited to come and work together to identify possible options for the zone.

DC Water will have staff at the public workshop to answer questions.

Discussion of the Zone

The group then began discussing group programmatic statistics and needs, current river usage and issues, boat storage issues, potential new boathouse sites, and regatta logistics. The conversation flowed from topic to topic, but for easier reading purposes, these notes have been organized by topic.

Programmatic Statistics

The groups began by discussing their specific programmatic statistics. Carolyn reviewed the current use statistics.

- Joe responded saying that the statistics were off and will follow up with Carolyn and send most up to date use statistics. He estimated that, including private and rental, there are approximately 200 slips divided between kayaks, canoes, and shells.
- There is also a large wait list at PBC. It would be difficult to get an accurate picture of demand because many users know that there isn't space and therefore do not sign up.

- PBC shares boats with Washington & Lee High school during the off-season and sometimes during the season depending on Washington & Lee's schedule.
- There are 300 members at PBC. They limit Washington & Lee to 100 members.
- There is also a wait list at PBC that typically takes about 3 years. Once you are a member of the club, it can take 3-4 years to get a private storage space and only for singles.
- PBC currently has the following boats in its racks:
 - 100 privately owned singles
 - 14 club-owned singles
 - 13 doubles
 - 12 quads/fours
 - 9 eights
 - 5 trainers plus various kayaks and canoes
- The following activity is typical on a given day during the season:
 - Early morning launches include about 75 people on three teams plus another 25 rowing on their own.
 - Sporadic solo rowers go out throughout the day.
 - The WeCanRow breast cancer survivor team of about 20 women goes out from 6-8 p.m.
- The desire for people to own their own boat typically depends on their skill level, years of experience, and if they are interested in racing. Typically if they are just recreational rowers or rowing for exercise, then the club boats are sufficient. Those who own boats, but don't have space to store them at PBC don't bring them.
- At TBC, individuals who are on the waitlist don't buy a boat until they have the space to store it. TBC's wait list runs about 2-3 years for storage. Institutional tenants don't typically expand, although they could if they had the space.
- At TBC there is designated space for private boat storage (mixed use including storage for kayaks, sculls, one sailboat, etc...). There is another section for the rental fleet and then a final section for high school and universities.
- Carolyn requested a breakdown of the number and types of boats currently stored – inside and outside – at TBC. TBC provided the following information on boats currently at TBC:
 - 80 eight-man shells
 - 35 four-man shells
 - 20 two-man shells
 - 35 rental shells
 - 25 2-man rental kayaks
 - 30 single rental kayaks
 - 98 privately owned single shells
 - 12 privately owned double kayaks
 - 20 privately owned canoes
 - 35 privately owned single kayaks
 - 10 assorted non-powered craft

During the busy season (Monday - Saturday during the spring), the following use TBC regularly:

- 800-850 high school students
- 250-300 university students
- 60-75 private slip holders
- 100-150 renters
- 40-60 students in TBC programs

Tony Johnson noted that each program has a minimum of four coaches, and most programs have more than four coaches. TBC has a minimum of 40 crew coaches working out of the facility during rowing season on any given day.

- Carolyn requested that up-to-date program requirements (including future growth) and use statistics be forwarded together with comments on the meeting minutes, confirming the following information on record or required :
 - Total scholastic rowing use = 820 athletes x 6 days/week for 26 weeks = 127,920
 - Total collegiate rowing use = 280 athletes x 6 days/week for 26 weeks = 43,680

- Total paddling = 65 slip holders x 10 times/season = 650)
- Total independent rowing = 100 slip holders x 100 times/season = 10,000
- Total rentals 7735 rentals/month for 8 months = 61,880
- Total Learn to Row students: 8760 /month for 8 months = 70,080
- The team size and number of boats launched for each of the schools rowing on the Potomac is requested:
 - # athletes
 - # and type of boats required = 8s, 4s, pairs
 - # boats launched 5:30-9am, 3:30-5:00, 4:30-dusk
 - #, owner and type of boats currently stored at TBC
- The following schools currently rowing out of TBC:
 - Georgetown University
 - George Washington University
 - Bishop O'Connell
 - Bethesda Chevy-Chase
 - Georgetown Day School
 - Holton Arms School
 - McLean High School
 - St. Johns College High School
 - Visitation High School
 - Walt Whitman High School
 - Wilson High School
 - Yorktown High School
 - St. Albans/National Cathedral School (2 programs at this school)
 - Sidwell Friends

There are therefore 14 programs with at least 4 coaches per program (see above comment from Tony Johnson). There is a need for wakeless pontoon coaching launches, each 26' long. Dock space required for this is at least 364 feet.

- TBC has several high school crew teams that are on the wait list to use TBC. If Georgetown University and George Washington University moved out of TBC, their spots would immediately fill up. In order to accommodate the demand for boat storage/dock space, there would need to be at least one additional full sized rowing boathouse and another mixed use facility (paddle facility) in addition to the two university boathouses.
- The Bladensburg Boathouse is also very crowded. High schools from across the city are forced to drive there. Many of the schools at Bladensburg are Montgomery County Schools. Many of the Prince George's County schools do not have crew teams yet.
- Gretchen noted that involving more public schools with rowing is an ongoing goal of many folks within the river community, especially involving more Prince George's County and Washington, D.C. schools.

Carolyn asked the group their opinion of why rowing has expanded. Their responses are below:

- Initially rowing was considered a very elite sport. However, as boat prices have come down, and rowing has been more visible people have wanted to join for recreation and fitness reasons.
- In high school, this sport is one of the only sports that no one else has done before because everyone starts freshman year. Therefore, you can join crew even with no previous experience. High school programs are funded mostly by parents with some being partially funded.
- Typically there are no "cuts" to students desiring to be a member of the team. If there are "cuts" it is due to a limitation of the team's resources.
- With regards to growth, clearly Title IX has something to do with it.
- Rowing is a lifetime sport. Master rowing (for individuals older than 25) has increased, possibly related to parents seeing their children row and then wanting to row. Not only have TBC and PBC started masters rowing programs, but the Alexandria boathouse and other clubs and groups nationwide also have growing masters programs. Gretchen noted that many enterprising coaches have established a lot of weekend or weeklong camps and clinics for masters, and regattas

accommodating masters are expanding every year. The USRowing's masters national championships is already a four-day event. These programs have put more folks on the water, popularized the sport, and made the river in general more vibrant and attractive. There are regattas and other programs now specifically geared towards masters/ veterans.

- In addition, many folks who love just rowing on the river, as kids grow an appreciation for the river and then want to become “river keepers”. Anacostia is an example.
- There are 400 students in Learn to Scull Program. There is a return rate of 25-30% from this program and then a number of folks who graduate and want to get their own boat. Some of these may return and still rent. Some of these folks don't necessarily stay DC/ row on the Potomac.

Boathouse Issues

- Storage for coaches' launches is a big issue. For example, Georgetown has 6 launches, but 8-10 coaches so the teams can never be on the water at the same time. TBC only has 36 “cleats” for the launches.
- With lack of space, sharing of resources occurs all the time. However, there are numerous issues with shared use such as theft, damage, issues with no privacy, etc...
- Some noted, although not all at the meeting agreed, that it might be difficult to have mixed uses such as rowers and paddlers in the same facility because of the potential for collisions and more especially during practice hours or during regattas with rental programs occurring simultaneously. Good communication and protocols could address problems.
- Access is one of the biggest issues. Particularly during rush hour, traffic and parking along the river are major hurdles for rowers. Increased access is very important.
- Most of the high school students are either bussed or drive individual vehicles to TBC all around the same time. There is a tremendous rush of boats in line to launch by 4:00pm. Coaches make extreme efforts just to get their student's their 10-15 minutes earlier to avoid this rush and get out on the river. The same scenario recurs when bringing the boats in. Any diversification of launch and load locations would help this bottleneck, even if only one additional dock were available.
- The “rush” hour for loading and unloading can also present a safety issue, especially during inclement weather.
- Any storage outside of the actual structure of TBC is considered “temporary storage.” The National Park Service has reminded TBC to remove temporary storage in the parking lot, but at this time, it is not feasible to remove this storage.
- Siting boathouses about Key Bridge is indeed affected 1) by the sewer access on the “Dempsey's” site and 2) by DC Water's yet-to-be-revealed plans.

Scheduling

The group discussed the current river use schedule:

- At TBC, the adult clubs go out first thing in the morning. A few high schools, Georgetown University, and George Washington University also go out in the morning. Typically the morning rush abates by approximately 9:00 am. After this, several classes run out of TBC in the summer and possibly a few individual rowers will use the river at this time. The afternoon programs start at approximately 3:00 pm- 3:30pm. Estimate about 600 high school students using the TBC during this period with practice ending around 5:30pm- 6:00pm. University rowing typically starts around 4:30pm- 5:00pm and ends at sunset. Typically this schedule has evolved because of people's schedules. Practice time is often taken up by the amount of time it takes to launch.

Proposed Solutions/ Alternatives

- Bottom line is that any increases in boat storage or dock space would be an improvement. It could be better if different users (paddlers and rowers) had separate areas.
- Linear dock space is important.
- Use the Philadelphia River's Boathouse Row for examples of tight spaces/ dock spaces. All of the boathouses there are very coordinated in their efforts.
- Two boathouses could potentially share one very large dock space.
- Group asked what the potential for using the site south of the Key Bridge is. It would be interesting to have a facility, possibly storage, in the building that GSA leases currently and then

have a second facility on the waterfront, both sharing the same dock space. However, there may be potential zoning issues with this site. Storing boats off site in this building is possible, but crossing the street/ bicycle trail would be difficult and dangerous. There is the potential to put functions such as locker facilities, offices, erg rooms, weight training, team meeting rooms (debriefing rooms), tanks (indoor rowing), showers, place to administer regattas, place for officials to meet, posting results, etc... There would also be commercial opportunities with this space because high schools would pay for access.

- Do we have Alexandria Crew Boosters on list? No direct bearing on this project, but in 1980s they built their boathouse and could be background resources that would be helpful for this project.
- Also look into the Anacostia Community Boathouse Association, Occoquan Facility, and the Sandy Run Rowing facility.

Boathouse Requirements

- Teams need to be able to have the security of knowing that their equipment is secure in one location.
- Sharing equipment isn't ideal, but is doable. Dock space is a bit more easily shared.
- High school and university rowers, especially the larger boats and novice students, by law, must have at least one if not two launches with them to go out. Any boathouse must have launch storage. For every two eights there must be one launch to pick up 18 rowers if they capsize.
- For competitions, teams take boats out of boathouse and onto trailers. Also, people always travel at the same time. Athletes have no problem carrying boats distances to load. The restrictions occur because of the actual size of the boat (60'). At other boathouses, distances can be a few hundred yards.
- The river floods and any boathouse that is built needs to anticipate this in the first floor design with set back and rise.
- Theft and vandalism is relatively low, but can occur. Take a look at the Alexandria Boathouse for examples of fences.
- More linear dock space is better. The demand will meet the size.
- Ideally, a comprehensive plan would build boathouses for universities to house their own programs, expand and rebuild TBC to maximum capacity to host all of the high school groups and public programs, and build the Arlington Boathouse. Arlington Boathouse could be used exclusively for paddlers and keep the Arlington high school crew teams at TBC.
- One advantage of moving forward the universities' goals is that they would be advancing private money for this.
- The vision of an integrated beautiful park façade would be beneficial.
- Teams need a place for indoor rowing/ practice when the weather is bad
- Limit plumbing and electrical on the first floor due to flooding.
- TBC moves its dock to Columbia Island Marina for winter storage. They use the crane to lift and stack the ramps in front of the boat house over the winter. Room would be needed to maneuver a crane between the facility and the river.
- It would be nice to have room for mechanical cranes to lift floating docks during flood episodes. For example especially in winter. All of the docks are floated down to Columbia Marina. TBC puts the docks on land. Other boathouses float their docks. With a larger shared facility, might not have volunteer power to lift/ remove docks.

Other Issues

- The area on the C&O Canal/Capital Crescent Trail where bicyclists and rowers mix is problematic. There needs to be a way to slow bicyclists in this specific area. Maybe a sign or change in pavement to let them know they are entering a slower zone.
- Having areas of mixed use is fine, but it is a matter of awareness of other users. The reality is that the river is going to be shared by mixed users.
- Typically rowers are more experienced because in order to rent a single, you have to take a class. In addition, kayaks and canoes go everywhere on river. Flat water, "prime" Potomac rowing space is from Key Bridge to upstream of Fletchers. Upstream boathouses are typically calmer and you can launch on more days.

- Some high schools don't provide busses, so students drive and park at TBC. Parking for high school programs is a big issue. College programs typically are self-propelled and walk, run, metro, or bicycle to practice. PBC has not allowed high school students to drive. Parking problem also occurs during special events.
- In other cities, regatta weekends can almost be a festival type atmosphere. Many in the DC rowing community would like more of this. In addition, more locations for people to launch from would benefit regattas. There is a good relationship between regattas and Washington Harbor restaurants because the increase customer traffic. Most restaurants open up for breakfast on race weekends specifically to cater to regatta attendees.

Wrap Up

Tammy noted that the workshop will be on Saturday March 3, and noted that we will get the notes out to the groups soon.

Date of Meeting: January 27, 2012
Project: Georgetown Non-Motorized Boathouse Use Zone Feasibility Study
Location of Meeting: Louis Berger Group, 1250 23rd Street NW, Washington, DC, 20037
Time of Meeting: 11:00 am – 12:00 pm
Purpose of Meeting: Focus Group Interview- Georgetown University

Focus Group: Gina Bleck, Georgetown University
Scott Fleming, Georgetown University
Linda Greenan, Georgetown University
Tony Johnson, Georgetown University
Chris Jordan, Georgetown University
Patrick McArdle, Georgetown University
Miranda Paris, Georgetown University
Andrea Salley, Georgetown University

NPS Team: Tammy Stidham

Consultant Team: Julie Eitner, The Louis Berger Group, Inc.
Carolyn Mitchell, The Louis Berger Group, Inc.
Margaret Stewart, The Louis Berger Group, Inc.

Introduction

Carolyn Mitchell welcomed the group and defined the purpose and limits of the current study. The study area is the Non-motorized Boathouse Zone designated in the NPS Master Plan for the Georgetown Waterfront Park in 1987. The NPS is stepping back from earlier planning efforts to take a holistic look at the zone, and what is possible within it. The purpose of this stakeholder meeting is to collect insights from existing and potential users about their issues and concerns, and to identify physical constraints. Carolyn Mitchell noted that a key development since the previous studies is the proposed Potomac Storage Tunnel associated with DC Water's Clean River Initiative. The Potomac Storage Tunnel will be located beneath the site and include a dropshaft and access portal that will need to be considered in evaluating the feasibility of constructing a boathouse upstream of the Alexandria Aqueduct pier.

There will next be a public workshop on March 3 at the School Without Walls, in which everyone included in the focus groups, as well as the public, are invited to come and work together to identify possible options for the zone.

DC Water will have staff at the public workshop to answer questions.

Discussion of the Zone

Carolyn began the group discussion by reviewing several of the common themes of the prior Thompson Boat Center (TBC) and Potomac Boat Club (PBC) Focus Group meeting including the need for maximizing linear dock size and that demand would rise to fill the maximum amount of boathouse possible. The group then began discussing the project history, potential new boathouse sites and solutions, boathouse requirements, and other related issues. The conversation flowed from topic to topic, but for easier reading purposes, these notes have been organized by topic.

Project History

- Georgetown University noted its hope that all of the work that has been previously done by the university as well as others be included in this process.
- Scott also reminded the project team that Georgetown University has a property up river that could, although not necessarily, be tied to the zone. Georgetown observed that in the 2006 Environmental Assessment, the NPS "is interested in protecting the 1.09-acre upstream parcel in addition to eliminating the University's right to drive vehicles along the Capital Crescent Trail (CCT) to access the site." Comments at the focus group session were to ensure that those factors were considered as part of the context to decisions in this feasibility study.

- Georgetown University discussed the evolution of the height of their proposed boathouse. There was a Memorandum of Agreement (MOA) concerning the boathouse. This MOA was signed by the then Superintendent of the C&O Canal National Historic Park, the then NPS National Capital Region Director, the then DC state historic preservation officer and the then executive director of the Advisory Council on Historic Preservation. Georgetown University was not a signatory. The agreement limited the structure to a footprint of no more than 15,000 square feet. The agreement also discussed the height of the peak of the building, which had started in the land exchange agreement at 54 feet, but was reduced during the zoning process to 46 feet. Zoning limited the building height at the height of interior finished ceiling height to 40 feet.
- This final height does not allow mechanical equipment to be located in an attic space and the equipment, rather than an architecturally pleasing roof, would be visible from the towpath during winter. The height restriction thus compromises the architectural design.
- Georgetown University noted that an error occurred when the property was being surveyed for the Environmental Assessment (EA). The surveyor gave the height of the towpath as 5 feet above what it really was. The preferred alternative in the final EA shows the peak of the building as higher than the towpath, although the height of the wings was lower. The final lowering of the building height was not related to the 40-foot height requirement in the zoning ordinance, but rather to a request by the then NPS Director based on personal observation from the Canal towpath.
- Through discussion with the NPS, Georgetown University determined that the only adequate site for a boathouse was at the preferred alternative site evaluated in the EA upstream of the Washington Canoe Club. The proposed site upriver from the Washington Canoe Club was initially suggested by the NPS, and judgments about site adequacy included NPS participation. In fact, the Land Exchange Agreement between NPS and the University specifically refers to an exchange of the EA site for the University's property farther west. During this time, a Georgetown Boathouse Commission was formed. One of the tasks was to take each site proposed and evaluate its pros and cons. No site was perfect including the preferred alternative site in the EA, but this site was the only site feasible for a boathouse meeting programmatic requirements. (Carolyn requested a copy of this report be forwarded to NPS and LBG.)

Program Statistics

- The most up to date boathouse program defined by Georgetown University is reflected in the EA. This is not the optimal program for the university, however, as the University has had to make many changes to the size and program scope throughout the design, zoning and EA processes.
- The Land Exchange Agreement is the first public document that limits these program needs.
- Carolyn requested that up-to-date program requirements (including future growth) and use statistics be forwarded together with comments on the meeting minutes, confirming the following information on record or required:
 - # athletes = 180 (fluctuates yearly, but has peaked at 180)
 - # and type of boats required = 40 eights, 10 fours, 10 pairs, 15 four-oared hulls, 6 singles
 - # boats launched 5:30-9:00am
 - # boats launched 4:30pm-dusk
 - # and type of boats currently stored at TBC: 15 eights, 6 fours, 7 pairs
 - Uses = (180 athletes x 6 days/week for 26 weeks = 28,080)

There are 8 programs with 8 coaches. There is a need for eight wakeless pontoon coaching launches, each 20 to 26' long. Dock space required for this is at least 208 feet.

River Traffic

- There are existing traffic patterns and protocols that could be mapped and made more widely available (as they are in Boston on the Charles) to help orchestrate use of the river and make the upstream site compatible with the existing canoe use patterns. (A map of the existing traffic patterns and example maps were provided to LBG following the meeting.)
- Cross traffic with canoes and kayakers has been a big perceived problem, although Georgetown coaches feel it is manageable. In order to solve this problem, a buoy line could be set from the

middle of the bridge to the Three Sisters Islands. Canoes and kayaks would go on the east side and rowers would go on the west side. During an earlier zoning process when this “problem” was raised, the Zoning Commission declined to accept that assumption. In its order, the Zoning Commission addressed the issue by a condition that stated: “When users of the boathouse are launching or removing shells from the water, or rowing in the river itself, they shall take care not to conflict with, and shall, when appropriate, yield to, passage by canoes and kayaks. The University crew team shall coordinate boat lanes and access with the adjacent Washington Canoe Club, and shall comply with the boat traffic guidelines for the Potomac River, as established by the Potomac River Safety Committee.”

- Georgetown participants stated that when compared to both the river usage on the Charles River (Boston) and the Schuylkill (Philadelphia) statistics clearly show that use along the Potomac is currently not dense, nor would it be with proposed new boathouses. The following statistics highlight that point:
 1. In this area, the Potomac is 1,240 feet wide with four current boathouses (Washington Canoe Club, Jack’s Boathouse, Potomac Boat Club, and Thompson’s Boat Center).
 2. On the Charles River, it ranges from 225 to 370 feet wide and is home to 9 major launching sites and also accommodates downstream traffic including rowing, canoeing, paddling and kayaking).
 3. On the Schuylkill River, the width of the usable river is from 160 to 200 feet and serves 9 “Boathouse Row” boating clubs
 4. In raw numbers, usage of the Potomac would not even approach the use on the Charles of only Community Rowing, Inc, without including the others who utilize the river.
- Traffic issues can readily be addressed by agreed-upon “rules of the road” along with common courtesy. The Potomac River Safety Committee does have in place written rules and guidelines for rowing shells and canoes.
- As of now, there is a river user’s group e-mail list serves to share information.

Proposed Alternatives/ Solutions

- The project team discussed the potential of the site just south of the Whitehurst Freeway including the building currently leased by General Services Administration (GSA) on 34th Street and Water Street. The group mentioned that there would be less potential for impacting views at this site. Georgetown University asked if focus groups could tour the GSA-leased building. Tammy noted that NPS is looking into ownership of this building.
- Georgetown University noted that they were unsure if two boathouses would fit on this site even if some of the functions of the boathouses were in the building across the street. The zoning for the site as they understand it would require a setback from the river and building codes restrict over-water structures to those without utilities, severely limiting the buildable area.
- Two boathouses could possibly fit on the waterfront east of Alexandria Aqueduct especially if the building across the street housed shared functioning, depending upon actual site measurements and zoning issues.
- Carolyn asked which functions could be shared. Georgetown University responded that it is hard to envision a shared facility along the lines of another Thompson’s Boat Center, since that would not alleviate challenges that already exist. George Washington University and Georgetown University would want to use the resources at the same time. The Georgetown University coaches need individual space for their teams, but realize the constraints in this area and the need for flexibility. Boats and boat storage space would need to be private due to the cost of the boats and the potential for boat damage and theft. In addition, Georgetown would like to have a boathouse with its own identity because otherwise fundraising would be difficult, if not impossible. Georgetown added that much fundraising has already occurred that stipulates the need for identity:
- Georgetown suggested that the GSA-leased building across Water Street might make it possible to split up some functions both for Georgetown’s and George Washington University’s boathouses that could be housed there while preserving separate and distinct boathouses on the waterfront for both institutions.

- Georgetown University has discussed involving other programs within their boathouse such as summer rowing programs, master's programs, and wounded warrior programs. These programs would have to be community, not institutional. Some of these uses were not envisioned in the zoning approval for the previous boathouse proposal.
- Georgetown University asked if it would be theoretically possible to stabilize and move the Washington Canoe Club (WCC) either up or down stream. The NPS responded this may be possible. Georgetown was not suggesting the University move the WCC, however; a suggestion from the university to that effect would be counterproductive.
- Georgetown University mentioned the new rowing center in Oklahoma City as an example for mixed use river sharing. In this boathouse, canoeists and kayakers chose to locate at an established rowing facility.

Boathouse Requirements

- Carolyn asked what Georgetown University would envision being part of a 15,000 square foot boathouse building. Georgetown University responded that the first floor of the boathouse would include boat storage, a rowing tank, and a small lobby. The second floor would include locker rooms, office space, space for erg machines and possibly more. They noted that 15,000 square feet was not the initial starting point nor is it Georgetown University's ideal space.
- Carolyn asked what would be included in their ideal space. Georgetown University responded that the important components of the boathouse would be boat storage and a rowing tank on the first floor, a great room to house exercise equipment, locker rooms, and small weight room, small kitchen, offices, etc. Also keep in mind that this will be a boathouse that will be there for 50-100 years and needs to be able to accommodate the growth of the programs. In addition, reducing the height of the building was a request not a demand because of zoning or because of view shed analysis.
- Georgetown University feels they don't have the authority to say their boathouse could be placed on a site that has in the past been labeled as someone else's site (in reference to the site just south of Whitehurst Freeway). In addition, they don't want to lay claim to public lands. The University continues to be open to the proposed land exchange agreement that would remove the University-owned inholding in the C&O Canal Historic Park and eliminate the associated easement along the Capital Crescent Trail.
- The bottom line is there is more demand for boathouses than space for them therefore the boathouse zone should be made as large as possible.
- One other thing to note, having the rowing tank adjacent to the river and public use trails could provide a nice opportunity, with glass windows, to show the public an additional aspect of rowing.
- Georgetown University mentioned that the two universities (George Washington University and Georgetown University) would not require associated parking because of the proximity of their campuses to the boathouse zone, and that all of the other user groups require parking. Therefore, because of parking site constraints, the universities may be the only logical options for construction upriver (west) of the Alexandria Aqueduct Bridge, not south of the Whitehurst Freeway. The boathouses must have a dock that is long enough to be able to accommodate the coaches' motorized launches (16 feet long). There are also pontoon boats for coaches, but unfortunately there is not enough room to store these boats and they are easily destroyed. These wakeless pontoon boat launches are 20-26 feet long.
- Any boathouse should have to include a public component such as a city youth program.

Other Issues

- Georgetown University (Tony) mentioned all the comments on the EA were answerable. One comment dealt with floodplain issues and the impact to floodplains from the new proposed boathouse. Georgetown University did a hydraulic study (provided to LBG following the meeting) that indicated that there was no impact on flood levels caused by the proposed structure.
- One of the issues raised with the preferred alternative site in the EA is that this site is a "pristine" untouched site not appropriate for a building. However, historic records show that there have been buildings in this location in the past and an arborist report that documented the plants

existing on the site showed nothing of significance. (Historic photos of these boathouses were provided to LBG following the meeting. A copy of the arborist's report was requested).

- Georgetown University is very interested in advancing this project. They have raised money and numerous parts of the University are involved. Georgetown University is flexible with the various boathouse zone options, but would like to point out that a scenario in which a "second" TBC is created in which they would be sharing space with numerous other users would be difficult to sell. Fundraising has already been done in the name of a Georgetown University boathouse. Therefore the identity of the boathouse is very important to Georgetown. Through the zoning process and the EA process, Georgetown University has constantly been asked to make the building size smaller. Overall they have done this from lowering the height of the building to the footprint etc. It is at the point that the proposed boathouse does not allow room for growth and is not ideal for the University.
- The University stressed the historic nature of rowing on the Potomac River; noting that students have been going down to the river for sport and recreation since the founding of the University in 1789. Rowing as an organized sport began in 1876. The enterprise of Georgetown students rowing on the Potomac is as historic as the C&O Canal itself.

Wrap Up

Tammy noted that the workshop will be on Saturday March 3, and noted that we will get the notes out to the groups soon. The NPS also requested Georgetown University's programmatic needs for the next 100 years, the hydraulic study that was done by Georgetown University, and any architectural work for their boathouse that has been done.

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Date of Meeting: January 27, 2012

Project: Georgetown Non-Motorized Boathouse Use Zone Feasibility Study
Location of Meeting: Louis Berger Group, 1250 23rd Street NW, Washington, DC, 20037
Time of Meeting: 1:00 pm – 2:00 pm
Purpose of Meeting: Focus Group Interview- Washington Canoe Club, Jack's Boathouse, Surfrider

Focus Group: Martin Lowenfish, Washington Canoe Club (WCC)
Cheryl Norcross, Surfrider Foundation, DC Chapter
Anna Popov, Jack's Boathouse
Paul Simkin, Jack's Boathouse
Kathy Summers, Surfrider Foundation, SUPDC

NPS Team: Tammy Stidham

Consultant Team: Julie Eitner, The Louis Berger Group, Inc.
Carolyn Mitchell, The Louis Berger Group, Inc.

Introduction

Carolyn Mitchell welcomed the group and defined the purpose and limits of the current study. The study area is the Non-motorized Boathouse Zone designated in the NPS Master Plan for the Georgetown Waterfront Park in 1987. The NPS is stepping back from earlier planning efforts to take a holistic look at the zone, and what is possible within it. The purpose of this stakeholder meeting is to collect insights from existing and potential users about their issues and concerns, and to identify physical constraints. Carolyn Mitchell noted that a key development since the previous studies is the proposed Potomac Storage Tunnel associated with DC Water's Clean River Initiative. The Potomac Storage Tunnel will be located beneath the site and include a dropshaft and access portal that will need to be considered in evaluating the feasibility of constructing a boathouse upstream of the Alexandria Aqueduct pier.

There will next be a public workshop on March 3 at the School Without Walls, in which everyone included in the focus groups, as well as the public, are invited to come and work together to identify possible options for the zone.

DC Water will have staff at the public workshop to answer questions.

Discussion of the Zone

The group then began discussing group programmatic statistics and needs, current river usage and issues, boat storage issues, potential new boathouse sites, and regatta logistics. The conversation flowed from topic to topic, but for easier reading purposes, these notes have been organized by topic.

Programmatic Statistics

The groups began by discussing their specific programmatic statistics. Carolyn requested that up-to-date program requirements (including future growth) and use statistics be forwarded together with comments on the meeting minutes, confirming the following information on record:

- # and type of boats currently stored:
 - WCC stores 200 boats outside; none currently allowed to be stored inside the facility
- Washington Canoe Club (200 members with opportunity for multiple users per membership (322 members)/guests); 15% are athletic members; 6-% are recreational members; 25% are social members; there are 8 months of usage typically
- WCC reports approximately 29,300 uses per year
- Washington Canoe Club Special Events, such as regattas and outreach events (1500 reported uses per year)
- Jack's Boathouse (Escorted tours = 4,000)
- Jack's Boathouse (300 paddle craft x 20 rentals/month for 6 months = 36,000)

WCC began by describing their current user statistics and history.

- WCC was on the river when there were wall-to-wall boathouses and while now there are few boathouses, there is still a vibrant river community.
- WCC hosts a very broad spectrum of programs and activities. WCC's most traditional association is as a racing group for canoeing and kayaking. The club's focus is now much broader than simply sprint racing, though, and includes training youth and elite paddlers. They have expanded to include stand-up paddlers, whitewater kayakers, and other athletes.
- Over the years, in order to reach out to the community and get more involved, WCC has promoted various outreach activities, including adaptive athletes of all sorts, Wounded Warrior programs, and providing regular river access and a space for special events. Some of these outreach efforts have also involved youth and scholastic programs.
- The spectrum of users at WCC varies from recreational paddlers, family paddlers, those who only are members to participate in the traditional social events (i.e. crab feast, oyster roast, etc.), youth athletes, and Olympic and elite athletes.
- WCC's social events are a big deal for exposing folks to the river and to keep interest in the WCC.
- Carolyn asked how many WCC members are involved in active river use versus social use. WCC responded that member range has been between 200-250 names on their register. However, member names include entire families, couples, and members who bring friends to larger events.
- WCC also hosts several other large events aside from social and outreach events, including several big regattas. The average number of participants involved in these events is 100-200 participants racing, including family, fans, and others. During these events there is need for additional storage, turn around space for trailers, and space for those who wish to camp or stay within the building itself.
- WCC also stores McLean high school's wakeless launches. These boats are approximately 20-26 feet in length.

Jack's Boathouse described their current programmatic statistics and day to day operations.

- On an annual basis Jack's Boathouse has approximately 36,000 visitors, which includes both unique visitors or returning users. Approximately 4,000 of these visitors go out on escorted evening groups in the summer. Users range from newborns to senior citizens.
- Jack's Boathouse has approximately 300 boats for rental (single kayaks, double kayaks, canoes, etc.), 20 standup paddle boards, storage for 140 boats (canoes and kayaks) that anyone may rent. Georgetown University stores their kayaks for their outdoor education program at Jack's Boathouse. Bethesda-Chevy Chase (B-CC), NCS, St. Albans high schools store their coaches' launches at Jack's Boathouse as well. Boats are stored using A-frame racks that are specially designed to be less visible.
- Jack's Boathouse has a full grilling and picnic area where Jack's Boathouse supplies all materials. There are also 20 or so chairs for folks to hang out in.
- A year ago a new dock was put in (26 x 160 feet). This dock was engineered for the purposes of paddling and is distinctly different from rowing docks.
- In the near future, Jack's Boathouse will be bringing in "loaders" for disabled users.
- In terms of staffing, Jack's Boathouse has approximately 22 people a day working there. 10 staff are part of the Marine Honor Guard.
- Jack's Boathouse parking lot has space for 19-20 cars and 35 free street parking spaces including 3 spaces for tour buses.
- Jack's Boathouse has at least one safety boat that goes out with each tour including one EMT. Their facility has over 1,200 life jackets (PFDs).
- There are two full in/out desks to facilitate people renting and returning boats. The facilities also include lockers, toilets, and changing area. Cost per rental is \$14 per hour and paddle boards are \$20 per hour.

Surfrider Foundation gave a brief overview of their program.

- Surfrider Foundation is an international organization with over 50 chapters worldwide. The organization is completely run by volunteers. Their main purpose is to look after watersheds. Clean water conservation and public access are their core issues.
- In DC, there are over 1500 supporters, including a newsletter readership of 1300, 808 followers on Facebook, and 200 active regular volunteers. Surfrider DC supporters include a growing standup paddling community. Members participate in local races, help run a variety of clean water campaigns, and had a substantial involvement in the DC Bag bill.
- Surfrider DC hosts 47 events annually (not including informal, weekly paddles). The events they host/participate in the Zone are:
 - Annual Clean Water Paddle (Thompsons Boat Center for 17 years; 2009 = 80 participants, 2010 = 100 participants, 2011 = 80 participants, 2012 event planned)
 - International Surf Day (Thompsons Boat Center; 2010 = Stand Up Paddle Clinic with 250 participants, 2011 = Informal Paddle Meet-up with 25 participants, 2012 events planned)
 - Potomac River and Capital Crescent Trail Cleanup with Washington Canoe Club (50 – 100 participants for 2 years, collaborative cleanup with WCC, 2012 event planned)
 - Paddle for Humanity (100 participants, provided volunteers & race participants)
 - Washington Canoe Club's Kumu'ohu 15K Challenge (provided race participants for 2 years)
 - Team River Runner Biathlon (Washington Canoe Club) (provided volunteers for 3 years)
 - - Year round, informal, weekly paddles (3 – 15 paddlers)
- The group typically organizes at least 10 river cleanups throughout the year including two within the boathouse use zone alone. There is also one on Theodore Roosevelt Island in September and one with WCC in April.
- Their largest event is Clean Water Paddle, which launches from Thompson's and goes up to Key Bridge, and is going on its 18th year. This event includes kayakers, canoeists, stand-up paddlers, and prone paddlers and is a voice for recreational usage with growing standup community.
- Many paddlers launch from Columbia Island because there are no other launch options.
- The DC Chapter of Surfrider offers community service hours to high school and middle school students for volunteering at our events.
- In the past 3 years, the DC Chapter of Surfrider has mentored 4 interns (from George Washington University and the University of Maryland). Interns receive college credit for their work with Surfrider.
- The DC Chapter of Surfrider regularly partners with river advocacy groups to educate its members regarding the history and health of our local water ways. The purposes of these sessions are to educate and encourage volunteerism on the Potomac and Anacostia rivers. Partnering organizations include: Potomac Riverkeeper, Anacostia Watershed Society, and DC Department of the Environment.
- In 2010 and 2011, the DC Chapter of Surfrider offered free community Stand Up Paddle clinics to increase public awareness of the sport and to stimulate the local Stand Up Paddle community. Local board/boat shops donated instructors and boards for the clinics. Partnering shops include East of Maui Annapolis and Potomac Paddlesports.
- In 2012, the DC Chapter of Surfrider will partner with the DC Harbor Patrol to offer a free River Safety/Boating Safety Certification course, specifically tailored to Stand Up Paddlers. All recreational paddlers are required to hold a Boating Safety Certification to paddle in DC. Many Stand Up Paddlers are new to the area, or new to Stand Up Paddling, and are unfamiliar with DC river safety laws. This course will help set a standard of safety in the DC Stand Up Paddle community, and encourage compliance with DC laws. Course will be open to the public. Other paddling groups are encouraged to join!
- In 2012, the DC Chapter of Surfrider will offer reimbursement for Life Guard certification to its members for the purposes of increasing safety on the river and to encourage members to volunteer as "safety boarders" for area triathlons and open water swims.
- In 2011, the DC Chapter of Surfrider purchased 4 Stand Up Paddle boards to be used by its members at River Cleanups, community paddles, Stand Up Paddle clinics, and local Stand Up Paddle races.

- All of our meetings and events are open to the public. Volunteers are not required to be paying members to participate in our events.
- Surfrider annual membership starts at \$25.
- What is the typical season for paddling? Anytime, depending on weather. All one needs is a wetsuit or dry suit depending on weather/ where you go.

Stand Up Paddle DC (SUPDC) (Comments added after the meeting; the group was represented at this meeting by both Cheryl Norcross, and Kathy Summers)

- Stand Up Paddle DC (SUPDC) started as a nonmember “club”/Facebook page to introduce Stand Up Paddling to the DC area in 2009 and raise awareness of the need for river and water conservancy. To answer the huge demand for instruction, sales consultation and community building in the DC Metropolitan area, Stand Up Paddle DC, LLC (SUPDC, LLC) incorporated in the spring of 2011.
- Very committed to safety on the water and proper etiquette between all river users, SUPDC informs all people that paddle with SUPDC of the USCG PFD and lights laws, local Washington, DC laws (Boater Safety class requirement) and works with the DC Harbor Patrol to keep open communication between the quickly growing paddling community and those who watch over us.
- Many Stand Up Paddlers have moved to DC from other places and while they may be great paddlers, they do not know where to launch, park or store their boards. SUPDC quickly became a means of communication for many Stand Up Paddlers in the DC metro area, and acts as a consultant to buyers and is a nationally known representative for ULI Boards (inflatable stand up paddleboards).
- The Stand Up Paddle DC Facebook page currently has 372 followers (mostly local)
- StandUpPaddleDC.com has had over 1,050 hits this summer.
- My personal Facebook page has 750 followers (mostly national and international paddlers or watermen and women).
- SUPDC, LLC donates time and equipment use for charitable events.
- SUPDC, LLC is consulting with local summer camps to help them develop their Stand Up Paddle Programs.
- SUPDC, LLC facilitated the sales of over 50 Stand Up Paddle boards, 38 of which were ULI Inflatable Boards mostly because of the storage and river access issues.
- SUPDC, LLC works with and supports the efforts of the Surfrider Foundation, The American Canoe Association, the World Paddle Association, The Paddle for Humanity, The Special Olympics (SUP is an official sport in Florida and we are working to expand that), The Paralympics, Wounded Warriors-Team River Runners, and all events at the Washington Canoe Club.
- SUPDC, LLC worked with the ownership at the Washington Harbor to host DC’s first annual Paddle for Humanity to benefit Surfaid International. We provided volunteers and many of the participants were SUPDC paddlers. There were over 120 registered paddlers with 78 participants who came from as far south and SC and north as NY.
- SUPDC, LLC is working to make the WCC Kumu’ohu Race, April 2012, a WPA sanctioned race for serious racers who want to be nationally ranked. The race has included and will continue to include Stand Up Paddlers regardless if the sanctioning is approved.
- SUPDC, LLC will help to bring back the Paddle for Humanity (a WPA sanctioned event) Aug 2012.

The group as a whole discussed the distinctions between the different types of users.

- The biggest distinction between users is competitive users versus recreational users. Approximately 75-80 percent of users are first time users. Approximately 20 percent are return and 3% are heavy users. For WCC approximately 50 percent are competitive and 50 percent are recreational. Jack’s Boathouse is geared towards new/first time users.

River Use Issues

- The group sketched issues on a map of the River during the meeting.
- There are always river use issues between rowing boats and tourists. Jack's Boathouse attempts to mitigate this by having tour groups that specifically take folks on routes that don't cross rower's pathways. Recreational paddlers are generally interested in either a "rural" tour, going up towards the Three Sister's Islands along the coastline, or an "urban" tour, going in the other direction around Theodore Roosevelt Island. Problems arise when people cross the river directly to get to Theodore Roosevelt Island.
- Problems between competitive and recreational users stem from their different mindsets – the first likes to go fast, the second likes to meander.
- There are also issues with submerged branches and potentially dangerous objects especially during low tides.
- Power boaters also present problems because they never keep to the posted 6 m.p.h. limit beyond Key Bridge.
- The best way to solve these contentious issues is to have a well understood traffic pattern that helps to guide the direction and type of use on the river. The design of the boathouse zone would be enhanced if it takes into account these historic patterns of use on the river.
- There needs to be a way to communicate with all river users. Two-way radios have been the best way to give heads up to boats.

Boathouse/ User Requirements

- Stand-up paddlers just need a dock, but the boards do have a fin, which typically requires some sort of depth.
- Stand-up paddlers also need covered storage because they are more susceptible to the elements.
- The number one thing prohibiting the stand-up paddling community from growing is storage. The stand-up paddling race scene is also growing as a sport - possibly heading for the Olympics. The sport is where snow-boarding was a few years ago.
- WCC has historically provided:
 - changing and shower facilities
 - weight training facilities
 - land workout facilities for use of paddling ergometers
 - bathrooms
 - a kitchen and other indoor cooking facilities
 - boat storage
 - boat and equipment maintenance

Proposed Solutions/ Alternatives

- The group asked if Thompson Boat Center could be geared towards high school rowers only.
- The group mentioned that anything that is built should take into account the floodplain and river when planning and include minimal impervious surfaces as well as an erosion control plan.

Other Issues

- Jack's Boathouse mentioned that the biggest issue they face in getting people in and out is the vehicular traffic coming to Jack's Boathouse.
- The only river user group not represented in these focus groups are the adaptive users such as the Wounded Warriors.
- One of the biggest issues is that there is no public access without fee.

Wrap Up

Tammy noted that the workshop will be on Saturday March 3, and noted that we will get the notes out to the groups soon.

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Date of Meeting: January 30, 2012
Project: Georgetown Non-Motorized Boathouse Use Zone Feasibility Study
Location of Meeting: Louis Berger Group, 1250 23rd Street NW, Washington, DC, 20037
Time of Meeting: 2:00 pm – 3:00 pm
Purpose of Meeting: Focus Group Interview- George Washington University

Focus Group: Lew Rumford, George Washington University

NPS Team: Tammy Stidham

Consultant Team: Julie Eitner, The Louis Berger Group, Inc.
Carolyn Mitchell, The Louis Berger Group, Inc.

Introduction

Carolyn Mitchell welcomed the group and defined the purpose and limits of the current study. The study area is the Non-motorized Boathouse Zone designated in the NPS Master Plan for the Georgetown Waterfront Park in 1987. The NPS is stepping back from earlier planning efforts to take a holistic look at the zone, and what is possible within it. The purpose of this stakeholder meeting is to collect insights from existing and potential users about their issues and concerns, and to identify physical constraints. Carolyn Mitchell noted that a key development since the previous studies is the proposed Potomac Storage Tunnel associated with DC Water's Clean River Initiative. The Potomac Storage Tunnel will be located beneath the site and include a dropshaft and access portal that will need to be considered in evaluating the feasibility of constructing a boathouse upstream of the Alexandria Aqueduct pier.

There will next be a public workshop on March 3 at the School Without Walls, in which everyone included in the focus groups, as well as the public, are invited to come and work together to identify possible options for the zone.

DC Water will have staff at the public workshop to answer questions.

Discussion of the Zone

The group then began discussing the project's history, boathouse requirements, potential project alternatives and solutions, and other issues. The conversation flowed from topic to topic, but for easier reading purposes, these notes have been organized by topic.

Project History

Lew gave a brief background of George Washington University's involvement with the project.

- Early on George Washington University put together an information package that would inform everybody about the potential of all the different various possible boathouse sites.
- George Washington University's original proposal was to build a joint boathouse with the high schools. At the time NPS's John Parsons didn't want GW's plan to be released to the public.
- The site east of the Key Bridge is part of George Washington University's land exchange agreement with the NPS for the two townhouses upstream.
- The George Washington University boathouse site plan includes right-of-way for K Street and the current sewer (this right-of-way does not take into account new DC Water plan). Their dock does not project out into river and the lower portion of dock can float away and be stored during the winter. Given the constrictions of the proposed GW site, the first floor cannot have boats stored perpendicular to the shore. Instead they must be stored and removed at 45 degree angle and transported to the dock using a switch back.
- Lew noted that due to limitations imposed by the NPS, these designs were never offered to public, but have been offered to Georgetown University.
- Lew recalled that, except for Georgetown University's additional boat bay, there is roughly a 100 square foot difference in usable programmatic space between the proposed Georgetown University and the smaller George Washington University boathouses design.

- During George Washington University's design process, George Washington University worked with Gretchen Ellsworth to select four representatives from the high school groups to be a part of George Washington University's design process. This was the basis for the larger study approach including a large shared dock space.

Boathouse Requirements

- One limitation to planning a boathouse is the length of an 8 seat shell. The plans must consider the difficulty of loading and unloading these boats from their storage racks and carrying them to the docks, especially with the added difficulty of drastic changes in elevation.
- In response to a direct question, Lew said that given the decades of prior discussion and the longstanding contractual swap agreement between the Federal Government and GW, it would not seem appropriate to suddenly give George Washington University boathouse site to Georgetown University. That said, Lew reiterated GW's desire to facilitate a holistic boathouse solution that worked well for all parties.
- It may be feasible to share some functions, but not all. For example, a rowing tank may prove harder to share than one might assume, because the athletes would likely need access at the same time.
- Since universities rely on private funding and donor support, the character and identity of their boathouses is likely to be important to the both universities.
- Boat storage must go on the ground floor near the water, but secondary functions might be provided separately. The possibility of using the GSA building was suggested. Lew expressed uncertainty as to how it might be utilized but emphasized GW's willingness to jointly explore other possibilities..

Proposed Solutions/ Alternatives

- Lew stated that the best way to build capacity in the boathouse use zone is to build additional boathouses. He stated that it would presumably be acceptable for the government (NPS) to build boathouses, but due to financing and other additional issues it seems more likely that the universities would be better able to build them. And, importantly, TBH capacity constraints are greatly relieved by creating new facilities upstream.
- Based on previous studies he recalled, Lew cautioned that the he site adjacent to the Key Bridge on the west and the townhouse sites are not feasible for a scholastic boathouse, primarily due to the embankment elevation in this area and the resulting complication of moving 8-person shells.
- Lew said that the site directly west of the Key Bridge would not be ideal because of the elevation and because it is upstream of the bridge, which makes it potentially more hazardous for novice crews to land.

Other Issues

- Lew explained that Clyde's restaurant has a lease on a portion of the George Washington University boathouse site. The lease is still in effect because it was drafted in a way that it cannot be terminated unless it has a start date.
- Clyde's had originally planned a floating restaurant, requiring a USACE permit that USACE has not provided. While not approving the permit for the floating restaurant, the USACE has also never definitively denied the permit, apparently to avoid setting a precedent.
- George Washington University was close to a deal with Clyde's to move forward with the site for the George Washington University boathouse and had commenced an EA (spending \$150,000). John Parson of NPS instructed them to stop the process and put the arrangement on hold. The NPS had concluded that they didn't have proper jurisdiction to move forward and were going to take a closer look at the environmental impacts to the proposed site.
- The lease with Clyde's initially was with the city of DC, but when the land transferred to NPS, the lease was transferred to NPS as well.
- The deal with Clyde's would have involved a payment to Clyde's to buy out their lease on the land. The value of the townhomes have been appraised as greater than the George Washington University boathouse site due to use and zoning differences. Lew noted that the appraised valuations of the GW site and the townhouses might look inverted, unless one understands the

nature of the constraints and resulting limitations on use and value that encumber a boathouse site in this location.

- The NPS requested that George Washington University provide plans for the proposed boathouse and that these plans be shared at the public workshop.
- Lew mentioned that Gretchen Ellsworth might have the schematics for reconfiguring TBC to accommodate more high school shells. The design work was funded by GW in order to facilitate a workable solution for all parties..
- The NPS asked Lew who else from George Washington University should be invited to the public workshop. He responded that the George Washington University crew coaches and Lew should be invited.

Wrap Up

Tammy noted that the workshop will be on Saturday March 3, and noted that we will get the notes out to the groups soon.

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Date of Meeting: January 30, 2012
Project: Georgetown Non-Motorized Boathouse Use Zone Feasibility Study
Location of Meeting: Louis Berger Group, 1250 23rd Street NW, Washington, DC, 20037
Time of Meeting: 4:00 pm – 5:00 pm
Purpose of Meeting: Focus Group Interview- Friends of Georgetown Waterfront Park and Georgetown ANC

Focus Group: Ann Satterthwaite, Friends of Georgetown Waterfront Park
Bill Starrels, ANC2E05 Commissioner
Bob vom Eigen, Friends of Georgetown Waterfront Park

NPS Team: Tammy Stidham

Consultant Team: Julie Eitner, The Louis Berger Group, Inc.
Carolyn Mitchell, The Louis Berger Group, Inc.

Introduction

Carolyn Mitchell welcomed the group and defined the purpose and limits of the current study. The study area is the Non-motorized Boathouse Zone designated in the NPS Master Plan for the Georgetown Waterfront Park in 1987. The NPS is stepping back from earlier planning efforts to take a holistic look at the zone, and what is possible within it. The purpose of this stakeholder meeting is to collect insights from existing and potential users about their issues and concerns, and to identify physical constraints. Carolyn Mitchell noted that a key development since the previous studies is the proposed Potomac Storage Tunnel associated with DC Water's Clean River Initiative. The Potomac Storage Tunnel will be located beneath the site and include a dropshaft and access portal that will need to be considered in evaluating the feasibility of constructing a boathouse upstream of the Alexandria Aqueduct pier.

There will next be a public workshop on March 3 at the School Without Walls, in which everyone included in the focus groups, as well as the public, are invited to come and work together to identify possible options for the zone.

DC Water will have staff at the public workshop to answer questions.

Discussion of the Zone

The group then began discussing the project's history, purpose and need, potential project alternatives and solutions, and other issues. The conversation flowed from topic to topic, but for easier reading purposes, these notes have been organized by topic.

Project History

Bob gave a brief background of previous studies.

- The previous study illustrated the need for a new boathouse.
- W-0 zoning for this boathouse was done in 2006.
- The Friends of Georgetown Waterfront Park previously endorsed Georgetown University's boathouse proposal. They also felt that the boathouse zone has been established and that dissent about Georgetown University's boathouse proposal is unfounded.

Project Purpose and Need

- The Friends of Georgetown Waterfront Park are concerned that the boathouse zone has already been established and this project is duplicating if not taking steps backwards. They feel that if boathouse dissenters want National Environmental Policy Act (NEPA) analysis to be done for this project that is ok, but that the project should not move backwards to re-examine the decision to create a boathouse zone.
- Bob mentioned that if the desire is to expand the boathouse zone farther up the coast, then he agrees that there would be environmental concerns related to this action.

- Ann questioned the purpose and outcome of this project. She also asked who is involved in focus groups. Carolyn responded that all users included in the boathouse zone as well as TBC.
- Bob noted that he is ok with this project checking with the demand for a boathouse and rowing demands as it has changed and increased since 1980s. He cautioned that the demand may not be accurate because many people have also been discouraged and gone elsewhere for rowing.
- Ann noted that boating has been a part of the Georgetown Waterfront Park's planning efforts for a very long time. Encouraging boating has been a very large part of the park.
- The most important aspect of this project is to increase boating storage and training facilities even if it means providing temporary facilities. There are many users in the area and the park want's to accommodate their interest, but rowing, kayaking, canoeing are the major interests and the park wants to improve their facilities as soon as possible.

Proposed Solutions/Alternatives

- The group asked how many more boathouses are being proposed. In the past study, two to three boathouses were suggested.
- Bill suggested that this project could seek funding to expand and improve Thompson Boat Center from the universities who want to build their own boathouses.
- Ann suggested that an in-depth review of the entire boathouse zone be done including any possibilities for expanding the boathouse zone. In addition, she suggested the use of potential temporary facilities and the expansion and renovation of TBC.
- The group asked if there are other sites along the waterfront that would be suitable for boathouses. Ann responded that decades of planning occurred to create the Georgetown Waterfront Park and that the 34th street boundary came from numerous discussions. She doesn't think changing this boundary would be appropriate.
- Regarding the Georgetown University boathouse site, the Friends of Georgetown Waterfront Park initially supported this site, but now think it should be reconsidered. They had an arborist assess the trees in that area and found no significant species. Carolyn asked that FOGWP please provide this report to NPS and LBG.
- Bill suggested that a study of TBC should be completed to figure out how to rebuild, renovate, and increase its capacity.
- The group had several questions about DC Water's project.
 - If a boathouse was planned in this area, would it be possible to get DC Water to sign an agreement not to disturb the boathouse?
 - What is the timeframe for DC Water's project?
 - Can someone from this project team go back to DC Water and ask if we can have a protected area that would not be disturbed by construction?
- The group mentioned that this project needs an agreement with DC Water that they would pay for consequences of moving boathouses etc. DC Water needs to know that this project is of serious concern to stakeholders.
- Ann asked about NPS's plans for the future of TBC. Tammy responded that TBC is a concession facility. In terms of plans for the future, there are no plans to change the current arrangement.
- Ann suggested that NPS look at plans for future of TBC especially with the contract renewal coming up. The contract with GSI should not be renewed until there are additional alterations to TBC that would provide for more storage and training facilities at TBC.
- Bill suggested adding TBC to the boathouse zone as an associated property or outlier (as opposed to extending the zone continuously downstream to TBC).

Other Issues

- What is occurring with the DC Water combined sewer project? Questions about how this would impact this project as well as Georgetown in general. Tammy responded that they will be providing information as their project progresses and will be at the workshop.
- Ann suggested that because one of the dropshafts for DC Water will be in boathouse zone and another one in the vicinity, the project team must rethink what can be done within the zone.
- The group's biggest concern is that the DC Water project will hinder this project.

Wrap Up

Tammy noted that the workshop will be on Saturday March 3, and noted that we will get the notes out to the groups soon.

After the meeting, the Friends of Georgetown Waterfront Park submitted the attached position paper. No other comments were received on the notes.

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FRIENDS OF GEORGETOWN WATERFRONT PARK

Statement of Position on NPS's Feasibility Study to Implement a Non-Motorized Boathouse Zone Along the Georgetown Waterfront

(NOTE: This document has been formatted, but left otherwise unedited. It was inserted as an addendum after the focus group meeting)

The Friends of Georgetown Waterfront Park (FOGWP) is a non-profit corporation established to support the construction, maintenance and continuing enjoyment of the ten acre National Park located on the Potomac River between 31st Street and 34th Street on the Georgetown waterfront. The design of the Park was intended to enhance the ability of the general public to view and participate in the crew races and regattas that are conducted on the Potomac. One of the long ago validated needs on this portion of the river has been for construction of additional boathouse capacity to permit the proper storage of the shells used by the university and high school rowing teams that are currently unable to find adequate space in Thompson's Boat Center. FOGWP is very concerned that the Feasibility Study, as now defined, will not accelerate the construction of additional boathouse capacity along the Georgetown waterfront, and misses the opportunity to move that process forward.

Background

In January 1987, the Georgetown Waterfront Park Plan was approved by the Director of the National Capital Region of the NPS after the draft plan had been reviewed and supported by the National Capital Planning Commission, the District of Columbia Office of Planning, the Commission of Fine Arts, the District of Columbia Historic Preservation Review Board and the C&O Canal National Historic Advisory Board. That plan contained a series of action steps that were to promote the preservation, restoration and enhancement of the historic resources of the area. Included was a recommendation to redesign Thompson's Boat Center to improve its appearance and to redesign the parking lot to accommodate crowds during boating events.¹

Citing a recent NPS study that found "considerable unmet demand for non-motorized boating facilities," the Plan designates an area where the construction of "new boathouses is appropriate."² This area "...does not extend further west of Key Bridge than about 1,100 feet because of the policy aimed at preservation of the natural appearance of the Palisades. To the east of Key Bridge, the boundary embraces the site of the proposed floating restaurant. Should the restaurant not be installed (sic), the area is appropriate for boating facilities."³

A subsequent NPS publication, *Special Study - Nonmotorized Boating in the Potomac and Anacostia Rivers, Washington, D.C.*, (Preliminary Report, January 1989) identifies five sites potentially available for boathouses: (1) the site west of the location of the boathouse used by the Washington Canoe Club; (2) the Dempsey site, east of the Canoe Club extending to the remains of the Aqueduct Bridge (which site the Study acknowledges sits astride a major outlet chamber of the Dulles Interceptor Sewer and would require "major repair"); (3) the site between the Potomac Boat Club and Key Bridge currently occupied by three townhouses and Jack's Boats; (4) the Ice House Building site to the north of Water Street, which would require access to the river via the parcel to the east of Key Bridge, which at the time of the study

¹ See Action items 12 and 13 in the Plan attached hereto.

² *Id.* at Action Item 14.

³ *Id.*

was assumed to be the location of the floating restaurant; and (5) in the event the restaurant were not built, the site between Key Bridge and the foot of 34th Street on the south side of Water Street.

Georgetown University proposed in 2006 to construct its boathouse on the site west of the location of the Washington Canoe Club, and an environmental assessment (EA) was conducted by the NPS. FOGWP filed comments supportive of the construction of the boathouse on that site. Based upon this EA and comments received, NPS determined that an environmental impact statement would be needed, and it is believed that Georgetown University funded the preparation of the draft EIS (as well as the prior EA). However, the draft EIS has never been released by NPS for public comment, and progress on constructing a boathouse has been held in limbo during the succeeding six years.

During this hiatus, it has become apparent that the DC Clean Rivers Project of the D.C. Water and Sewer Authority (WASA) could have a significant impact upon the Georgetown waterfront. The project is mandated by a consent decree between the Environment Protection Agency and WASA to eliminate most of the dumping of raw sewerage into the Potomac and Anacostia Rivers during periods of precipitation run-offs through a combined sewer system constructed in the 19th century. Although design of the Potomac River portion of the project will not be completed until 2018, it is understood that an enormous runoff storage tunnel several thousand feet long and 100 feet underground will need to be bored, and that two access shafts and a pumping station will need to be constructed along the waterfront. It is clear that no investment in boathouse construction will be made until the locations and magnitude of the access shafts are determined.

Comments on the Nature and Scope of the Feasibility Study

(1) The study should provide the grounds upon which NPS can make a decision to permit construction of additional boathouse capacity. Numerous studies on the riverfront have been conducted since the 1970's.⁴ It's time for the NPS to make a decision on where and what size boathouses it will permit to be constructed along the Georgetown waterfront. However, during the outreach session in which FOGWP representatives met with representatives of Louis Berger and NPS on January 30, 2012, we learned that this Feasibility Study would not be a decision document. This is a lost opportunity, and draws into question the wisdom of consuming the time and money of the government and interested parties simply to create another document to put on the shelf along with all the preceding studies.⁵ The rowing community and those who wish to enjoy watching their efforts deserve to see progress towards building boating facilities that free up space at Thompsons Boat Center to accommodate high school crews. Construction of two university boathouses is the best way to achieve that goal. These boathouses can be built relatively quickly, and will not be required public funds.

(2) WASA should be required to specify the location and size of its access shafts, and to describe the level of disruption on the Georgetown Waterfront. WASA may not at this time be able to make a final decision on the design of the Potomac River storage tunnel, pumping station and access shafts until environmental impact studies have been made. However, they can provide guidance on where the most likely sites for those facilities will be constructed and the level of disruption that is likely to occur. No investment by private parties or the universities will be made along the riverfront without WASA commitment on these details.

(3) Potential modifications to the Thompson Boat Center should be included within the scope of the Feasibility Study. The obvious rowing facility curiously not included in the study is Thompson Boat Center.

⁴ Fifteen studies dating from 1970 were listed in the Bibliography of the January 1989 Special Study cited above.

⁵ The 1989 Special Study speaks about the accomplishment of goals: "If this study and the plans and action that result from it are to be successful, they will have positively addressed the following goal statements...[which include] encouraging the installation of two or three additional architecturally compatible boathouse facilities...." During the 22 intervening years, no progress has been made, and today we face yet another study with no decision by the NPS contemplated.

Opened in 1960 specifically to attract “large intercollegiate and interscholastic rowing competitions Washington ... Superintendent Harry T. Thompson said, ‘We hope that colleges and universities and secondary schools will make it their headquarters in future years.’”⁶ Thompson’s needs to be improved, repaired and upgraded to continue to meet this vision, and this is surely the time to work toward that result. With interior redesign, it can be much more functional and more esthetically pleasing on this prominent riverfront site. The option of increasing the capacity of Thompson’s Boat Center or even the feasibility of constructing a facility on adjacent land should be explored as part of this study. Modifications to this facility were contemplated in the 1987 Georgetown Waterfront Park Plan, and the Feasibility Study should decide what is to be done with this facility. Thompson’s is a critical link in boathouse planning for the river.

(4) FOGWP is adamant that the long-awaited and recently opened Georgetown Waterfront Park must not be cannibalized for space, whether for boathouses, WASA installations or anything else. Nearly, \$24 million of Federal, District of Columbia, foundation and private donor funds have been expended to build this gem on the Georgetown waterfront, and it should not be regarded as available open space for other projects. There is a covenant among FOGWP, NPS and the donors that helped build it that this park resource should remain as is in perpetuity.

⁶ *Evening Star*, September 25, 1960.

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Date of Meeting: February 1, 2012

Project: Georgetown Non-Motorized Boathouse Use Zone Feasibility Study
Location of Meeting: Louis Berger Group, 1250 23rd Street NW, Washington, DC, 20037
Time of Meeting: 4:00 am – 5:00 pm
Purpose of Meeting: Focus Group Interview- C&O Canal Groups

Focus Group: Bill Holdsworth, C&O Canal Association
Rachel Stewart, C&O Canal Association
John Wheeler, C&O Canal Association

NPS Team: Tammy Stidham

Consultant Team: Julie Eitner, The Louis Berger Group, Inc.
Carolyn Mitchell, The Louis Berger Group, Inc.

Introduction

Carolyn Mitchell welcomed the group and defined the purpose and limits of the current study. The study area is the Non-motorized Boathouse Zone designated in the NPS Master Plan for the Georgetown Waterfront Park in 1987. The NPS is stepping back from earlier planning efforts to take a holistic look at the zone, and what is possible within it. The purpose of this stakeholder meeting is to collect insights from existing and potential users about their issues and concerns, and to identify physical constraints. Carolyn noted that a key development since the previous studies is the DC Water Clean River Initiative's proposed Potomac Storage Tunnel, which will be located beneath the site and include a dropshaft and access portal that will need to be considered in evaluating the feasibility of constructing a boathouse upstream of the Alexandria Aqueduct pier.

There will next be a public workshop on March 3 at the School Without Walls, in which everyone included in the focus groups, as well as the public, are invited to come and work together to identify possible options for the zone.

DC Water will have staff at the public workshop to answer questions.

Discussion of the Zone

The group then began discussing the purpose of the various interest groups, potential new boathouse sites, and other issues. The conversation flowed from topic to topic, but for easier reading purposes, these notes have been organized by topic.

Group Purposes

- C&O Canal Association is a citizen's committee originally formed to save the C&O Canal from being turned into a highway and to help turn it into a park. Their main mission is to protect and preserve the natural and historical environment of the C&O Canal National Historical Park (NHP). They have also have worked on behalf of a citizens' group opposing an action that the park is attempting to make (i.e., the land exchange with Georgetown University).
- The C&O Canal Trust is the official non-profit partner of the NHP.
- The C&O Canal Association is independent of the NHP and it is set up that way so there is an organization that can provide both support and criticism for park actions.

Proposed Alternatives/ Solutions

- Carolyn mentioned that something other groups have been saying is that different types of river users (i.e. paddlers versus rowers) should be kept separate. Essentially that is what is actually occurring with Thompson Boat Center (TBC) at one end and the Washington Canoe Club (WCC) and Potomac Boat Club (PBC) at the other end of the river.

- The group requested to see the 1987 study maps. The NPS responded that they are posted to PEPC, but need to double check.
- The C&O Canal Association has the opinion that any land that is publicly owned should be publicly used. For example, a boathouse could be built on park land for public use, such as for the universities or high schools, but still be publicly owned. The Association feels that the site proposed for the Georgetown University boathouse could be used for smaller craft such as canoes. Another reason this site is more conducive to canoes is size. The vehicular traffic that would bring shells versus canoes would be vastly different.
- The Association is also concerned about conflicts with trail users. They have less concern with canoes because the vehicles and boats themselves are smaller.
- The Association said that there could be another TBC-like facility in either the Dempsey site or where Jack's Boathouse is currently. The NPS owns the canoe club land and building and it could be enhanced to serve more canoes.

Other Issues

- The C&O Canal Association opposed the land swap with Georgetown University because it was swapping public land for private use. They were also opposed to the size of the proposed boathouse as it would impact the aesthetics of the area. The group didn't want the boathouse to be seen from towpath. They also had concern about vehicular traffic and how the boathouse would impact the trail as the driveway/ towpath meet.
- The C&O Canal Association's concern is primarily that private development of anything in the park is a no-no. While all members don't agree, many feel that any boathouse development upriver of Alexandria Aqueduct (that is, within C&O Canal NHP) is inappropriate. Others think it is not reasonable to exclude the Dempsey site from consideration. Other members feel that the greater good for the city/ public is to meet the needs of river users. To have a boathouse that is available to anybody.
- When the Association heard about the public meeting in December, they felt that NPS was going in the right direction as it is finally acknowledging the 1987 study which states all of the various needs. This will speak to a lot of needs and interests. There will still be those who are unsatisfied.

Wrap Up

Tammy noted that the workshop will be on Saturday March 3, and noted that we will get the notes out to the groups soon.

Date of Meeting: February 3, 2012

Project: Georgetown Non-Motorized Boathouse Use Zone Feasibility Study
Location of Meeting: Louis Berger Group, 1250 23rd Street NW, Washington, DC, 20037
Time of Meeting: 3:30 am – 4:30 pm
Purpose of Meeting: Focus Group Interview- Interscholastic Groups

Focus Group: Dan Engler, Washington Metropolitan Interscholastic Rowing Association (WMIRA)
Michael Mutter, Virginia Scholastic Rowing Association (VASRA)
Tom Spooner, WMIRA
John White, VASRA

NPS Team: Tammy Stidham

Consultant Team: Julie Eitner, The Louis Berger Group, Inc.
Carolyn Mitchell, The Louis Berger Group, Inc.
Margaret Stewart, The Louis Berger Group, Inc.

Introduction

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There will next be a public workshop on March 3 at the School Without Walls, in which everyone included in the focus groups, as well as the public, are invited to come and work together to identify possible options for the zone.

DC Water will have staff at the public workshop to answer questions.

Discussion of the Zone

The group then began discussing group programmatic statistics and needs, current river usage and issues, boat storage issues, potential new boathouse sites, and regatta logistics. The conversation flowed from topic to topic, but for easier reading purposes, these notes have been organized by topic.

River Use/ Traffic Issues

- A comment was made early in the discussion that the river is "full." There are times, particularly in the spring, when the rowable part of the river is very limited, and rowers cannot safely travel downstream from Thompson Boat Center (TBC), given wind direction, current, and chop. It is less problematic when boats can travel downstream, but rowing direction is often constrained.
- Conflicts arise with power boaters especially when the weather first becomes warmer in the spring, in particular around 3:00pm-3:30pm on a Friday and continuing through the weekend.
- Most river conflicts typically stem from the inexperienced users and the new players who are not used to the rules of the river such as a new ferry boat captain, a new boathouse operator, or a new crew coach.

Boathouse Use Issues

- Carolyn requested that up-to-date program requirements (including future growth) and use statistics be forwarded together with comments on the meeting minutes, confirming the following information on record or required for each school:

- 40 local teams
- 800 student athletes. Note that the total number of student athletes rowing out of TBC was given as 500-600 during the meeting.
- Please provide statistics on the number of student athletes turned away from teams due to the lack of space.
- Gonzaga is the only school to have moved to Anacostia.
- There is a need for 85-100 boat storage spaces in addition to those currently in use at TBC.
- Total scholastic rowing use = (600 athletes x 5 days/week for 20 weeks = 60,000)
- The team size and number of boats launched for each of the schools rowing on the Potomac is requested:
 - # athletes
 - # and type of boats required = 8s, 4s, pairs
 - # boats launched 3:30-5:00
 - # and type of boats currently stored at TBC
- Please confirm which teams are currently rowing out of TBC and which are likely to move either to alternative boathouses (Alexandria, Anacostia, Arlington) or for those not currently rowing out of TBC, which would require space at enlarged facilities on the Potomac:
 - Bishop O'Connell
 - Bethesda Chevy-Chase
 - Georgetown Day School
 - Holton Arms School
 - McLean High School
 - St. Johns College High School
 - Visitation High School
 - Walt Whitman High School
 - Wilson High School
 - Yorktown High School
 - St. Albans/National Cathedral
 - Sidwell Friends
- Student athletes drive themselves to practice. The nearer schools take up the available parking spaces. Only Whitman and Yorktown use buses or public transportation.
- Scholastic teams have doubled in number since 1994.
- TBC used to be more accessible for boat trailers. However, NPS added parking meters, curbs, trees, etc. to the parking lot, which limited space for the trailers, and hampered trailer maneuverability in the lot.
- It is difficult to host regattas out of TBC. There are numerous conflicts with the public on land and water on race day.
- Rowing teams used to be able to store privately owned rowing machines on the 2nd floor of TBC. Now TBC only has their own ergs that can only be used if a coach is with the student athletes. This is a major problem when the water is not safe for rowing and coaches must find alternative practice areas.
- TBC doesn't put the docks on the water until March 15. Typically coaches have to argue with TBC management to get docks to go up earlier (around March 1). March is a difficult month in terms of weather. It is usually safer to row in January so it would be nice to have the docks go out earlier.
- Four years ago, Steve Labelle (NPS) said that all coach's launches that were stored at Jack's Boathouse had to be moved to Columbia Island because storing them at Jack's Boathouse was in direct competition with TBC. Most crews moved their boats with great hassle and cost. However, the crew teams that did not move their launches had no repercussions.
- TBC considers any Novice programs in competition with their "Learn to Row" program so the Novice programs have been charged between \$5,000 and \$7,000 per year. However, programs that refuse to pay have had no consequences.
- Biggest issues are related to TBC's rules. They are not consistent.

- Scholastic users are not at all satisfied with the quality of GSI's management of the TBC. While they praise individual staff members, the policies on behalf of the concessionaire to avoid competition are inconsistent and confusing.

Programmatic Logistics

- Typical practice day involves getting the students out of class on time, over to TBC via bus or personal car, finding a parking spot, unloading, and getting the boats on the dock and launched. Once students actually arrive at TBC, it takes approximately 45 minutes to get the boats out and actually launched on the water.
- In March, launching works pretty smoothly. Varsity boats will get out on the water first to start rowing. Novice teams launch after and typically stay closer to TBC. Sometimes, new coaches can cause problems when Novice teams launch first and clog up the area immediately upstream of TBC. This can become especially problematic when it gets warmer and power boaters are tied up at Washington Harbor in Georgetown. If a Novice boat gets stuck and needs assistance from the coach's launch, there can be wake issues and Harbor Patrol may be called.

Rowing Demand

- TBC is at full capacity. Several other schools, such as Churchill High School want to row on the Potomac, but due to lack of space they are currently rowing out of Bladensburg Boathouse. **John has a list of all the high schools still waiting to find space to row. (Please send to LBG)**
- Rack space is in incredibly high demand. Most coaches have to make complicated rack trading arrangements to store their boats.

Proposed solutions

- More coaches' launches, more rack space, more parking. Would need an additional 133% of boathouse space to accommodate all high schools. Bethesda- Chevy Chase High School alone would need racks for an additional 2 eights and 2 fours without even considering program expansion.
- It would be beneficial to space out the high school and college rowing programs along the river because in terms of dock space, they practice at different times and would free up more dock space.
- Ideally there would be a couple of boathouses with dock space for at least 4 eights at each boathouse. Group advised looking at the Anacostia Boathouse as an example. Anacostia's Boathouse is ideal because of the large dock size (can fit 6 eights), numerous parking spaces, storage room for launches, trailers, etc...
- Some great examples of functioning multi-use boathouses are the Jack London Aquatic Center in Oakland and the Harry Parker Boathouse (Community Rowing) in Boston.

Regatta Logistics

- Difficult to host races on Potomac because of conflicts with public on water and land. Running regattas out of TBC has many limitations: pay for NPS ranger to patrol parking lot, U.S. Park Police, Port-a-Potties, clean up, etc... Additional details are on the TBC website on the application for regatta permits. There are also restrictions about ordering food in for the volunteer race officials for whom it is tradition and courtesy to provide lunch.
- TBC runs as a boat storage facility, not as a competitive rowing facility. Hosting races from TBC is very difficult. WMIRA has held regattas out of TBC, but would prefer to host regattas out of Anacostia Boathouse now.
- Whatever design is put in place must take racing and regattas into account.
- Because the finish line is located opposite the new grandstand at Georgetown Waterfront Park and part of the purpose of GWP is to give public access to view the regattas, additional facilities in that park make some sense. A permanent marker on shore at GWP and on the Virginia side identifying the location of the finish line would help. NPS does not allow temporary staking.
- Make sure public knows that they should go to GWP instead of TBC so they stay out of the way of the boats, which they can and have damaged.

- A dock at the finish line would allow race officials to disembark at the finish line instead of being taken all the way back to TBC, as they must currently.
- Any new facility needs space for regatta equipment: buoys, safety gear, radios, PA systems, blankets, finish line stand, and small portable grandstands. There are 6-7 per year and each takes about one pick-up truck load of equipment. Race course equipment includes \$25-45K worth of wire (to mark race lanes and other course features) anchored in the river on buoys. This is generally set up once per season and also needs secure storage.

Wrap Up

Tammy noted that the workshop will be on Saturday March 3, and noted that we will get the notes out to the groups soon.

Other

Yorktown High School provided the following statistics and comments after the meeting:

- Yorktown High School (Yorktown) has approximately 1,700 students attending grades 9 to 12 and is one of three traditional public high schools located in Arlington, Virginia. It has maintained a crew program on the Potomac River since 1968. For that entire time, the team has rented rack space at Thompson Boat Center (TBC), making it TBC's longest standing incumbent high school tenant. Fort Hunt HS was the first, but moved out in the 1980's following its merger into West Potomac HS.
- This year, Yorktown Crew registered over 120 student athletes (men and women). It is the second largest sport at Yorktown in terms of active student athletes, and one of the largest rowing programs on the upper Potomac. Yorktown is committed to ensuring that its team can continue to grow and support the latest generation of student athletes that want to row.
- The school program's continued growth and viability depends upon adequate and safe access to the Potomac River. TBC now serves 12 local high schools, two universities, and various independent rowing programs. The current congestion at TBC severely compromises Yorktown's ability to develop its student athletes and creates management, discipline and safety challenges for the coaching staff and boosters. The facility is at capacity. Without additional capacity, Yorktown cannot maintain adequate equipment to support the development of its entire team. The congestion also impairs practice time. Yorktown supports the creation of a non-motorized boathouse zone along the Georgetown Waterfront. The zone's creation will allow TBC's university tenants, Georgetown and George Washington, to construct their own boathouses along the upper Potomac. New college boathouses will have important, positive impacts on Yorktown and the other local high school rowing teams. They will:
 - Free up a considerable amount of space at TBC and help lessen the congestion for the high school rowing programs.
 - Disperse the launch and recovery traffic from a single boathouse facility to multiple locations.
 - Make D.C. a much more attractive racing venue during prime racing season, which occurs in the month of April each year because the colleges will have the infrastructure to host more races. Unlike the high schools, the college programs have the money and manpower to install weekly buoyed racecourse on Friday evenings allowing for straighter, fairer and safer racing on Saturdays. This will allow the high school teams to race locally, without having to travel to southern Fairfax county and out of town for weekend races, which is both expensive and time consuming.
 - Provide an opportunity for additional rental space at the college boathouses, which would be located in more wind-protected areas upstream of the Key Bridge, if legal requirements imposed on the colleges so permit.
 - Provide partnering opportunities for local businesses, particularly those in the Washington Harbor complex.
- In addition to the proposed NMBZ, Yorktown supports any efforts by NPS to expand and enhance TBC to better meet the needs of the rowing community, provide an anchor facility for racing on the upper Potomac, and provide an attractive landmark facility that would benefit the city and the Georgetown Waterfront. Yorktown also supports the consideration of a future Arlington Boathouse

that could support existing high school teams, or offer additional, specialized uses of the river such as small sculling boats and recreational paddlecraft.

- The NPS should strongly consider the views of high school rowing programs that utilize and depend upon access to the Potomac River. Local high schools have utilized the Georgetown Waterfront for their rowing programs for over 60 years. In addition to being part of the Georgetown Waterfront culture for decades, rowing is directly aligned with Arlington County's and the President's goal of encouraging vigorous exercise and a healthy lifestyle. It also has an enormous impact on the student participants, who develop character, discipline and lifelong friendships through their teams.

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Date of Meeting: February 8, 2012

Project: Non-Motorized Boathouse Zone Feasibility Study
Location of Meeting: Louis Berger Group, 1250 23rd Street NW, Washington, DC, 20037
Time of Meeting: 2:00 pm – 3:00 pm
Purpose of Meeting: Focus Group Interview- Capital Crescent Trail and Cycling Interests

Focus Group: Heather Deutsch, DDOT
Greg Billing, Washington Area Bicyclist Association
Ernie Brooks, Coalition for the Capital Crescent Trail

NPS Team: Tammy Stidham, NCR

Consultant Team: Margaret Stewart, LBG
Carolyn Mitchell, LBG

Introduction

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DC Water will have staff at the public workshop to answer questions.

Trail Usage

Ernie supplied a summary of a trail survey prior to the meeting. He noted that trail use showed an increase of 10-20% use in the 2006 survey, depending on the survey points. Since the survey in 2006, use has increased at a faster rate. The study breaks out users types, including in-line skaters. The Metropolitan Branch Trail usage had increased by 50% from 2010-2011. Although a 50% increase on the Capitol Crescent Trail from 2010-2011 was not likely, it could be more than 10%-20%. It should be noted that the width of the trail - i.e. the trail is at or near capacity - might have caused use to level off.

He estimates that current numbers would be approximately 1 million user visits per year. Heather had studied a new trail, the Metropolitan Branch Trail, and noted that Ernie's trends are probably accurate, usage on the Metropolitan Branch trail has doubled in the year since it opened. The Metropolitan Branch Trail usage had increased by 50% from 2010-2011. Although a 50% increase on the Capitol Crescent Trail from 2010-2011 was not likely, it could be more than 10%-20%. It should be noted that the width of the trail - i.e. the trail is at or near capacity - might have caused use to level off.

Ernie noted that they conducted the Capital Crescent Trail survey because Montgomery County wanted this information (the mid-portion of the trail is managed by Montgomery County Parks), and they decided it was a good idea to survey use along the entire trail.

Volunteers counting use along the Capital Crescent Trail also counted use on the C&O Canal towpath along the portion that parallels the trail for comparison. There was a 3:1 difference between the two trails and the towpath, which is likely due to connectivity to roads and other trails, and trail surface, with the

towpath being gravel. The Capital Crescent Trail is at or near capacity along much of its length. There is some discussion of widening the trail in some parts.

Safety is an issue for the trail. The transition from the trail to Water Street is awkward and can be confusion, and occasionally dangerous as it currently exists. The connection between Water Street/Waterfront Park and the CCT is ambiguous and is not obvious in either direction for cyclists. People can drive up to the Washington Canoe Club and people often get lost coming down Water Street. Drivers generally don't know the trail is there. Any new design should both make the connection clear, as well as recognize that there may be different connections for different user-types (i.e. pedestrians would be routed to the sidewalk, experienced cyclists to the streets, beginner cyclists to the park trail.)

There are also issues concerning cycling and the extension(s) of the trail into Georgetown Waterfront Park before it links to the Rock Creek Park Trail. Cyclists make a lot of choices once they come off the end of the trail at Alexandria Aqueduct. Users can continue on Water Street; ride or walk along the street edge of Georgetown Waterfront Park; or can ride on the trail in Georgetown Waterfront Park that is closer to the water. There is currently a "Grade separated bike facility" along Water Street. Commuters are likely to continue on Water Street, but tourists or recreational cyclists will make different choices, and are more likely to use the grade-separated option. It tends to be very unclear in that area what belongs to whom, particularly at that transition.

Heather added that with trails, all sorts of users are going many different speeds and occupying the trail space differently. Not all cyclists are going fast, walkers and joggers are going different speeds, and although in-line skaters can be as fast as some cyclists, they use a wider segment of the path as they skate.

Ernie noted that there is currently a bit of a no man's land in the area between Alexandria Aqueduct and the start of Georgetown Waterfront Park at 34th Street. He mentioned a 2002 meeting about closing off the canoe club access to vehicles. Any proposed boating facility would need to accommodate the connection between the trail and the GWP continuation.

The study really needs to consider how the different users interact. Heather, Greg and Ernie all commented on the ambiguity of the area between the end of the trail and the Georgetown Waterfront Park, and that it is unclear to the cyclists that there is a street on the other side of the aqueduct, or to the cars on Water Street that there is a trail upstream of Alexandria Aqueduct.

Visitors generally are unaware of all the activities and uses in the space, or that the road ends beyond the aqueduct.

There are also the several options for cycling and walking beyond GWP, and many of these users are visitors or tourists unfamiliar with the area, although 99% of the regular bicycle commuters will stay on the road. There might be some way that whatever is done in the zone reduces the confusion about the end of the trail.

Greg also mentioned that there is a light differential, as one crosses from the trail to the covered area on Water Street. It can be very dark under the Whitehurst, making it hard to see cyclists, and hard for cyclists to see cars. Also, it can take a few moments for the eyes to adjust to the darker space. He also mentioned that Water Street is where a lot of tour buses go to "hide to idle." They get in the way, and are generally unfamiliar with how people are using the spaces.

Ernie noted that safety is important to the Coalition for the Capital Crescent Trail. Although there are not good statistics on injuries, he believes there have not been a significant number of injuries.

Greg observed that most of the major cycling/multi-use trails converge in this area—the Capital Crescent trail coming in from Bethesda, the Martha Custis Trail and the George Washington Parkway trails coming across the Key Bridge from Northern Virginia, the C&O Canal towpath, and the Rock Creek Park trails all

come near each other in this area. The connections between the trails are terrible, so people are moving between trails in awkward ways.

Heather believes that the Water Street ROW belongs to DDOT, and they are talking about augmenting signage and other things in the area to make it less confusing. They may take action sooner rather than later, and they'd be glad to hear our ideas.

Trail Design Standards and Relationship to the Zone

AASHTO design guidelines for a well-used urban trail call for a 14-foot width with 2-3 foot setbacks; the new Metropolitan Branch Trail is 15-feet wide. The Capital Crescent Trail was designed at 12-feet wide with 1-2 feet soft sided setbacks making it a bit narrower than current standards call for with the heavy usages of a very well used urban trail.

Ernie mentioned that in the Georgetown Boathouse Zone plan, the Coalition had objected to the proposal to relocate the trail to accommodate the boathouse because the trail would have been pushed against the embankment and it already feels narrow. Greg mentioned that it is dangerous and very scary to a cyclist to ride close to a wall. Although the embankment has a bit of a slope and is not vertical, the toe of the slope would be right there at the edge of the trail. The railroad right-of-way is only 30-feet wide in the area, but the canal levee and other things encroach somewhat. Currently, the canoe club and the canal levee do make the space fairly tight.

Heather reminded everyone that one reason trails are built on old railbeds is because important infrastructure that can support a trail is already in place. If you widen a trail beyond existing infrastructure, then you have to make more changes, such as adding more fill on the sides of the railbed.

There will be quite a few possible interactions with the trail, including the DC Water plans, which will be discussed in a bit more detail at the public meeting.

Whatever the project (boathouse or DC Water infrastructure), it will be necessary to create a temporary route and detour. There was some discussion of how they handled routing on the GW Memorial Parkway during the Humpback Bridge widening. Good diversions and bike friendly design are imperative.

Carolyn asked about whether there are traffic calming approaches that work for bicycles, and mentioned instances where they've used stripes with optical illusion pattern on roadways to slow vehicles down.

There hasn't been much of this. Ernie wasn't sure a cyclist could go fast enough for the optical illusions to work, and users on trails operate at so many different speeds. There was mention of some MDOT solution where the Capital Crescent trail crosses Little Falls Parkway in Montgomery County.

Heather said one thing to consider is how people driving vehicles perceive obstacles; cyclists will be similar. Don't give them too many obstacles but alert them to changes in upcoming traffic patterns to slow them down. You wouldn't put a bollard in the road to slow a car down, for example.

Greg noted that VDOT is doing some experimental bike traffic calming in Fairfax County on the W&OD Trail out by Reston that uses some of what Carolyn was suggesting.

Considering How and When Different Users Make use of the Space in the Zone

Focus group attendees noted that planners should consider how to prioritize who, when and how the space is used so it is safe for bikers and others alike. It would be unfortunate to see a facility that hurts the use of the popular trail.

Carolyn noted that we've learned that the collegiate rowers tend to come on bike or on foot, but the high school rowers tend to need to take metro or a bus, or drive. The traffic for both groups happens during the regattas when hosting visitors and when loading their own boats for travel to other venues.

The trailers for the shells are larger than semis, and the boats themselves are fragile. The boat community doesn't particularly like mixing boats and trailers with cyclists.

Carolyn also asked if there are times of day when there might be fewer cyclists and more rowers and a way to share the space. The conversation turned toward the time periods with more likely conflicts, namely weekends when there is a regatta, which calls for trailer loading and unloading on weekends with additional rowers who are not familiar with the space, but also is a high volume time for the trails in the area, with a mix of trail users who are also likely to be unfamiliar with the area (more recreational and tourist users on the weekends). Some of the trail studies for both the Capital Crescent and Metro Branch trails indicate that usage is pretty high in the mornings, fairly steady all day, peaking in the afternoon, although this varies by season. The Metropolitan Branch trail peaks at 8 a.m., and again at 5 p.m.

The group discussed how to reach out to both sets of users to inform them of changes in use patterns ahead. Greg stated that it is unlikely that they can reach the cycling community in any way other than by flashing message board on the trail warning of a regatta ahead. The rowing community can probably reach out more effectively to its users and to guests by including information about the trail and traffic patterns in the regatta registration and other related materials.

Ernie suggested that to better accommodate so many users from a landward perspective, it would be particularly useful to order the water-related uses so that the paddlers who have fewer needs for use of large trailers are situated more upstream, and locate the rowers downstream around the Key Bridge along Water Street where there is better street access, and they are situated downstream of the awkward trail transition.

Ernie asked planners to keep in mind that there will be a trail and trail users along Water Street between the Alexandria Aqueduct Bridge and the upriver end of the developed Waterfront Park (34th St) and some space needs to be reserved for these trail users. He didn't think it would be a major design constraint for the boating community. He asked we just don't forget it.

Carolyn mentioned that there had been suggestion at some point that the boats be stored across the street in the GSA building, so they would be carried across the street to the docks, although she also noted that the rowing community was not particularly in favor of such an arrangement, for several reasons. Greg and Ernie were not in favor either, for many of the same reasons the boating community didn't like it, citing concerns about safety issues related to negotiating an almost 60-foot long fragile boat across bicycle and vehicular traffic in a dark area with several supports for overhead roadways.

In further discussion of the options to separate some of the uses on both sides of K Street, Ernie suggested the use of the Icehouse building as a place for rowing tanks that the universities and high schools could use for training. Carolyn noted that this scenario had been mentioned by others and was an option. The possibility had also been raised of using the "GSA" building for other non-water dependent uses associated with rowing, such as the rowing tanks, locker rooms, ergometer rooms, weight rooms, and other things.

There was further discussion that in the previous boathouse studies the scale of the boathouses proposed was way out of alignment with the site and surrounding features. Focus group participants remembered the height of the proposed Georgetown facility as twice the elevation of the towpath, and generally long and large. The structure would have overwhelmed the trail.

Participants in the focus group felt that a paddling facility upstream of Alexandria Aqueduct would be better; it would require less space than a rowing facility—the boats are smaller—and probably require less vehicular access.

Private uses within the C&O Canal NHP were noted as objectionable.

There were questions about the upriver site owned by Georgetown University and whether it is in the study. That property is outside the zone and is privately held land. Ernie suggested it is still an important piece of information—if the university opted to build on that property, there could be unanticipated adverse impacts that would be worse than the alternatives. Ernie noted that the site is restricted by deed from any use other than a boathouse.

Greg added a thought on the boathouses and whether or not they could be used for special event space. He suggested that a management strategy be put into place to handle special events. He was imagining potential disasters of a catering truck or other event delivery pulling up at 5 p.m. on a Friday evening and beginning to unload, and the disruption and confusion it could cause to trail users. Heather concurred that there are guest issues and that drop off zones are needed for events.

Wrap Up

Tammy noted that the workshop will be on Saturday March 3, and noted that we will get the notes out to the groups soon.

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Date of Meeting: February 27, 2012

Project: Georgetown Non-Motorized Boathouse Use Zone Feasibility Study
Location of Meeting: Louis Berger Group, 1250 23rd Street NW, Washington, DC, 20037
Time of Meeting: 4:00 pm – 5:00 pm
Purpose of Meeting: Focus Group Interview-Environmental Interests

Focus Group: Dolores Milmoie, Audubon Naturalist Society
Hedrick Belin, Potomac Conservancy
Ned Preston, Defenders of Potomac River Parkland and the C&O Canal Association
Sally Strain, Defenders of Potomac River Parkland
Whit Overstreet, Potomac Riverkeeper
Joy Oakes, National Park Conservation Association (by phone)

NPS Team: Tammy Stidham

Consultant Team: Julie Eitner, The Louis Berger Group, Inc.
Carolyn Mitchell, The Louis Berger Group, Inc.
Margaret Stewart, The Louis Berger Group, Inc.

Introduction

Carolyn Mitchell welcomed the group and defined the purpose and limits of the current study. The study area is the Non-motorized Boathouse Zone designated in the NPS Master Plan for the Georgetown Waterfront Park in 1987. The NPS is stepping back from earlier planning efforts to take a holistic look at the zone, and what is possible within it. The purpose of this stakeholder meeting is to collect insights from existing and potential users about their issues and concerns, and to identify physical constraints. Carolyn Mitchell noted that a key development since the previous studies is the proposed Potomac Storage Tunnel associated with DC Water's Clean River Initiative. The Potomac Storage Tunnel will be located beneath the site and include a dropshaft and access portal that will need to be considered in evaluating the feasibility of constructing a boathouse upstream of the Alexandria Aqueduct pier.

There will next be a public workshop on March 3 at the School Without Walls, in which everyone included in the focus groups, as well as the public, are invited to come and work together to identify possible options for the zone.

DC Water will have staff at the public workshop to answer questions.

Usage of Land within the Zone

Carolyn asked about the users of the land in the zone and what sorts of activities they are doing.

Ned stated that there are birdwatchers, hikers, kayakers, and many other users. He emphasized that a large part of the "zone" is part of the C&O Canal National Historical Park (NHP). The area between the Alexandria Aqueduct and Georgetown Waterfront Park is not currently perceived as parkland, as it is not being used as parkland (Preparer's note: the NHP ends at the aqueduct; NPS land continues, however, and is a part of Rock Creek Park, excluding private inholdings, such as the townhouses and the Potomac Boat Club). There is particular concern about private development within the C&O Canal NHP, as well as a desire to preserve the park. There is also interest in ensuring protection of other more typical environmental concerns (wetlands, floodplains, etc.).

Sally stated this is a chance to address the conservation needs of the park, which is the main mission of the NPS. The feasibility study provides the opportunity to both protect the natural resources and find space also on the degraded areas outside the NHP for boating facilities. There are multiple human users, but also users of the trees and the water. The NPS needs to recognize all users of the river—she believes that this special piece of land (the NHP) needs protection. When the real size and location of the

proposed Georgetown University Boathouse was revealed to the public in 2003, (a land exchange was proposed for the site upstream of the Washington Canoe Club), there was considerable public opposition to the plan. Her plea was to not consider the site upstream of the canoe club for a boathouse site or allow private facilities within the NHP.

Dolores said that Audubon got involved very early on in the Georgetown University boathouse study because they had both philosophical and practical concerns about that site. Philosophically, they think that the private use of public land is inappropriate. They also considered the site impractical for the boathouse proposed because vehicular access to it required sharing the trail, and the previously proposed boathouse way too big—it encroached on the trail and views. They were also concerned about the potential for environmental impacts, including the chlorine from the rowing tank entering the river during floods. Audubon was also unsure of why the land exchange between Georgetown’s land further upstream and the site by the canoe club would represent an equal exchange, or why it would make sense. In addition to safeguarding public lands for public use, the bottom line for the Audubon Naturalist Society is that existing environmental constraints and resources coupled with existing historic assets, should dictate appropriate options for the zone, along with their use, scale, and placement.

Joy said that NPCA’s reasons for being involved have already been stated, but added that in a broad sense, parkland is pretty commonly looked at by entities outside of NPS as undeveloped until a better idea comes along. There are numerous situations when a park or a natural area gets proposed for different uses because it looks like “blank” space on a map. Typically the value of unused land as a place to experience nature is undervalued. She also noted that the C&O Canal NHP is one of the most used parks in the nation (with more visitors than Yellowstone). On a philosophical level, taking park land and turning it into a private entity is not good. She pointed out that upgrades to Thompson Boat Center should be included in the study. NPCA recently did a report on the condition of the park (C&O Canal National Historical Park). Carolyn requested a copy of the report.

Hedrick said that many of Potomac Conservancy’s members actively use the river and one of their key goals is to increase access to the river. He noted that currently the city is rediscovering its waterfront and therefore demand for access has increased. He noted that since the boathouse zone was defined in the Master Plan for Georgetown Waterfront Park in a very different context 25 years ago, it may need to be revisited. Because of its sensitive natural and historical resources, C&O Canal NHP should not be in the zone. With the opening of the Georgetown Waterfront Park, he suggested that new use patterns need to be taken into account to define a zone for boathouses and downstream sites should be considered.

Sally emphasized that in addition to the size and the many technical, environmental, safety and practical reasons to oppose the previously proposed Georgetown University boathouse within the NHP, another reason for opposition to the plan was that it was to be a private boathouse inside a national park, not a public facility. She mentioned that Jack’s Boathouse is an efficient public facility that provides easy river access, boat rental/launching and storage areas, picnic tables, shade in the summer, and no boathouse structures to block the river view. Whit stated that the mission of the Potomac Riverkeeper is Clean Water Act enforcement. The organization exists to help restore the river. One aspect of the mission is to act as a proponent of public access because it is very difficult to get folks to care about the river without access. He emphasized that transparency of process is paramount. Whit had several questions:

1. Does the “zone” itself refer to the land? Tammy and Carolyn said that it does refer to the land, but it does not refer to the District’s land use zoning, and also does not look at regulating any activities in the water. It was originally designated as a “zone” by the NPS in the plan for the Georgetown Waterfront Park.
2. Is what is going on with Washington Canoe Club going to be talked about? This study will not look at the canoe club, but will flag the fact that it is a question. The NPS is in continuing discussions with the club.

How do you envision this zone being used?

Carolyn asked the group how they envision the zone being used. Responses included:

- The overarching principle for environmental groups is to honor the national importance and public ownership of the NHP and the preservation of the historical and natural resources of the site. The upstream location didn't work in the past as a boathouse site, and wouldn't work in the future because of location, access, environmental impacts, and other reasons. The wooded tidal floodplain in the NHP should be preserved.
- Instead of two private university boathouses and one public boathouse, consider building a large boathouse at 34th Street, shared among collegiate, high school, and public boating programs, with NPS retaining ownership of the land. Thompson Boat Center would be the model.
- There is a desire to have passive use in the zone as well. The boathouse zone was established 25 years ago. It is time to consider whether the any or all of the area being looked at is the right location for a boathouse zone. Maybe we can open up the zone to a larger area. Maybe it is too optimistic to think we can add a use to this area.
- The area downstream of 34th Street would be a great location for the boathouses because it would relieve a large part of the pressure.
- The area between the canoe club and the Potomac Boat Club could be used for public river access. The area below the Potomac Boat Club could be used for organized rowing (university/ high schools).
- A private university boathouse in the location below the Key Bridge may be appropriate although it was felt it would also be appropriate for that boathouse to include a public component.

After review of the notes, Sally added the following suggestions:

- Use Low Impact Development technology in any new construction.
- Consider ways to use the land on the canal side of the zone between 34th St. and the Alexandria Aqueduct to support the recreational needs of the waterfront (training, restrooms, bike racks, etc.), thus limiting the need for buildings on the waterfront side of the zone and thereby protecting the view as well as maximizing public access to the river.
- Improve, simplify and maintain public access from the canal towpath to the boathouse zone.
- Include educational/interpretive features at the historic Alexandria Aqueduct/gateway entrance to the C&O Canal NHP, Capital Crescent Trail and Potomac Gorge.
- In every new proposal, protect the NHP from private development, protect the wooded tidal floodplain area upriver from the Washington Canoe Club, protect the river from pollution, provide for public access to the river, consider alternative sizes, uses, locations and sharing of facilities.

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Date of Meeting: February 6, 2012

Project: Georgetown Non-Motorized Boathouse Use Zone Feasibility Study
Location of Meeting: Louis Berger Group, 1250 23rd Street NW, Washington, DC, 20037
Time of Meeting: 10:00 am – 11:00 am
Purpose of Meeting: Focus Group Interview- Committee of 100 and ANC (Palisades)

Focus Group: George R. Clark, Committee of 100
Alma Gates, Committee of 100

NPS Team: Tammy Stidham

Consultant Team: Julie Eitner, The Louis Berger Group, Inc.
Carolyn Mitchell, The Louis Berger Group, Inc.

Introduction

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There will next be a public workshop on March 3 at the School Without Walls, in which everyone included in the focus groups, as well as the public, are invited to come and work together to identify possible options for the zone.

DC Water will have staff at the public workshop to answer questions.

Discussion of the Zone

The group then began discussing issues and concerns related to the boathouse zone, potential new boathouse sites, boathouse zone requirements, and other issues. The conversation flowed from topic to topic, but for easier reading purposes, these notes have been organized by topic.

Issues and Concerns

- Alma Gates noted that in previous meetings on the [Georgetown University] boathouse, Barbara Zartman, who represented the Committee of 100, stated that she was very concerned because the boathouse zone area involves a National Historical Park and historic district and as such National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) compliance must be completed. A copy of Barbara's comments was submitted. Alma stated the Palisades ANC boundary starts at Foxhall Road and includes the river, so the river and river access are very important to the Palisades ANC. The viewshed and view of the river are also very important. She noted that the Potomac Gorge begins here, and the zone is right at the threshold of a truly extraordinary stretch of river. The Swedish Embassy is an example of what can happen to damage views. The Embassy is huge and having those kinds of large structures on the bank of the river diminishes the enjoyment of those who may be on the trail or towpath.
- The main concern is to not overbuild in this area to maintain the openness of the area and the natural aesthetics.
- Carolyn asked about conflicts between uses in this area. The group responded that the entrance to the Capital Crescent trail in this area is very narrow. If busses and parking take up this space, it makes it even narrower. Bikers also tend to be somewhat oblivious to what is going on around them and can often reach very high speeds, posing safety risks to other trail users in this area.

This already can cause impacts between different types of trail users. Any additional space constriction in this area would even further impact the different use problems.

- The group had questions about the rowing tank and environmental concerns related to the chlorine in its water. Carolyn responded that the rowing tank doesn't have to be on the Riverfront.

Potential Alternatives/ Solutions

- Alma asked if the GSA-leased building could be used to add on storage space and other facilities. She also mentioned concern that if the building were to become fee-based that it would be very competitive. The NPS responded that they cannot dictate this.

Boathouse Zone Requirements

- Recently there has been increased use by different types of users on the river. The most important thing to take into account for the boathouse zone is that whatever is built is something that is acceptable for all users. Full public use of water and land should be the focus of this study.
- Anything that is built in the boathouse zone on public land should be a public facility, not private. In addition, one well-designed boathouse would be preferred to three individual ones.
- Alma stated that more people visit the C&O Canal than Yellowstone per year. This project needs to take into account the views of these visitors that don't necessarily use the river, but still visit the area. Many of these people are walking and biking on the C&O Canal and this is the use that should not be limited or impacted by the boathouses.
- George said that at one point, folks thought that everything that needs to be done in terms of boating could be done towards the bridge. However, maybe that is not the case. He hopes that no bias goes into the use of the needs and demand estimates.

Other Issues

- George asked where the old boathouses were that had washed out. Carolyn responded by pointing to the map. She further explained that this land is all fill and there is no native land. However this area has scenic value because it is not developed. In addition, people consider Alexandria Aqueduct as the gateway to the Potomac Gorge.
- Alma noted that many folks bike to work and use this trail for that purpose. Limiting the trail in this area also limits their commute.

Wrap Up

Tammy noted that the workshop will be on Saturday March 3, and noted that we will get the notes out to the groups soon.

**PUBLIC STAKEHOLDER WORKSHOP
SATURDAY, MARCH 3, 2102**

SUMMARY

ATTENDEES

There were 85 attendees from the public at the meeting. Please see roster at the end of this summary.

WORKSHOP SUMMARY

The NPS staff and contractors welcomed the workshop participants and thanked them for giving up their Saturday morning to discuss possibilities for the non-motorized boathouse zone along the waterfront in Georgetown in Washington, DC.

Carolyn Mitchell and Tammy Stidham presented the findings of ten focus group interviews held in January and early February. Findings included information on different uses and amount of use in the zone, documentation of user needs and desires, and concerns and challenges discussed during the focus groups (please refer to the presentation).

Carolyn then provided instruction for the breakout sessions, including that individuals should group themselves as they wish. She encouraged participants to form groups of at least five individuals and stated that groups of similar perspectives might be most productive. Groups were instructed to consider the needs of all users discussed in the presentation as they worked in breakout groups. Uses include the many non-motorized boating uses, such as competitive and recreational rowers, kayakers and canoeists, and stand up paddle boarders, as well as other land based uses, such as the million annual users of the Capital Crescent Trail. Participants were also instructed to consider the natural and historical issues of the Chesapeake and Ohio Canal National Historical Park.

Workshop participants then broke into groups, and worked for an hour with a map of the zone (Figure 1) and tracing paper to develop their ideas. At the end of the work sessions, maps were posted for everyone to examine, then each group was given an opportunity to present the highlights of what their group came up with, followed by a round of clarifying questions on each presentation. The workshop concluded with a discussion of elements common to many of the plans, and also identification of consensus items, suggested modifications, and paramount objectives.



Figure 1. Constraints map shared with workshop participants.

TEAM PRESENTATIONS

TEAM 1

Name	Association
Stuart Ross	ANC 3D
Ann Haas	ANC 3D
Ed Ryan	Potomac Boat Club
Linda Greenan	Georgetown University
Eric Carcich*	GW University
Chris Walsh*	Yorktown High school, Georgetown University, Potomac Boat Club
Georgeann Higgins	Rock Creek Rowing
Jim Delflore	Unaffiliated
Bob Vom Eigen	Friends of Georgetown Waterfront Park

*team spokesperson



Figure 2. Team 1 Work Product

Team 1 represented several different user groups, including scholastic, university, and independent rowers, as well as ANC 3D (Palisades), and the Friends of Georgetown Waterfront Park.

Key points in this group's presentation included:

- The issue of Water Street, and the transition of uses between the trail and the more urban environment. There needs to be a delineation of uses between cyclists, pedestrians, boats, and vehicles – this is a problem that needs to be resolved. The safety issue is the number one priority

- West of the Key Bridge (upstream) could be geared towards canoe/kayak and other paddling uses. Rowing would be east or downstream of Jack's Boathouse, which would be relocated to Site C. Site D and Site E would be made available for University boathouses. There is a need to delineate two clear zones canoe/kayak and boathouse
- Relocate Jack's Boathouse to Site C and provide public access at Site D
- The group did not have resolution on what should happen with the Washington Canoe Club.
- Site A would remain on the table for development, but also potentially remain open. It was also mentioned that the Washington Canoe Club could be moved to Site A

TEAM 2

Name	Association
William Kirwan*	Georgetown University/Muse Architects
Chris Joroan	Georgetown University
Walter Groszyk	Citizens Association Georgetown (unofficial)
Frank Benson	Georgetown University
Scott Fleming	Georgetown University
Amber Jones	Defenders of Potomac River Parkland

*team spokesperson



Figure 3. Team 2 Work Product

Team 2 identified itself as the “Georgetown University” group. This team proposed:

- A Georgetown University boathouse would be sited on either Site A or Site E
- Washington Canoe Club would be treated as a historic structure, renovated and left in place.
- A public use area would be placed at Site C
- A Collegiate boathouse would be appropriate for either Site C or Site D
- Arrows/dashes on their map represent proposed public access points – the team members felt that it was important to provide public all along the river and stated that public access should be available on all sites except private ones
- The heavy arrow at Site C is the primary public access, right in the middle of the boathouse zone and a link between the C&O Canal towpath to the river

TEAM 3

Name	Association
Chris Brown	Washington Canoe Club
Daniela Fairchild	Woodrow Wilson High
John Collier	Independent sculler
William Elcome	Washington Area Bicyclist Association
Gus Anderson*	Canoe Cruisers Association/Blue Ridge Voyagers
Erik Meyers	Potomac River Sports Foundation
Ross Wilson	Potomac Boat Club
Cynthia Cole	Potomac Boat Club

*team spokesperson



Figure 4. Team 3 Work Product

Team 3 included a mix of users, including members of the Washington Canoe Club and the Potomac Boat Club, scholastic and independent rowers, cyclists, and paddlers. This group focused on the need for handicap access, increased public access, and multiple users along the river. They stated there is a big need for more accessible docks, etc... on the riverfront. Key points from this group included:

- The site east of the Key Bridge (Site E) would be best for combined access including handicap access facility, similar to the community rowing facility and access in Boston
- There is a need for access at Roosevelt and Columbia Islands
- The zone should include “beach” areas for public use
- Identified the need for longer docks with public access

- There is a potential for shared dock space
- More parking needs to be incorporated wherever it is possible to accommodate car top launching of private watercraft
- Smaller facilities should be located upstream, with larger facilities geared toward multiple uses downstream
- There was concern that driving large trailers through the aqueduct would cause great congestion;
- The team had not been able to focus on trail users but recognized the need to address their needs
- Parking in the bottom of the GSA-leased building, and locker rooms, social rooms, workout rooms on second floor
- There is a need to spread out uses/facilities along the water front because the best parking is downstream

Kayakers and canoes require a car-top launch so parking should not be relegated to an inaccessible facility downstream; parking needs to be shared.

- Washington Canoe Club would remain on its site as a public access facility
- Public use facilities would be for various user groups
- There is a need to maintain trail access regardless of what facilities go in upstream of the Capital Crescent trailhead

TEAM 5

Name	Association
Anna Popov	Jack's Boathouse
Paul Simkin	Jack's Boathouse
Bret Moore*	Washington Canoe Club
Pete Thompson	Rock Creek Rowing
Lew Rumford	George Washington University
Gina Bleck	Georgetown University
Andrea Salley	Georgetown University
Tom McCready	Thompson's Customer

*team spokesperson

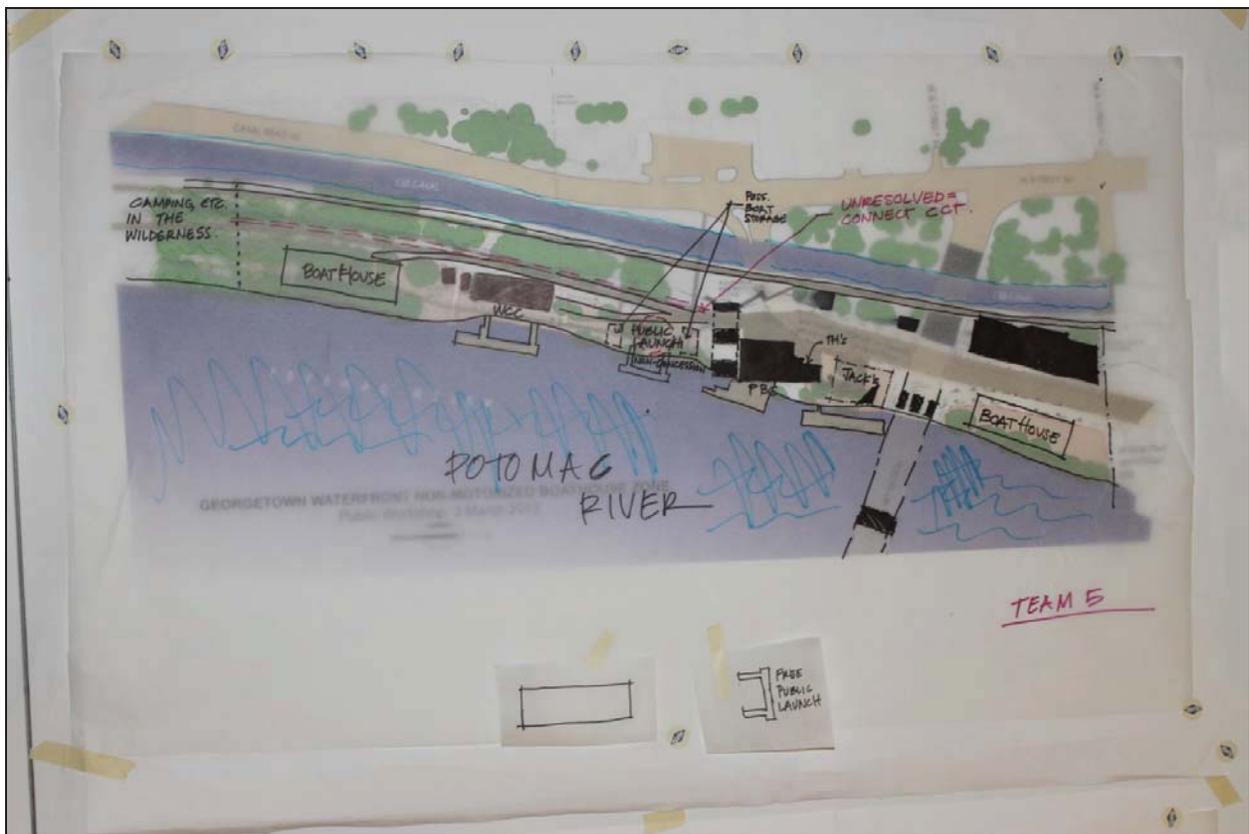


Figure 6. Team 5 work product

Team 5 included the owners of Jack's Boathouse, representatives from both Georgetown and George Washington Universities, and members and customers of Potomac Boat Club and Thompson Boat Center. Key Points from this group included:

- The group tried to look at requirements on the river
- Collegiate rowers are underrepresented in current situation
- Collegiate boathouses at either end of zone: Site A and Site E.
- Public launch area with public storage
- Need to address mixed uses on Capital Crescent Trail. One possible solution is to put Capital Crescent Trail up by the towpath (reroute at Water street/K Street)

TEAM 6

Name	Association
Gretchen Ellsworth	PBC/FOGWP
Ann Lochstampfor	C&O Canal Association
Pat McArdle	Georgetown University
Andy Stephens	Washington Kayak Club
Tom Blount	Chesapeake Paddlers Association/Waters Edge Kayak
Brian Stevens	Chesapeake Paddlers Association

*team spokesperson

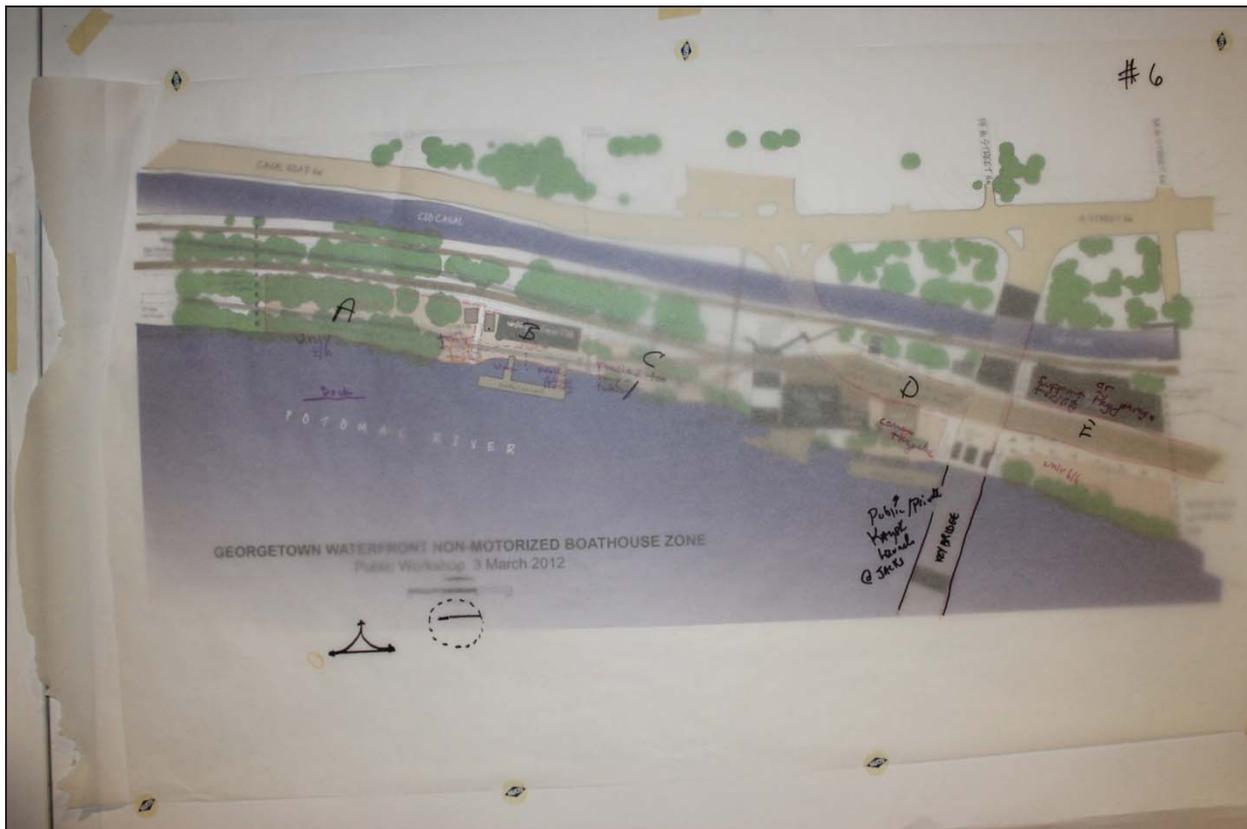


Figure 7. Team 6 work product

Team 6 was varied, and consisted of several paddlers/paddling interests, a member of the Potomac Boat Club and Friends of Georgetown Waterfront Park, Georgetown University, and the C and O Canal Association. Key points from this group included:

- Site A lends itself best to a collegiate boathouse because parking and vehicular access is less intense for these users
- Parking is the biggest issue, especially to paddlers who transport their boats on their cars
- Vehicular traffic going up the trailhead of the Cap Crescent Trail should be minimized
- The “mixing bowl” at end of the Capital Crescent Trail is an issue
- The group would like Washington Canoe Club structure to stay; keep both the structure and its functions
- Public access is an issue; divide Canoe Club use between members and public access
- It is premature to put a permanent structure at Site C, pending DC Water plans. Can use as temporary boathouse, possibly for rowing shells and canoe storage. Parking for paddlers should

be located at the GSA-leased building or Site C but there should be no cars permitted beyond Site C

- The temporary structure at Site C could be a demountable boathouse (temporary structure that can be taken down, but looks more attractive than a tent, such as is at the rowing facility on the Anacostia River)
- The Jack’s Boathouse site is fine as is, but needs to provide free launching for folks who own their own boats or paddleboards.
- Paddlers noted that there needs to be more access to river; there is nowhere along this part of the river to just launch your boat.
- They bookended the whole zone with 2 collegiate facilities (Sites A and E)
- The GSA-leased facility could be used as a parking garage/parking area
- Did not address, but identified the critical issue of traffic at the “mixing bowl” at Water Street.

TEAM 7

Name	Association
Melanie Kaplan	Surfrider/Stand-up Paddling
Greg Billing	WABA
Willem Brakel*	Bethesda-Chevy Chase High School
Mike Farrey	Friends of Georgetown Waterfront Park
Mark Doris	George Washington University
Derek Parsons	Washington-Lee High School Crew
Tom Guncik	George Washington University

*team spokesperson

Team 7 included scholastic and collegiate rowers, leadership from Friends of Georgetown Waterfront Park, stand-up paddling, and cycling interests. Rather than submit a layout, this team submitted a list of guiding principles for use during the planning process:

1. Maximize Access for ALL users—rowers, boaters, swimmers, bikers, hikers, birders
2. Support the Georgetown and George Washington University proposals for boathouses, with provisions for public access.
3. Factor plans for [Thompson Boat Center] into this plan.
4. Be mindful of safety of bikers and walkers; connectivity and signage for trails.
5. Control vehicular traffic/parking-only water-related uses.
6. Consider options for development of the [Washington] Canoe Club site.
7. Emphasize sustainability/environmental protection; green/LEED buildings; maintain natural river banks.
8. Consider temporary Public uses of the Dempsey site/ DC Water site [Site C]—DC Water guidelines should be made public.
9. Prioritize the development of sites to provide meaningful benefits SOON.
10. Appreciate the careful consultative process, but let’s proceed to ACTION.

TEAM 8

Name	Association
Kathy Summers	Stand-Up Paddle DC
Denis Crean*	WaveOne Swimming, US Masters Swimming
Ned Preston	C&O Canal Association
Tim Summers*	Stand-Up Paddle DC
Miranda Paris	Georgetown University
Kim Lefelar	St. John's College High School Crew

*team spokesperson

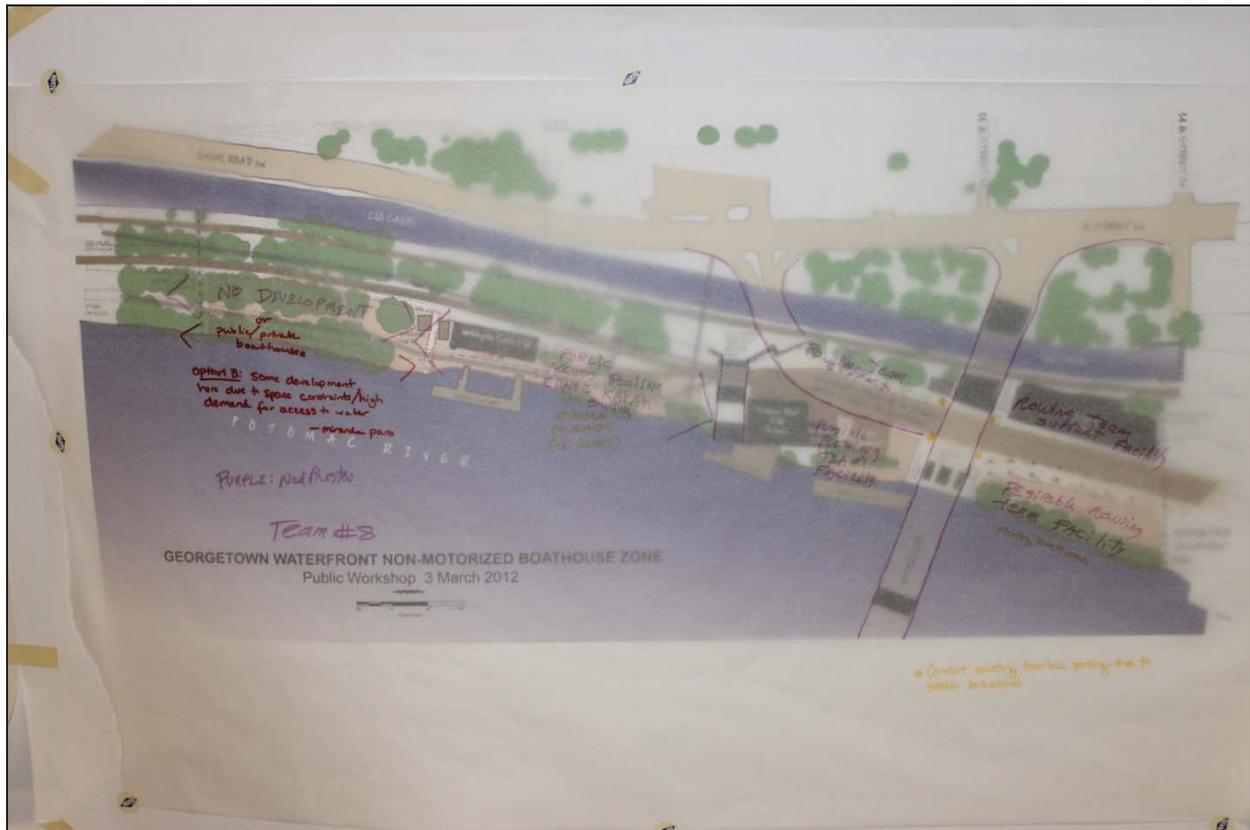


Figure 9. Team 8 work product

This team included collegiate and high school rowing, stand-up paddlers, a swimmer, and a representative from the C&O Canal Association. Key points from this group included:

- Keep collegiate and high school rowing access around the Key Bridge (site D and E); there is good access there from Water Street for buses and large vehicles.
- Keep all the rowers and largest # of the people close to where the traffic is coming in.
- Extend Water Street past Alexandria Aqueduct and put in a circular turnaround
- Highlight the transition from City to Country represented by Alexandria Aqueduct
- Site C should be for public and private access and concessions. Extend Water Street and put a turnaround in here. Provide public access for paddlers and canoe public access above the new turnaround
- Extend this public access into Site B from Site C

- Access issues preclude a boathouse at Site A—either keep it undeveloped or allow only low-impact facilities—keep it to walk-in concessions, hiking, and more low-impact pedestrian access. Having a boathouse here would result in traffic and access issues.
- Provide access for swimmers; the city will compete to host a future Olympics and a site for the river swim event could be sited somewhere in the zone.
- Use the aqueduct as a transition point between country and city.

TEAM 9

First Name	Association
Dolores Milmo	Audubon Naturalist Society
Carl C. Cole	HCBA - Capital YC
Chuck Haberlein	Chesapeake Paddlers Association
Kent Slowinski	ANC 3D
Larry Gladieux	Canoe Cruisers/BlueRidge Voyagers
DJ Manalo	Chesapeake Paddlers Association
Kurt Thiel	USA Swimming

*team spokesperson

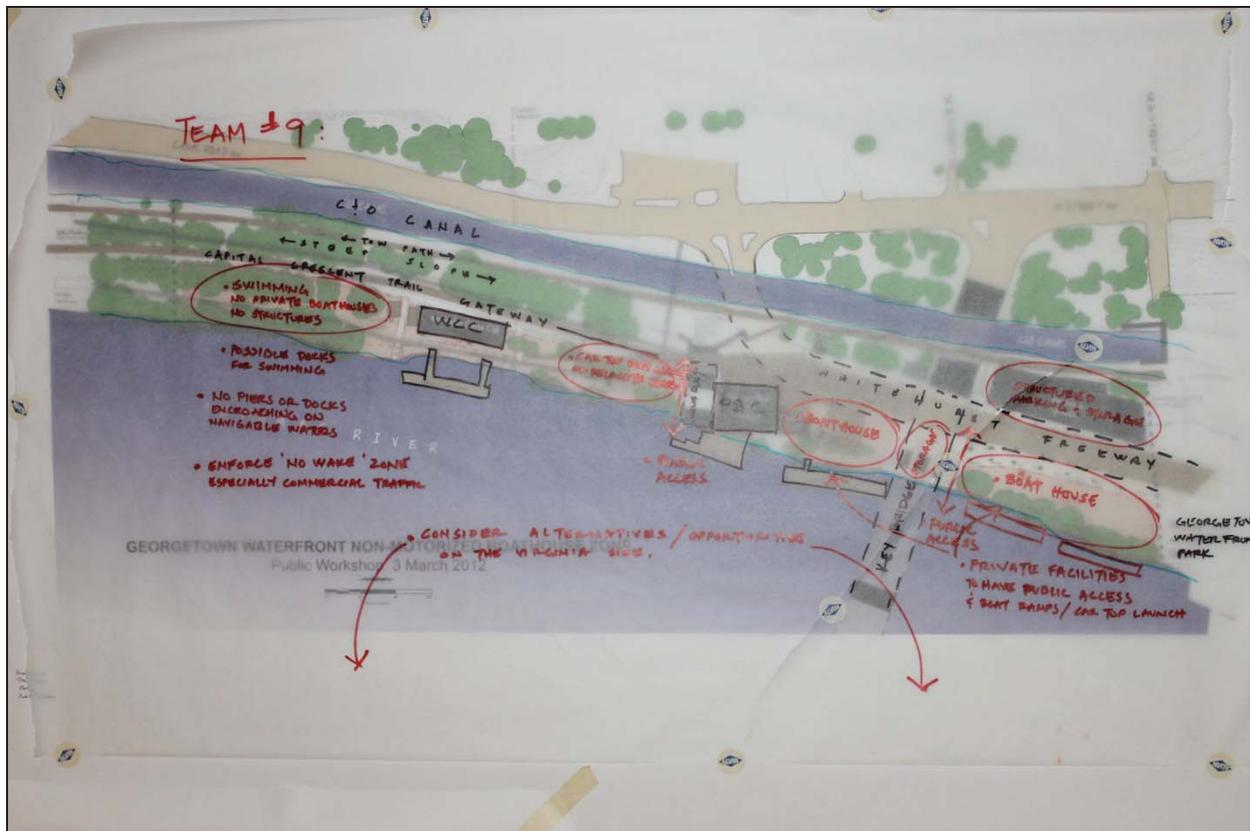


Figure 10. Team 9 work product

This team included paddlers, a representative from Capital Yacht Club and the Boy Scouts of America, an ANC member, paddlers, a representative from USA Swimming, and a representative from Audubon Naturalist Society. Key points from this group included:

- Accommodate all users
- Keep Site A natural, without structures, docks for swimming would be possible here, although they should not encroach on navigable waters; enforce the no wake zone, particularly commercial traffic
- Washington Canoe Club (Site B) should be renovated and remain in its place
- Site C is appropriate for car-top boat launching
- Jack's Boathouse also relocated to Dempsey's (Site C)
- Potomac Boat Club should stay as it is
- Sites D and E around the Key Bridge should be collegiate boathouses
- Parking and storage at the GSA leased building
- More rowing facilities should be considered across the river in Arlington

TEAM 10

Name	Association
Henry (Hank) McEntee*	Biking, PBC, TBC
Margie Orrick	Biking, kayaking, Rock Creek Rowing (TBC)
Joe Olbrys	TBC, rower, GSI
Elizabeth Merritt	National Trust for Historic Preservation
Tony Johnson	Georgetown University
Sally Strain	DC resident, Defenders of Potomac River Parkland

*Team spokesperson



Figure 11. Team 10 work product

This team included cyclists and rowers from Potomac Boat Club and Thompson Boat Center, Georgetown University, The National Trust for Historic Preservation, and representation from Defenders of Potomac River Parkland. Key points from this group included:

- They would like to see public access serve a diverse population representing the city.
- The easiest sites to develop are Sites A and E
- There was disagreement on Site A. One option was to limit all development upstream of the aqueduct. Another option discussed was to put a boathouse on Site A. A collegiate boathouse was suggested because there is not a lot of traffic/ parking required for university students from either Georgetown or George Washington, which are walking or biking distance and because the collegiate rowers can walk their boats in – people routinely walk rowing shells from Washington Harbor to TBC.

- The Washington Canoe Club should be maintained. One option discussed was to move it upstream to or toward Site A, but need to keep in mind any conflicts between kayak/canoeists and rowers (the representative from the National Trust for Historic Preservation feels its historic integrity could be preserved if it were moved)
- Although it is workable to mix uses and traffic types, it would be better to keep density in the downstream area of the boathouse zone
- Keeping density downstream may help resolve the issue of the “threshold” perceived at the aqueduct.
- Need to have bikers slow down in the area of the Canoe Club, in this transition zone. Possibly add signage or other calming measures to site to indicate change in speed to bikers.
- The representative from Defenders of Potomac River Parkland asked that the following points be reflected in the report: the C&O Canal NHP needs to be protected from private development, and the wooded area upstream of the Washington Canoe Club should be preserved, while the project zone should be extended downstream to include Thompson Boat Center and other locations.

DISCUSSION OF CONSENSUS POINTS AND OBJECTIONS

CONSENSUS POINTS

When asked if there were points of consensus among all the groups, several were discussed. Points of consensus included:

- The Washington Canoe Club structure should remain (there was not agreement on whether it was appropriate to move the structure, and an objection to moving the structure was noted).
- There should be additional boating facilities (note: there was not consensus on the number or the type of facility)
- There should be enhanced access to the river; one access point should be multipurpose.
- The parking issue is important and should be considered carefully.

Modifications were also discussed, and were captured in the consensus discussions as they focused on the consensus items.

OBJECTIONS

There were several objections noted:

- There was an objection to moving the Washington Canoe Club to the west (To or Toward Site A), and to moving historic structures generally.
- The Friends of Georgetown Waterfront Park objected to placing any facilities east of 34th Street (into the open space of Georgetown Waterfront Park).
- Others objected to limiting the zone to the 34th Street boundary.
- There was an objection to placing any new buildings west of the trail head

OBSERVATIONS

Although no consensus was reached on the following, there were several things noted or included in multiple team proposals:

- The need to consider and improve the transition between the end of the Capital Crescent Trail and 34th Street along Water Street was mentioned several times, although most teams did not come up with a solution.
- The aqueduct was mentioned as an important feature by several teams, although it did not seem to mean the same thing to the teams that found it important. It represented a gateway of some type to several of the teams, a constraint or bottleneck, or a line of demarcation when considering where to place of different sorts of facilities (rowers in one direction, paddlers in another).

- There was least agreement on what should go on Site A, if anything, with several teams presenting multiple options. Options ranged from no development on that site to light development to use of the site for a public or university boathouse.
- There was the most agreement that a facility of some sort should be placed on Site E.

WORKSHOP ATTENDEES

FIRST NAME	LAST NAME	ASSOCIATION
Gina	Bleck	Georgetown University
Patrick	McArdle	Georgetown University
Colin	Aylesworth	St. John's College High School
Michael	Farrey	Bethesda Chevy Chase High School
Chris	Jordan	Georgetown University
Kent	Slowinski	Advisory Neighborhood Commission (ANC) 3D
Cheryl	Norcross	Surfrider (DC Chapter)
Ann	Satterthwaite	Friends of Georgetown Waterfront Park (FoGWP)
Gretchen	Ellsworth	FoGWP/Potomac Boat Club
Bret	Moore	Washington Canoe Club (WCC)
Denis	Crean	USMS/Waveone Swimming
Tom	McCready	Thompson Boat Center Customer
Anna	Popov	Jack's Boathouse
Paul	Simkin	Jack's Boathouse
Mark	Doras	George Washington University
Brian	Stevens	Self
Scott	Fleming	Georgetown University
Tom	Blount	Chesapeake Paddlers Association
Upasana	Kaku	
Henry	McEntee	Bethesda-Chevy Chase High School (BCC)
Sally	Strain	Defenders of Potomac River Parkland
Chuck	Haberlein	Chesapeake Paddlers Association
Derek	Parsons	Washington Lee High school Crew
Walter	Groszyk	
Robert	Von Eigen	FoGWP
Pete	Thompson	Rock Creek Rowing
Bill	Kirwan	Georgetown University/Muse Architects
Donal	Barron	DC Water
DJ	Manalo	CPA Kayakers, Inc.
PK	Woodward	
Stu	Ross	Chair ANC 3D
Ned	Preston	C&O Canal Association
Eric	Arcich	George Washington University Rowing
Chris	Brown	Washington Canoe Club

FIRST NAME	LAST NAME	ASSOCIATION
Kurt	Thiel	USA Swimming
James	Tilghman	Rock Creek Rowing
Catherine	O'Riordan	St. John's High school
Kathy	Summers	Stand-Up Paddling DC (SUPDC)
Tim	Summers	SUPDC
Larry	Gladioux	Blue Ridge Voyagers, Canoe Cruisers Association
Gus	Anderson	Blue Ridge Voyagers, Canoe Cruisers Association
Andrea	Salley	Georgetown University
Greg	Billing	Washington Area Bicyclist Association (WABA)
Erik	Meyers	PRSP
Andy	Stephens	Washington Kayak Club
Lew	Rumford	George Washington University
Rosa	Wilson	Potomac Boat Club
Rick	Neuman	Sierra Club
Ann	Haas	ANC 3D
Willem	H Kaplan	
Melanie	Kaplan	Surfrider
Justin	Carl	DC Water (Clean Rivers)
Chris	Walsh	Yorktown High school
Stephen	Full	Georgetown Women's Rowing
Miranda	Paris	Georgetown Women's Rowing
Cynthia	Cole	Potomac Boat Club
Vincent	Clementi	Surfrider
Carl	C. Cole	ACBA & CYC
William	Elcome	Member WABA
Sheila	Weiderfeld	Former C&O Commission Chair
Joe	Olyers	Thompson Boat Center
Margie	Orrick	Rock Creek Rowing
Tony	Johnson	Georgetown University
Elizabeth	Merritt	National Trust for Historic Preservation
Elisa	Hammer	Surfrider
Georgeann	Higgins	Rock Creek Rowing
John	Cullier	PRC
Kim	Lefelar	St. John's College High school
Frank	Benson	Georgetown University
Ann	Lochstampfor	C&O Canal Association
Ernie	Brooks	Coalition for the Capital Crescent Trail
Dolores	Milmor	Aububon Naturalist Society
Susan & John	Severtson	Residents of 3303 Water Condominiums
Frank & Draga	Schlesinger	Residents of Flour Mill Condominiums
Ed	Ryan	Potomac Boat Club

FIRST NAME	LAST NAME	ASSOCIATION
Johan	Severtson	Citizen
Daniela	Fairchild	Woodrow Wilson HS
Linda	Greenan	Georgetown University
Jim	DelFiore	DC Bar
Matt	Madigan	Potomac Boat Club
Vincent	Puma	Georgetown Alumnus
Amber	Jones	Defenders of Georgetown Potomac River Parkland
Tom	Guncik	George Washington University
Shaun	Courtney	Patch.com
Robert	Devaney	The Georgetown Newspaper

WORKSHOP STAFF

NPS

Kimberly Benson, National Capital Region
 Kevin Brandt, Chesapeake & Ohio Canal National Historical Park
 Brian Carlstrom, Chesapeake & Ohio Canal National Historical Park
 Cindy Cox, Rock Creek Park
 John Hitchcock, Chesapeake & Ohio Canal National Historical Park
 Peter May, National Capital Region
 Tara Morrison, Rock Creek Park
 Tammy Stidham, National Capital Region

CONTRACTORS

Julie Eitner, Louis Berger Group, Inc.
 Carolyn Mitchell, Louis Berger Group, Inc.
 Margaret Stewart, Louis Berger Group, Inc.
 Julia Yuan, Louis Berger Group, Inc.

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Appendix E

**Public Comments after Introductory Public Meeting
December 13, 2011**

**Nonmotorized Boathouse Zone
Feasibility Study**

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PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 1

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Status: New Park Correspondence Log:
Date Sent: 12/20/2011 Date Received: 12/20/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am glad that this study is happening, and I hope that it will not end up being a mere academic exercise but instead yield some concrete action toward approving the creation of a non-motorized boathouse zone. This zone would enrich and improvement everyone's engagement with and appreciation of a river which has long been enjoyed in non-motorized craft.

The Newsletter says: "In 2007, NPS started the EIS process for the proposed Georgetown University boathouse, but it was put on hold in 2008 pending further study of the non-motorized boathouse zone." It is truly sad and, to me, inexplicable that over three years have elapsed between the pause in the EIS for the Georgetown boathouse, and the beginning of this current study. The amount of time that has been hemorrhaged here is unbelievable. This current study, however, has the opportunity to accomplish something at long last.

I have spent my life in Georgetown, DC; in Cambridge, Massachusetts; and in Oxford, Oxfordshire. In the latter two places, boathouses for rowing boats are an asset in the creation of synergy between mankind and nature; the same character, serenity and synergy could be part of the Georgetown waterfront and the Potomac River. But if the unsightly and overcrowded "Thompson's Boat Center" and the decrepit, crumbling Washington Canoe Club remain, besides Potomac Boat Club, the only outlets for such usage, it will be an unfortunate waste.

I am a committed environmentalist and user of the National Parks and Georgetown waterfront. Adding one or two nice boathouses, provided they are sustainably and sensitively built, for using the river in non-motorized craft would be an improvement, not a detriment, to this space.

There has already been too much time wasted in moving forward on this and related studies. Undertake the study, then take action based on the study.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 2

Author Information

Keep Private: No
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Status: New Park Correspondence Log:
Date Sent: 01/10/2012 Date Received: 01/10/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

- A. No private development should be permitted in the C&O Canal National Historical Park.
- B. The wooded area upriver from the Washington Canoe Club should be preserved.
- C. The NPS feasibility study should be comprehensive; therefore, the project zone should be extended downriver to include the Georgetown Waterfront Park and Thompson's Boathouse.

Thank you.

**PEPC Project ID: 39727, DocumentID: 44565
Correspondence: 3**

Author Information

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Status: New Park Correspondence Log:
Date Sent: 01/11/2012 Date Received: 01/11/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Mr. Peter May, Associate Regional Director January 11, 2012

National Capital Region

National Park Service

U.S. Department of the Interior

Washington, DC 20240

Re: NPS Feasibility Study to Implement a Non-Motorized Boathouse Zone along the Georgetown Waterfront

Dear Mr. May:

The purpose of this letter is to express our appreciation to the National Park Service for the decision to do a feasibility study for a boathouse zone along the Georgetown waterfront, and to share with you the basic position of the Defenders of Potomac River Parkland:

- A. No private development should be permitted in the C&O Canal National Historical Park.
- B. The wooded area upriver from the Washington Canoe Club should be preserved.
- C. The NPS feasibility study should be comprehensive; therefore, the project zone should be extended downriver to include the Georgetown Waterfront Park and Thompson's Boathouse.

For almost nine years, the Defenders, a coalition of more than twenty organizations, has opposed the proposal to build a massive private Georgetown University boathouse in the C&O Canal National Historical Park. During those years, we have offered many reasons why the plan is not in the public interest, such as: the site is a scenic wooded section between the busy Capital Crescent Trail and the Potomac River; it is situated next to the fragile and historic Canal towpath; it is a tidal floodplain that contains wetlands; it lies within the Potomac Gorge, one of the most biologically rich areas on the East Coast; and the parkland is part of a national, regional and local treasure used by thousands of daily walkers, bikers, birders, history enthusiasts, and visitors to our Nation's capital. These technical, environmental, economic, safety and practical considerations remain relevant today.

Alternative locations outside of the C&O Canal NHP for new boating facilities would provide advantages for everyone, while protecting the park from inappropriate development. In addition, a more accessible location downstream from the C&O gateway corridor would provide an opportunity for new facilities to be shared with other boating communities, including high school boating programs, instead of being used by only one group of athletes from one private university, as proposed by NPS in the past. We have made these points: in our letter of October 16, 2009, to NPS Director Jonathan Jarvis; in EIS Scoping Comments of January 13, 2008; in earlier EA comments; and in many public meetings. These constructive alternatives remain available.

We look forward to working with you and other NPS officials to find a way to both protect the C&O Canal NHP from unnecessary private development and provide appropriate new boating opportunities outside the national historical park.

Sincerely,

Sally Strain, Coordinator

Defenders of Potomac River Parkland

www.savethecanal.org

Member organizations are: American Canoe Association ; American Hiking Society; American Whitewater Association; Appalachian Mountain Club; Audubon Naturalist Society; Canoe Cruisers Association; Clean Water Action; C&O Canal Association; Coalition for the Capital Crescent Trail; Dupont Circle Conservancy; East Coast Greenway Alliance; Friends of the Earth; Global Green; League of Women Voters of DC; National Parks Conservation Association; Potomac Appalachian Trail Club; Potomac Conservancy; Potomac Heritage Trail Association; Potomac Pedalers Touring Club; Quantico Orienteering Club; Rails to Trails Conservancy; Sierra Club-DC Chapter; Washington Area Roadskaters; Washington Canoe Club; Western Lands Project.

cc. Honorable Eleanor Holmes Norton; Councilmember Mary Cheh; DCWater Georget S. Hawkins; DCDOE Director Christophe Tulou; DCSHPO Officer David Maloney; C&O Canal NHPark Superintendent Kevin Brandt

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 4

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/19/2012 Date Received: 01/19/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

On behalf of the C&O Canal Association, I welcome the Feasibility Study to implement a non-motorized boathouse zone along the Georgetown waterfront. It is certainly useful and timely for the National Park Service to identify and consider ways to improve boating access to the Potomac River, a very worthwhile goal.

NPS' announcement states that the study "will look at potential scenarios related to the waterfront that are consistent with the necessary and appropriate uses for this zone." One scenario that is definitely not among those appropriate uses is the construction of an intrusive private boathouse on a site within the C&O Canal National Historical Park. I hope that this will be recognized from the outset.

The C&O Canal NHP is a unique treasure that combines natural beauty and historical importance. The canal park belongs to everyone, and no part of it should be surrendered for private use. To do that would run counter to the legislation that created the park and to established NPS policy.

The Association, with over one thousand members, is an independent citizens association concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin. The Association supports the National Park Service in its efforts to preserve and promote the 184-mile towpath and the open spaces within the C&O Canal NHP. The Association looks forward to the feasibility study as a step toward enhancing boating opportunities while preserving the integrity of the C&O Canal NHP.

Rachel Stewart, President
C&O Canal Association

**PEPC Project ID: 39727, DocumentID: 44565
Correspondence: 5**

Author Information

Keep Private: Yes
Name: N/A N/A
Organization:
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Address:



E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/23/2012 Date Received: 01/23/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I think that the non-motorized zone is a great idea and should be expanded.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 6

Author Information

Keep Private: Yes
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 01/29/2012 Date Received: 01/29/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my support for the Feasibility Study to implement a non-motorized boathouse zone down river from Key Bridge, along the Potomac River waterfront at Georgetown. I am also expressing support for those organizations and individuals who oppose the construction of a private boathouse within the C&O Canal National Historical Park ? or any private-use structure within any National Park.

To quote Rachel Stewart's comments from January 19, 2012: "The C&O Canal NHP is a unique treasure that combines natural beauty and historical importance. The canal park belongs to everyone, and no part of it should be surrendered for private use. To do that would run counter to the legislation that created the park and to established NPS policy."

I grew up along the Canal and the Potomac River. I watched my father, Ken Rollins, fight along with many, many others for many years, for both stretches of water and their beautiful bordering lands to gain national recognition. I watched his frustration as the private boathouse plans moved forward; as he tried repeatedly to point out that proper procedures had not been followed, and that the land exchange proposed by GU was in no way a fair trade, and that the whole thing should never have gotten this far. But here we are.

My lifetime is full of canal and river memories. I am familiar with all the views of the Potomac and the Canal along the towpath from the beginning of the Canal in Georgetown to Great Falls and beyond.

It would be shameful for C&O National Historical Park visitors to either begin or end their experience

with a view of a large, private, intrusive structure rather than the current scenic view of the river. I imagine Justice William O. Douglas, who championed the cause to save the Canal, would be appalled at the thought of it.

I hope that a plan can be realized which will accommodate both Georgetown and George Washington Universities' needs, while enhancing the waterfront and honoring the Potomac's status as an American Heritage River, and leaving the C&O Canal Historical Park property intact.

Sincerely,

Celeste Rollins

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 7

Author Information

Keep Private: No
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Status: New Park Correspondence Log:
Date Sent: 01/30/2012 Date Received: 01/30/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

January 30, 2012

Mr. Peter May, Associate Regional Director
National Capital Region, National Park Service
1100 Ohio Drive SW
Washington DC 20242

Dear Mr. May:

I hope that the Feasibility Study to Implement a Non-Motorized Boathouse Zone along Georgetown Waterfront will result in a positive outcome. It should be possible to enhance boating access without infringing upon historical and scenic assets that belong to the public as a whole. The following are my personal observations on the study as it has developed so far.

The study should be comprehensive in scope and therefore include the area from 34th Street to the Thompson Boat Center. It is important to take into account the role that the downriver area plays in existing and potential boating activities.

To avoid repeating the futility of the past EA/EIS process, the feasibility study should recognize that the C&O Canal National Historical Park is not a proper space for private development. The C&OCNHP's authority to engage in land exchanges should be used to enhance the NHP, not to create new enclaves within it.

Excellent opportunities exist for development of boating facilities downriver from the C&OCNHP. An appropriate site for construction of boathouse(s) that could be used by rowing teams exists immediately upriver from 34th Street. Although owned and administered by NPS, this area is not being used as parkland and is probably the least environmentally-sensitive part of the zone's shoreline. It could be developed for boating by NPS, or by private universities on the basis of leasing or fair purchase/land exchange transactions. There are also other publically-owned properties near the 34th Street location that are not being used as parkland and may have potential as sites for boating support facilities.

The study should recognize: that team rowing is only one of several popular boating activities in the zone; that boating of all kinds is only one category of desirable recreation practiced there; and that all recreational goals must respect scenic, environmental, and historical values.

Sincerely,

Edmund (Ned) Preston
6306 Swords Way
Bethesda MD 20817

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 8

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/03/2012 Date Received: 02/03/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I'm a bicyclist. I regularly use the Capital Crescent Trail for commuting and casual cycling. I hope that any design plan will continue to allow for the free flow of bicycle and foot traffic along the trail. I'm particularly concerned about crew teams carrying their boats through the area. This already creates hazzards in front of Jack's Boathouse, but at least there is a wide road at that point. If teams start shuttling watercraft along the trail it will become impassable.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 9

Author Information

Keep Private: Yes
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/14/2012 Date Received: 02/14/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Briefly, I hope to see you keep the Washington Canoe Club building. I'm born and raised in the greater DC area and only discovered the club a few years ago, I now think of it as one of the great hidden gems of the nations capitol. I've never been a member, but have attended many events there since discovering it.

As an architectural historian, I believe the building itself is also worth preserving. I recognize this is something of a debate. The building and the club, however, are clearly the cornerstone to this document. This is the oldest boathouse in the NPS non-motorized boathouse zone and therefore the foundation for this zone. Despite its weathered appearance, the WCC shows that it has been cared for by many generations of families. While some of the facilities obviously need a facelift, some parts of the building are beautiful in their current condition, primarily the trophy room with its polished floors and a hundred years of tarnished silver trophies and deserve to be preserved. It may not be in good shape now, but it is still a beautiful example of a Victorian boat house - the only one of its kind in DC.

And I hope the NPS will find a way to do this while respecting the history of the building and its users, preferably by allowing the people who have used it and cared for it for over 140 years to continue using it and opening it up to more people to discover. I worry that if the park service makes this a public only facility, some of the heart of the building (the family potlucks, the January oyster roast, the crab feast in the summer) will get lost and discarded. Hopefully the park service will move forward with sensitivity on this project, recognize the one building where these non-motorized boathouses all began, and do the right thing by preserving this fantastic treasure of the city.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 10

Author Information

Keep Private: Yes
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:



E-mail: 

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 02/14/2012 Date Received: 02/14/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Thank you for the thorough presentation Dec.13 entitled -feasibility study to implement a nonmotorized boathouse zone along the georgetown waterfront. We wish to offer our opinion, comments, and suggestions regarding the proposal. We oppose the park services proposal, as it apparently ignores and avoids the largest stakeholders of the georgetown waterfront- namely the powerboaters of the entire chesapeake region. We believe, and it is unfortunate, that up to this point we have not been included in the process of improving and providing our expertise in the georgetown riverside experience. We believe that the previous plans and studies are outdated, non inclusive, and are irrelevant considering the modern needs of the boating community. The members of the National Potomac Yacht Club, The Potomac River Yacht Club Association, The Chesapeake Bay Yacht Club Association, independent boaters, and registered boaters of the District of Columbia, Maryland, and Virginia have grown substantially in the past 20 years since those studies were produced.

Powerboaters far outnumber non motorized boaters. The acute lack of docking facilities along the georgetown waterfront, and transient docking in all of Washington are obvious. Of the approximately 3000 feet of waterfront extending from thompsons boathouse north past the washington canoe club there is only 500 feet for powerboat docking. 100 feet had additionally been removed to provide for tour boats and police boat use. The new park as easy as it would have been, also failed to consider the needs of the boating community when it was built and did not include docking facilities. The remainder of approximately 2000 feet have been dedicated to canoes, rowboats kayaks and crew- a relatively small population. Considering some boats that now dock at the washington harbour exceed 80 feet in length, space is limited, forcing side by side raft ups on some days to exceed 10 boats and total volume to exceed 100 boats. The amount of waterfront that the non motorized boats use during the winter months or at night is easy to calculate-exactly zero, a total waste of space during that time. Many powerboats are on the river all year long and to a large extent at night and enjoy the Georgetown waters of the potomac river .

The amount of space, over 2000 feet including Thompsons, that you proposed dedicated to non powerboats sole use is unreasonable, a waste of prime real estate, and simply unfair. There is absolutely no reason not to allow and include powerboat docking in that area.

The waterfront at Georgetown is one of the prime, if not the prime destination spots on the Potomac River for powerboats. We believe that the river and the waterfront should be shared by all, and not restricted in any manner. The park is for the preservation and benefit of all of the public. There is absolutely no reason to limit the area in question to non powerboats. Non powerboats do not have any special needs or requirements for launching or storing. Additionally, note that the crew boats do in fact have motorized follow boats alongside. Rules of the road, navigation rules, and admiralty law applies to all water vessels. Furthermore, there is no safety issue regarding power and non power boats co-existing. There is obviously much room available for powerboat docking alongside crewboats and rowboat docking. The physical docks are similar.

We propose that at minimal cost and great benefit, that the plans for the zone in question include dockage for powerboats. We do not propose or request any other special needs such as electric, fuel, pumpout, or any structures- just an environmental friendly simple dock capable of handling power and non powerboats alike. As the largest stakeholder and user of the Potomac River and the Georgetown waterfront, we request and expect to be included in any further discussion and planning of the Georgetown waterfront. As stakeholders, the following entities and organizations should also be included in any discussions and planning of the Georgetown waterfront- The Chesapeake Bay Yacht Club Association, The Potomac River Yacht Club Association, The District Yacht Club, Seafarers Yacht Club, Capital Yacht Club, District Yacht Club, The National Potomac Yacht Club and all other yacht clubs in the Potomac region. Thank you for your kind attention...

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 11

Author Information

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Status: New Park Correspondence Log:
Date Sent: 02/23/2012 Date Received: 02/23/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Intrusion onto public lands should not take place without the facility serving the public. If this is to take place then the Boat House should be available for public use at all times it is open.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 12

Author Information

Keep Private: Yes
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/02/2012 Date Received: 03/02/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am in full support of the public water access in Georgetown. Having lived in DC for the last 12 years it always bothered me the lack of any water access on Potomac in Georgetown area.

While the study has a footnote listing existing facilities for non-motorized launch zone (Canoe Club, Jack's Boathouse, Potomac Boat Club)it fails to mention that these access are private. In other words the policy of these establishments prevent launch of anybody unless you are part of the club or pay a fee. The general attitude of management of these clubs, "you are not a member - we don't want you here".

There is a huge water culture in the area with no access. With the emergence of Stand Up Paddling (SUP), I know dozens of people that struggle to get access to Potomac. The closest ares to launch is Fletcher's boathouse where one also have to pay a fee, but everybody launches from the park side. That, to my understanding is illegal but the only option nevertheless.

The other public launch place is by National Airport at Gravelly Point park likely 5 miles downstream.

Anyway, in conclusion let me reiterate my full support of public non-motorized launch place in Georgetown. I speak for many SUP and other water enthusiast of the DC area.

Thank you, Mike Blinov

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 13

Author Information

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Status: New Park Correspondence Log:
Date Sent: 03/07/2012 Date Received: 03/07/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I. CPA Letter - NMBZ Georgetown Waterfront ? Feasibility Study Workshop

Ms. Tammy Stidman,
National Park Service ? National Capital Region
(202) 619-7474
tammy_stidham@nps.gov March 7, 2012

Dear Ms. Tammy Stidham,

We wish to thank you and the National Park Service for hosting and conducting the March 3rd Non-Motorized Boathouse Zone (NMBZ) Feasibility Study Workshop in such a highly organized, thoughtful and constructive manner. Both of us from the Chesapeake Paddlers Association (CPA) were very pleased to participate, and to experience the cooperative spirit that was demonstrated by all participants.

We were especially pleased to see that there was apparently universal support for including a General Public Access Site for all paddlers within the NMBZ Plan; a consensus that the Washington Canoe Club should be preserved to continue its contributions to the paddling community, in addition to its historical and cultural value; and general support for additional boathouses for Georgetown University and other collegiate rowing teams.

As detailed in the CPA information packet that we provided the NPS, CPA strongly supports the construction of a NPS-designated car-top boat launching site(s) for paddle craft in the proposed NPS

NMBZ Development Plan at Georgetown. During the workshop, we also requested that NPS consider the feasibility of expanding its NMBZ Development Plan to include a car-top launching site along NPS property in Rosslyn, Virginia.

Attached is our synopsis of topics that emerged during the workshop discussion and some recommendations. These are provided in the hope that they will be useful to you as this project moves forward.

In closing, we are encouraged and hopeful that these efforts will soon lead to the creation and development of a Georgetown Waterfront NMBZ. We look forward to working with the National Park Service to facilitate this process.

Sincerely,

Dom J. Manalo ("DJ")
Charles R. Haberlein, Jr. ("Chuck")

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II: CPA Attachment: Summary Minutes/Comments during Feasibility Workshop (03-Mar-2012)

At the meeting, the provided site map was studied and the following approximate waterfront length of each proposed site was measured.

These figures, and the associated comments, may be useful for evaluating the various proposals:

- 1) Site A: Westernmost site -- 300 feet
- 2) Site B: Washington Canoe Club -- 150 feet;
- 3) Site C : -- 200 feet. Note: This site's full development potential may not be available for another ten to fifteen years, due to planning and possible construction of a sewage runoff catchment tunnel under the DC waterfront area from 2015-2025.
- 4) Potomac Boat Club -- 175 to 150 feet (The exact width of this site was a bit vague). Since the PBC site is already under private ownership, it is not a formal part of the NMBZ project;
- 5) Site D -- 125 to 150 feet (plus space possibly available under the DC end of Key Bridge). As it is adjacent to the Potomac Boat Club site, Side D's exact width was also a bit vague;
- 6) Site E -- Easternmost site, immediately east of Key Bridge) -- 250 feet.

B. Analysis of the proposals made by the ten workshop teams:

1) There was a preponderance of support for "bookending" the development area with university boathouses, with six of the ten workshop teams preferring this option). This layout provides maximum waterfront length for the two school facilities, but has two very serious problems:

- (a) There was strong opposition from some participants to major development on site A.

(b) Site A would be difficult for large trucks & trailers to transport rowing shells and would require more roadwork along the entire development area.

2) Placing the two university boathouses on the eastern side of the NMBZ Development Plan (Sites D & E), with three or four workshop teams favoring this option. This plan would concentrate rowing activity adjacent to Georgetown Waterfront Park, while paddle-propelled craft would be concentrated in the western part of the Zone (Sites A-C). This arrangement would essentially subdivide the NMBZ boating zone into two sections ("city" and "country"), separated by the Aquaduct on the west side of the Potomac Boat Club.

(a) Advantages include: reduced road development along the NMBZ, maximum feasible turning space for rowing shell transport by trucks & trailers, less possible congestion/ by boaters, and limiting the impact of development at Site A.

(b) Disadvantages include: a much shorter site for one boathouse (possibly mitigated by use of space under Key bridge) and the necessity of moving Jack's somewhere else within the development area. During the team presentations, the owner of Jack's Boathouse, who was present, stated at the meeting that they own some property at the site to emphasize their stake at the current site adjacent to Key Bridge.

3) There was a clear (virtually unanimous) preference for keeping Washington Canoe Club "as is/where it is", with some recommendations that it be renovated for historical preservation. It was unclear how WCC could undertake renovation and rehabilitation efforts without special leasing and financing arrangements with the Park Service and/or other interests.

4) There was also clear support for having two public access boat launch sites, in addition to Jack's Boathouse: One for cartop/"carry-in" access and the other for rowing/sculling teams not affiliated with Georgetown and George Washington Universities.

In evaluating these complex issues, the CPA participants supported the recommendation for University rowing teams boathouse facilities at Sites D & E. This should satisfy the training and racing activities of collegiate rowing teams, while addressing the strong desire of various conservation and neighborhood groups that Site A not be heavily developed. Pending completion of the tunnel project by 2025, our workshop group (Team 9) reasoned that Section C would be minimally accessible and therefore should be minimally developed for kayak, canoe & SUP launching.

Finally, CPA supports recommendations by various teams that additional parking be made available on-site. We also wish to note that the current 2 hour time limits on Waterfront meters are much too short for typical paddlers use and recommend that maximum parking limits be increased to at least 4 hours, along the NMBZ. Also discussed was the feasibility of designating a NMBZ Car-top boat launch site at NPS property along the Rosslyn waterfront, which should significantly relieve pedestrian and traffic congestion along the NMBZ-Georgetown waterfront, as detailed in our submission brief to NPS at the meeting.

Cc'd a Pdf copy to Tammy Stidham, NPS (tammy_stidham@nps.gov)

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Correspondence Text

The planned boathouse zone at the end of Water St. (trail head of the Capital Crescent Trail) has the potential to introduce significantly more motorized vehicle traffic along Water St. This comment focuses on the increase in traffic along Water St - outside of NPS jurisdiction. However, in so far as NPS will be working with DDOT on the entire site plan and development, traffic along Water St. should be considered as part of the overall NPS feasibility study.

As use of the boathouse facilities is likely to occur during warm-weather, daylight hours, the greatest influx of motor traffic is also likely to coincide with peak usage of the CCT trail by cyclists and pedestrians.

Currently, the traffic signage along Water St. is poorly located and produces an unintended effect. The "No Outlet" sign for Water St. is placed at the very end of the St. - at the trail head for the CCT. This means that vehicles (frequently out-of-town drivers who mistakenly think they are driving along the Whitehurst Freeway because of confusion with GPS/maps) end up driving all the way to the end of Water St. only to discover there the deadend. Frustrated, many of those drivers turn around and speed back up Water St. looking for a way out. Water St. is the access road for pedestrians and cyclists accessing the CCT and there is no sidewalk, nor are there any center-line markings after the intersection with 34th St. Frustrated drivers, pedestrians and cyclists, and these inadequate road conditions make for a dangerous mix.

As part of the boathouse zone development, additional " No Outlet" signage should be installed at the intersection of Water St. and Potomac St. (the last intersection along Water St. with an outlet). Such signage should help cut down on the amount of drivers mistakenly driving down Water St. in search of an

exit.

Please see a PDF with images of the above described: <http://min.us/mbdJVrZKuV>

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Correspondence Text

I strongly oppose the ceding of public land that benefits all citizens to the use of a single, private, elite organization i.e. Georgetown University for the purpose of building a boathouse that will benefit only a select few. This is a betrayal of the public trust and denial of the public interest. Georgetown University has no right to take over public land and deny the citizens the benefit thereof.

This land is environmentally sensitive, heavily used by the public, and contains rich historical assets. It is integral to free passage along the C&O Canal. The general public cannot go elsewhere. Georgetown University can.

It is wholly inappropriate for this private interest to seek to divert its use and deprive the public of it in order to satisfy its own greedy appetite.

PEPC Project ID: 39727, DocumentID: 44565

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Correspondence Text

I'm totally in favor of a non-motorized PUBLIC boathouse zone. Construction of private boathouses anywhere on public land on the Potomac should be forbidden until the demand for public space has been met. It's not clear from the March 3 slides to what extent this has been examined, but the statement about 85-100 additional racks for scholastic rowing is encouraging.

The NPS commissioned the draft assessment for the Arlington Boathouse in 2004. I wonder how they're progressing with that. If it is feasible to construct a boathouse in Virginia, the demand for space in Georgetown would be appreciably reduced, possibly even to the point where it would be conscionable to consider allowing another private boathouse.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 17

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Correspondence Text

Yesterday, my wife and I were walking along the stretch of K Street, under the Whitehurst Freeway, near the Key Bridge end of the new Georgetown waterfront park. We noticed that while the park itself is beautiful, there are still a number of desolate looking vacant lots between the western end of the park and Jack's boathouse, which surely could be put to some more productive use. We both said, "why don't they use this land for the boathouses that the local universities want to build?" So, I was pleasantly surprised to read in the Georgetown Current this morning that this is, indeed, under consideration. As a DC native and longtime resident of the Foxhall Village area of Georgetown, I would strongly support use of those vacant lots for construction of a boathouse for university sculling crews, rather than sacrificing parkland in the C&O National Park.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 18

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Notes:

Correspondence Text

March 14, 2012

Mr. Peter May
Associate Regional Director
National Capital Region
National Park Service
C/o Tammy Stidham
1100 Ohio Drive, SW
Washington, D.C 20242

Dear Mr. May,

Here are my comments on the NPS boathouse zone study that is currently being conducted under your direction.

It is important to keep in mind that the difficult issues that have swirled around the question of building boathouses along the Georgetown waterfront began with a false start. It is to be hoped that the Park Service this time will make a right start with its current feasibility study for a boating facility zone along the Georgetown waterfront.

The false start began when Georgetown University set out to convert part of a National Historical Park directly below the university into its private preserve. Its aim was to erect a giant boathouse there. Three

"alternatives" were presented soaring up to 20,000 sq. ft. with several stories rising at their peak even higher than the adjacent C&O Canal berm, the towpath and the canal.

That the site was ill-suited to accommodate a large boating facility evidently was not seen as an obstacle to the project. The oversized building would have been crammed into a tight spot hardly accessible by motor vehicles and with scarcely any space available for parking and would create a hazardous chokepoint at a major entrance way to the national park that has an inflow of some four million visitors per annum. An influx of cyclists, joggers and hikers passes this point daily.

It is hard to believe that the U.S. Code on administering our national parks or the strictures of the legislation establishing the C&O Canal National Historical Park were given much attention as this plan was being advanced. The Code asserts that no activities are to be authorized "in derogation of the values and purposes for which these various areas have been established, except as may have been directly and specifically provided by Congress." [16 USC Sec 1-a-1 (2000)]. Public Law 91.064, which established the C&O Canal NHP, clearly states its purpose: "to preserve and interpret the historic and scenic features of the Chesapeake and Ohio Canal and to develop the potential of the canal for public recreation [emphasis added], including such restoration as may be needed." The intent of the legislation is clear. It does not contemplate accommodating the boating program of private institutions or ceding any of its territory to such a purpose.

The misconceived boathouse plan, which came close to realization as the "preferred alternative" of a draft Environmental Assessment, should not be considered as a possible outcome in the NPS study of the feasibility of boating facilities along the stipulated "zone" along the Georgetown waterfront. It should be clear that the site GU has sought in the past ought to be off limits, and that sites on the other side of Key Bridge are both defensible and appropriate for team rowing facilities

All best regards,

Carl Linden

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 19

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Correspondence Text

I am concerned about the possibility of building a non-motorized facility in the area being studied. It appears that such a facility would not be hidden from users of either the C&O Canal towpath or the Capital Crescent Trail and thus would intrude on the experience of people using these resources. In addition, during construction of such a facility, users would be severely impacted to the point that access may be denied and the fragile ecosystem and historic sites could be damaged. It would be much better to build such a facility outside the boundaries of the park.

PEPC Project ID: 39727, DocumentID: 44565

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Notes:

Correspondence Text

Dear PEPC staff:

I am opposed to a private enterprise infringing on public land, in this case Georgetown University on C&O Canal NHP land. This infringement would compromise the interests of many people, while only serving the interests of the few. I am not an expert on zoning and construction and related technical matters, so what I would say in that regard is what others in COCA have and will say. If there is a desire by the NPS to expand boating facilities in that area of the Potomac River, then that should be done for public use. In that case, Georgetown University would be allowed to use those facilities just as any other constituent would. Thank you.

PEPC Project ID: 39727, DocumentID: 44565

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Correspondence Text

After living in WDC over twenty years, and watching this issue swirl in the news every few years, I feel the current boathouse situation should stay the same. PBC, Jack's boathouse, the canoe club, and thompson's boathouse are all buildings that flood annually at peak rainfall. There is no place to add parking, Georgetown can find places in other parts of the city to go build and then row.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 23

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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

I wholeheartedly support additional boathouse facilities along the Potomac River in Georgetown, upstream of the old aqueduct bridge, downstream of the old aqueduct bridge, anywhere! Public, private or co-mingled. Our community is sorely lacking to fulfill public demand for these types of resources.

PEPC Project ID: 39727, DocumentID: 44565

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Notes:

Correspondence Text

Wild places in the District of Columbia are under continuing threat. The NPS should not add to those threats by allowing buildings and other signs of civilization along the riverbanks upstream from where they are today. Every time I drive along Canal Road and the Clara Barton Parkway or walk along the towpath I cherish the wilderness that penetrates downtown DC and Georgetown. Please don't mess with the glories of nature, increasingly threatened in this urban area. The incursions of a century or more ago have been quite enough. Because inholders have built up above the Key Bridge, more construction between those boathouses might be contemplated, as long as they don't upset the ecology or interfere with the riverscape in the area.

PEPC Project ID: 39727, DocumentID: 44565
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Notes:

Correspondence Text

The C&O Canal is for the benefit and recreationh of all Ameraicans. I hope you don't gaive the Univaersity permission to build the boathouse on the canal . It can be built further down the river, where it won't impede travel on the towpath.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 27

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Correspondence Text

I am a native Washingtonian born in 1942. The C&O Canal has been a big part of my life as a youngster and presently continues as such. We are so lucky to have this wonderful park to enjoy in all seasons of the year. I bike to Georgetown quite often, and must be perfectly honest that the location of the proposed boat house at this point in time is a teal eyesore. I understand the problem of building on park land, but consider a place like Fletcher's Boat House which has been a benefit to our community ever since I can remember.

If the proposed site is developed in a style which is environmentally appropriate, I can only think it would enhance the beauty of the canal as one enters into Georgetown.

PEPC Project ID: 39727, DocumentID: 44565

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Correspondence Text

Go build the proposed boathouse someplace else and not on prime public property. I find the proposal disgusting. There are some entitled individuals who think the public park property is for their exclusive pleasure and recreation at the expense and exclusion of others.

I once read in the Washington Post that Jack Kent Cook used some of the public property adjacent to his DC home to enhance his driveway. I read that Ross Perot blasted away part of a coral formation in Bermuda so he would have a convenient place to dock his private boat.

The move and attempt to make some of the C&O Canal property for the use of a select group of people is not ethical and pretty selfish. I think the Park Service has a responsibility to maintain the C&O Canal Park for all.

Robert Rakes

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Notes:

Correspondence Text

I think it is a dangerous precedent to allow a private facility to be built within the confines of a National Park. I think it will not enhance the park experience. I believe there is land elsewhere that Georgetown U could use that would lessen its impact on the park.

I am lifelong (62 years so far) lover of the C&O, participate with NPS as a Level Walker, caring for 2 levels in Brunswick and Hancock. Please do not allow the boathouse to be built as planned.

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"Progress" has claimed so many important public, historical venues already. Have the common sense to stop this before it escalates out of control.

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Please NO private boathouse on NPS land!

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Notes:

Correspondence Text

The C&O National Park, like all other National Parks, is public land for the benefit of the public. It is not to be given away to the organizations with political clout.

Using political clout to take away National Park land is a process that should not be encouraged.

Respectfully,
Alfred Sorkowitz

PEPC Project ID: 39727, DocumentID: 44565

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My biggest concern is that the remains of the old aqueduct be preserved. It is an important part of Georgetown's history.

PEPC Project ID: 39727, DocumentID: 44565

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Notes:

Correspondence Text

The C&O Canal and towpath are a national treasure and it should not be compromised. I use the towpath regularly to cycle and enjoy it. It gives me great pride when I hear other languages spoken and know that they are enjoying not only DC but the towpath. I am currently ISO of a route in England and think of how nice it is to have this continuous path to cycle from DC to PA in my backyard. Why disturb and destroy a NHP that belongs to everyone for private use that only a few can enjoy? What happens with the 4 million+ visitors that use the NHP? I cannot believe this is even being considered. Justice Douglas created this national park for everyone not the rowing team. He created this park to protect it, so private enterprises are not created for the chosen few! DO NOT destroy the C&OCNHP.

PEPC Project ID: 39727, DocumentID: 44565

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Correspondence Text

In my opinion, the only possible location for another boating facility would be on the land just east of the Key Bridge and ending at the newly developed Georgetown Waterfront Park. I also think that such a facility should be open to the Thompson's Boathouse concession with the understanding that GWU, GU and others would participate in its use as space allows. Further (and as I have written the media in the past) to me the most practical solution and one which would not violate space requirements as well as asthetic quality would be to take advantage of the growing desirability of the Anacostia River area where stunning change is taking place and where an ideal location could be found for boating facilities with plenty of parking space and boat storage, etc. and accessible via Metro.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 37

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Correspondence Text

I think that the boathouse should not be located on (or near) NHP land. The park was created to preserve a part of this nation's history. The park also provides a safe habitat for many species of plants and animals. Construction and maintenance of a boathouse would present too many oppertunities for irreparable damage to the canal, canal structures, and the habitats of the area. If there is a suitable piece of land further downstream, it should be used instead.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 38

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/25/2012 Date Received: 03/25/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I've biked the C&O Canal several times with lot of different people, and I think it is a resource worth protecting. The part of the zone that is within the C&OCNHP belongs to everyone -- it is not available for creation of a private enclave. Land exists downriver from the C&OCNHP that is suitable for new team rowing facilities.

Any new boating facilities should be appropriate to their environmental and historical settings.

PlESE protect this lovely resource for everyone!

PEPC Project ID: 39727, DocumentID: 44565 Correspondence: 39

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/25/2012 Date Received: 03/25/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

My husband & I have been biking on the canal for nearly a decade. We started an annual ride to cumberland, and now ride to pittsburgh from DC. This year we'll be bringing our one year old daughter on this safe, family friendly, Public trail. It is so important that this trail remain open to the public. Please do not encourage the privatization of any part of this beautiful canal. I support a public non motorized boating area. It is unreasonable to make any part of this historic trail private. I hope that as my daughter grows she will continue to have access to the entire Historic canal area.
Sincerely,
Rachael

PEPC Project ID: 39727, DocumentID: 44565
Correspondence: 40

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/25/2012 Date Received: 03/25/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am opposed to any large-scale private development along the canal on the order of what is being considered by the Georgetown boathouse. This area is too pristine and important to despoil with such a massive structure.

PEPC Project ID: 39727, DocumentID: 44565 Correspondence: 41

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/25/2012 Date Received: 03/25/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The integrity of this wonderful national treasure that is enjoyed by millions internationally in Georgetown needs to

remain solely in the public domain, with no possible impact by a private enterprise.

All facilities are entrusted to the public domain and adjoining facilities and property need to be assured that there is no possible

encroachment of its mission and purpose.

Do not let private owners near this national treasure.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 43

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/25/2012 Date Received: 03/25/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am opposed to the Boathouse being built on NPS land. This area is for the use of all people and not just a few boaters. There is land downriver that would be suitable for such an enterprise, however, and I urge you to consider that option. Thank you for your consideration. Marion Robertson

**PEPC Project ID: 39727, DocumentID: 44565
Correspondence: 44**

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/26/2012 Date Received: 03/26/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I stand with the C&O CANAL Association in their opposition

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 45

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/26/2012 Date Received: 03/26/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Reader:

The construction of a private boathouse within the C&O Canal NHP is a bad idea, and one that will only serve to degrade the park.

The C&O NHP belongs to the public; sections of it should not be taken away for the use of private institutions.

There are land parcels nearby, outside of the NHP, that Georgetown University could acquire through a traditional private market purchase.

The entry to the C&O Canal NHP near this proposed boathouse is one of the busiest in the NHP. This facility will impede the public's access.

This proposed facility is not in keeping with the historic or environmental setting of the canal.

This project is not a good idea and it will harm the park.

**PEPC Project ID: 39727, DocumentID: 44565
Correspondence: 46**

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/26/2012 Date Received: 03/26/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

No Georgetown boathouse...Please limit development along the entire Potomac River, regardless of function. Areas along the West Virginia and Virginia banks are already developed, detracting from natural views. The Potomac is where many thousands of people seek nature, recreation and an escape from visual reminders of "the hand of man." Please help it remain so.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 47

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/26/2012 Date Received: 03/26/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have used the C&O Canal NP since 1977 on a regular basis for hiking, running, bicycle camping, and annual Christmas and Easter Family Walks. Wm O. Douglas performed a miracle when he saved the Canal from becoming a modern highway. We treasure it because it gets us back to our roots, as a persona and common good. No national park should be "leased" to a private group, with influence, for their needs against the basis for establishing the Park in the first place. I am strongly opposed to the encroachment and all it stands for, and so is my Organizaton - C&O Canal Association.

Here are some points to focus the decision making:

1. The part of the zone that is within the C&OCNHP belongs to everyone -- it is not available for creation of a private enclave.
2. Land exists downriver from the C&OCNHP that is suitable for new team rowing facilities.
3. Georgetown area is one of the busiest gateways to the C&OCNHP, which had more than 4 million visitors in 2011.
4. Any new boating facilities should be appropriate to their environmental and historical settings.
5. Favoring specific groups for "utilization" of public lands and National Parks is a trend we as taxpayers cannot support. Why not drill for oil on the C&O NHP lands? Why not open it up to all terrain vehicles for "mud courses" to drive and tear up?

If you owned property on the river as a Family, would you want a private boathouse from an influential and powerful university built next door?

We cannot give away our future children's park land for the benefit of a select group that thinks they are above the NPS laws and have the money and influence to make this even a topic of discussion.

ML Gray

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 48

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/26/2012 Date Received: 03/26/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

We are writing to urge that you protect the C& O Canal NHP from private development. We oppose the proposed Georgetown University boathouse in C&O Canal NHP. It's contrary to the public interest; specifically, it is an example of use that is restrictive, intrusive, and destructive.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 49

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/26/2012 Date Received: 03/26/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

When taking action which may reduce the public wellbeing (access to public facilities, personal pleasure, scenic pleasure, freedom from adverse distraction, etc) it should be foremost in consideration that the action be taken will be irreversible and that any loss to the public wellbeing will be permanent. The boathouse as presently planned will benefit few and will detract from the pleasure of many. There are alternative sites that would not be so intrusive and that should satisfy the needs or desires of the boaters/partiers of Georgetown U.
What is that term? DO NO HARM!!

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 50

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/26/2012 Date Received: 03/26/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I welcome the park service efforts to facilitate the recreation use of the Potomac River in Georgetown. I have concerns that I hope the park service will consider in any recommendations it makes.

The land upstream from Alexandria Aqueduct is not suitable for a large boathouse. This area is the start of Capital Crescent Trail. The physical site is constrained the C&O Canal towpath. Construction of a large building will inevitably constrict users of the trail. Vehicular access to a boathouse in this area would create even more problems for users of the trail.

Public parkland should not be used for private purposes. Georgetown University has proposed a land swap that would allow them to build a large boathouse immediately upstream from the Washington Canoe Club. Such usage of public parkland is inappropriate. I don't see how such a land swap benefits the thousands of users of the C&O Canal and the Capital Crescent Trail.

The exclusion of Thompson's boathouse from the study is a serious omission. That facility is an important part of addressing the needs of the rowing community. In developing a plan for all non-motorized boat usage, options for that site should be considered.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 51

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/27/2012 Date Received: 03/27/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

1. While expanding the boathouse zone to the east is desirable, it should go all the way to Thompson's boathouse. The proposal still squeezes possible boathouses into a small amount of shoreline.
2. No private boathouses should be permitted on National Park land. If boathouses are to be erected on parkland, they should be publically owned and open to all. College crews should be required to share space with other college and high school crews.
3. Any new boathouses, public or private, should be in scale with their surroundings, and limited to a facility for storage and launching of boats. The Georgetown proposal was far too large. Its size resulted from the inclusion of elements not required for the storage and launching of rowing shells, such as what was essentially a party house. Had they stuck to the original proposal of 4000 square feet, just for boating purposes, they'd have been rowing out of it years ago. Only that proposal, not the later gigantic one, was approved by the the C&O Canal Commission.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 52

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/27/2012 Date Received: 03/27/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I urge the following points concerning the C&O Canal Park:

- a) The C&O Canal Park deserves protection from private development. The east end of the canal, passing through Georgetown, already has an intense amount of private development immediately adjacent to the Park, that provides food, goods, and services of every imaginable description. There is no need to extend this commercialization to intrude into the parkland and river, which represent a very scarce resource for park users.
- b) Commercialization of the Canal Park would adversely affect the many persons who use the park for photography opportunities. The sight lines would be encroached, and the existing gorgeous nature would be adversely impacted.
- c) Commercialization of the Canal Park will add to trash problems in the park, making the park less hospitable to wild life, as well as unsightly and unsanitary for park users.
- d) Commercialization of the park will not bring visitors to the C & O Canal who primarily are interested in the beautiful nature, but rather "shoppers" looking for another "food court" as in a shopping mall, or simply another commercial experience, rather than a unique urban parkland.
- e) The wooded tidal flood plain northwest of the Washington Canoe Club also needs additional protection and preservation in its wilder state. The area provides essential habitat for wild life, especially birds. Bird watchers access the park and its bird watching opportunities in this area.

f) The boathouse study zone needs extension further down the river to include the Thompson Boat Center and all locations along the route. This is necessary to protect wildlife, control trash, water pollution from some watercraft, and because it is a necessary supporting and contributing area adjacent to the Canal Park which is already intensely developed. The fragile Park that is left can not support additional commercialization.

g) The C&O Canal Park is already well-used by visitors for many purposes. Added commercialization would greatly, and perhaps dangerously add to the visitors to the Canal Park, which is a fragile ecosystem. A substantial increase in human visitors using the C&O Canal Park would make the narrow paths dangerous and not useable as they currently are used by walkers, runners, bicyclists, bird and nature watchers, who all are currently mutually respectful in sharing the narrow path together. Dense crowding will adversely impact the comity that currently exists, and will increase injuries of people using the paths.

h) I am often awestruck by the beautiful contrast of the herons alighting along the canal stretch in Georgetown. This beautiful sight will be lost to the elderly, disabled, and parents with small children who access the canal in Georgetown or at Fletcher's Boathouse to use the stretch along the Georgetown waterfront if commercial development scares away wild life from using these areas themselves.

As a native Washingtonian, I have taken friends and relatives from all of the country and the world to see our city's beauties, for many years. As I child, I encountered Justice Douglas along the C&O Canal, and recall the attraction to the canal of the new arrivals to Washington during the rage of 50 Mile Hikes. All are so greatly impressed by the uniqueness of the C&O Canal Park, which so greatly contributes to Washington's reputation as a beautiful green city. Let's not destroy this with floating restaurants and mini-malls, nor impact the "wild and natural" look of the Canal Park by leaving only manicured landscaping to represent "nature".

Thank-you for your consideration of these points. Please protect the park.

Very truly yours,

Ernest C. Raskauskas, Jr.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 53

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/27/2012 Date Received: 03/27/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I joined the Washington Canoe Club soon after arriving in Washington in 1981 to take a job as a journalist. My wife and I each have a sprint kayak stored at the site. We are regular paddlers and strong supporters of having a contingent of kayakers on the Potomac -- not just rowers. The vitality of the Washington waterfront depends on having multiple uses on the water. If that is nurtured by the NPS and others, I can envision a day when the Washington waterfront will become a major tourist attraction. Not only would there be more rowers/paddlers on the river, but there would be more spectators as well. When I say that, I have the Philadelphia waterfront in mind, a site with a fraction of the resource potential we have here with the Potomac/Kennedy Center, monuments, etc.

I hope the NPS does everything possible to support kayakers on the Potomac.

Thanks, Richard Whitmire

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 54

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/27/2012 Date Received: 03/27/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

1. While expanding the boathouse zone to the east is desirable, it should go all the way to Thompson's boathouse. The proposal still squeezes possible boathouses into a small amount of shoreline.
2. No private boathouses should be permitted on National Park land. If boathouses are to be erected on parkland, they should be publically owned and open to all. College crews should be required to share space with other college and high school crews.
3. Any new boathouses, public or private, should be in scale with their surroundings, and limited to a facility for storage and launching of boats. The Georgetown proposal was far too large. Its size resulted from the inclusion of elements not required for the storage and launching of rowing shells, such as what was essentially a party house. Had they stuck to the original proposal of 4000 square feet, just for boating purposes, they'd have been rowing out of it years ago. Only that proposal, not the later gigantic one, was approved by the the C&O Canal Commission.

**PEPC Project ID: 39727, DocumentID: 44565
Correspondence: 55**

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/27/2012 Date Received: 03/27/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

How many times do we have to go through this? We're talking about a National Park! There are plenty of acceptable alternatives for the boat house, so why are we even still thinking about taking away from a National Park? Get real! Drop it now!

Gary M. Petrichick

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 56

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/28/2012 Date Received: 03/28/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am concerned about the emphasis on rowing on the Georgetown Potomac waterfront. An expensive watersport, rowing is not a sport for all people. Canoeing, in contrast, is much more affordable. I would like to see a greater emphasis on access for canoeists and kayakers. I was dismayed that the new waterfront park did not include a launch site for canoes and kayaks. Currently one must go 2 miles upstream to Fletchers to launch on the river. There are some spots of open waterfront that one can informally launch at, but if those become developed, they will disappear.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 57

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/28/2012 Date Received: 03/28/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Ms. Stidhan,

I am a member of the Washington Canoe Club, and have been since 1992. The plan for a non-motorized boat zone in our area is very welcome in the over-all discussion of the waterfront area. Despite the designation as a no-wake zone in our training area, some motor boaters tend to use their motors at a high speed indiscriminately, not noticing the havoc in their wake. Catching wake is no fun in the summer, but rather dangerous in the winter. We train year-round, so this is a concern.

WCC contributes significantly to the paddling/rowing community, despite the loss of the use of our 100 year-old boathouse. It's been very encouraging to see our programs expand to Wounded Warrior training and events, events for underprivileged neighborhoods for whom the river would otherwise be an inaccessible resource, partnership with NPS in the Canal Stewardship Program, opportunities for competitive paddling in regattas as well as recreational paddling, and training for young paddlers some of whom go on to Olympic Training Camps. All of these projects have come about despite the lack of restrooms, changing space and indoor training and meeting rooms, which used to be provided by our boathouse. Interest in river sports is growing exponentially, and improving the existing paddling/rowing areas can only benefit everyone.

Thank you for consideration,

Susan Johnston

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 58

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/28/2012 Date Received: 03/28/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a family member of the Washington Canoe Club, and a long time avid paddler of the Potomac River, I am very anxious that the club as well as access to the river continues to remain available.

As a kayaker, a traveler to many bodies of water, and a member past and present of many of the paddling clubs and organizations in the Washington DC metropolitan area, I have a strong feeling of the importance of water access. Access to the water, especially around metropolitan areas is very important. It allows many individuals to explore their environment, escape the confines of the community, and find an exciting way to keep in shape.

While it is a difficult process to balance free or low cost, public access to our water ways with the demand of real estate, this is an important issue to many many individuals.

As we know many different requests for water access are currently being made by many different organizations and types of paddlers, power boaters, and even swimmers. It is my belief from my time spent launching into the Potomac along the DC border that it is possible to make access available to all the desired requests. And it my experience from being a part of the Washington Canoe Club for the past 10 years or so that the club is very open to making this happen. I know that the site of the WCC can possibly be made to work for many forms of access in order to meet the requests of the changing face of water activity in today's DC.

I support the effort which the NPS has been making towards finding a solution to the allocation of resources to all the demands for water access in this area, and do hope that accommodations can be made

for as many, if not all, forms of usage as possible. As a member of the Washington Canoe Club, I would gratefully do all I can to support the effort.

Thank you,
Dave Biss

**PEPC Project ID: 39727, DocumentID: 44565
Correspondence: 59**

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/29/2012 Date Received: 03/29/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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www.RockCreekRowing.org

March 29, 2012

Mr. Stephen Whitesell
Regional Director-Capital Region
National Park Service
11 Ohio Drive, S.W.
Washington, DC 20242

Subject: Non-Motorized Boathouse Zone and Thompson Boat Center ? Statement of Position by Rock Creek Rowing Inc.

Dear Mr. Whitesell:

I am privileged to serve as president of Rock Creek Rowing Inc. ("RCR"), an independent, masters-level competitive rowing club of approximately fifty members, which rows at or before dawn four days per

week out of the Thompson Boat Center ("TBC") facility. On March 3, I and several other RCR members attended the NPS Workshop on the "Feasibility Study for a Non-Motorized Boathouse Zone along the Georgetown Waterfront." The event was a stimulating and impressive mix of a great range of interested parties in the rowing community, as well as the recreational paddling and water sports communities. We also were impressed by, and endorse and appreciate, the comprehensive approach the National Park Service is taking in planning for the needs of the many overlapping rowing and recreational organizations, and we welcome this opportunity to submit our comments concerning the various components of the study.

Many of RCR's members, which include equal numbers of adult men and women, have been involved in the rowing community for years. Some have been rowers in their own right for decades. Others were first introduced to rowing as parents of scholastic rowers whose love of the sport, and of the Potomac, served as a catalyst for us to take up rowing ourselves. Many of us began rowing through learn-to-row programs offered at TBC. Whatever our paths may have been, collectively our membership has a long history with, and keen appreciation of, the Potomac River and the Georgetown Waterfront area not only as one of the nation's premier rowing venues but as a recreational and natural resource for the entire community. We also have a keen appreciation of the significant limitations presented by the existing boathouse facilities on the DC side of the Potomac (including TBC) and the benefits ? recreational and aesthetic ? that would flow from the carefully planned introduction of additional boathouses along the Georgetown Waterfront for rowing and other non-motorized boating disciplines.

From this background, we wanted to forward a statement of position of Rock Creek Rowing concerning the various components of the subject study, and we look forward to NPS making a decision soon to permit construction of additional boathouse capacity in the Non-Motorized Boathouse Zone along the Georgetown Waterfront.

As was abundantly clear at the workshop, the overlapping needs (existing and potential) of rowers and other recreational users of the Potomac mean that a comprehensive approach to planning is required. We also firmly believe that such planning must include not only the construction of new boathouses in new locations but a concerted effort to improve and expand the existing TBC facility.

Specifically, RCR believes that the following points are paramount:

- ? RCR supports the efforts of Georgetown and George Washington Universities to build two new University boathouses that would not require public funding. The construction of these boathouses would have a profound effect on the community's enjoyment of the Potomac, including opening up the overcrowded TBC facility (see below).

- ? Georgetown Waterfront Park should remain as it is, consistent with the original intent to provide high quality access to the spaces and view corridors along the Potomac.

- ? WASA should be required to specify, at the earliest possible date, the location and size of the access shafts required for the tunnel work.

- ? Modification or replacement of Thompson Boat Center should be included in the study. Key points relating to TBC include the following:

- o TBC has eminently fulfilled its original purpose of serving as a catalyst for community access to the Potomac and for the growth of a thriving rowing community. After fifty years, however, the time has come for this facility to step forward into the 21st century on a prime site in our nation's capital.

- o Given the incredible aesthetic potential of the TBC site, and the benefits that would flow from improved accessibility to this community resource, the improvement or replacement of this existing facility would have a high impact on the quality of experience for all visitors to the waterfront.

o Taken in the context of the relatively new Swedish Embassy building, and its location in sight of the Kennedy Center, Thompson Boat Center is now part of a high quality building corridor. As such, TBC can and should build on the perceived quality of this context.

o The value of TBC could also be enhanced by an innovative approach to year-round programming. Several boathouses throughout the U.S. are redefining and expanding their purpose to reach a broader community. Currently the unheated TBC facility is closed completely four months of the year. When it is open, its use, especially during the week, tends to be concentrated in the very early morning hours and in the late afternoons, with lighter use during the middle of the day and none after dark. We believe that there is significant untapped potential for expanded use of an improved TBC facility both during the winter months and year-round.

We look forward to participating in future reviews and workshops going forward. We hope that the foregoing points may be helpful in driving a planning process that will take full advantage of the incredible potential of the Georgetown waterfront for all parties involved.

Sincerely yours,

Pete Thompson
President
Rock Creek Rowing Inc.

cc: Rep. Eleanor Holmes-Norton, US House of Representatives
Rep. James P. Moran, US House of Representatives
Chairman Kwame R. Brown, DC City Council
Council Member Jack Evans, DC City Council
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March 28, 2012

Comments on Non-Motorized Boathouse Zone along the Georgetown Waterfront

I am a neighbor (Foxhall) of the Georgetown waterfront, a rower (out of Potomac Boat Club), a bicyclist and roller-blader (on the Capital Crescent), a canoe paddler, and an appreciator of the natural area along the river right above Georgetown that the C&O Canal NHP provides. So I am a frequent user of the area being studied and have a lot of interest in its design and management. I have 3 concerns and 3 suggestions as you move forward with planning for the Georgetown waterfront.

Concerns

- 1) Area being considered ? It makes no sense to be limiting consideration of facilities to an area from 34th St to upstream of the Washington Canoe Club. Since opportunities for rowing and other boating activities are paramount goals of the study, Thompsons Boat Center as well as the Georgetown Waterfront Park need to be part of the study area, since both areas can and should be contributors to the solution; making decisions without including these areas is illogical.
- 2) Safety ? On-river safety, doing everything possible to avoid collisions and conflicts between rowing shells and other paddle craft, should be a high priority. Similarly, safety for walkers, runners, and other users of the Capital Crescent Trail must be improved; the very confusing terminus of the Trail just west of the Aqueduct Arch, where half a dozen user groups (including errant automobiles) collide with each other, deserves careful study and a new design.
- 3) Natural area ? I am dismayed to see the natural area along the Potomac upstream of Washington Canoe Club even being considered for development. Right there, behind the canoe club, is the "gateway into nature" for city people, and it should not be compromised with more building?especially since this is floodplain. There is a mile of developed or developable waterfront between there and the mouth of Rock Creek, and that should be the area where any new facilities are built. The fact that a good portion of that

mile has recently been developed as Georgetown Waterfront Park should not preclude consideration for access and facilities there; the NPS knew full well when it designed and developed the park that there was huge pressure for additional facilities for public to access the river, and went ahead with the construction anyway. Fairness dictates that the waterfront park continue to be part of the solution of public access down to the river (not just alongside the river).

Suggestions

- 1) Sharing ? Even if the boathouse zone is going to be expanded, there still are many arguments for designing and building shared facilities, especially for rowers (where there seems to be the greatest pressure for more storage and dock space). While I understand the desire of the universities to have boathouses for their exclusive use, it makes no sense in the tight space available to build possibly three new facilities (Georgetown, George Washington, and high schools). At the March 3 public meeting a boathouse in Cambridge, MA was mentioned as being able to store and handle a huge number of rowing shells; that "universal" boathouse should be an inspiration and a model for the Georgetown waterfront. Paddlers are already sharing facilities; racing, recreational, special needs, and stand-up paddlers are currently sharing facilities at Washington Canoe Club.
 - 2) Group "like with like" ? The needs of paddlers and rowers differ. Any plan should put paddling facilities next to other paddling facilities, and rowing with rowing. A patchwork of facilities will create potential for increased long-term conflict. A fundamental principle of any plan should be to "group like with like."
 - 3) Limit new riverside facilities to those that MUST be at riverside ? Obviously places for rowers and paddlers to launch their craft and to keep and launch coaches' motorboats must be immediately adjacent to the river. But designers need to creatively think about what facilitates ? locker rooms, rowing tanks, social rooms, boat maintenance equipment, and even boat storage could be setback from the river's edge. At the workshop on March 3, there was a good deal of discussion of about utilizing building space north of Water St. for these non-river-dependent uses and that makes a lot of sense.
- Thank you for your consideration.

Mary Rollefson

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It has been about four years since the Georgetown Boathouse issue has been put down after much controversy. While the desire for river based activities, as embodied in the original proposal are quite sincere, the original proposal suffered from many flaws, which in that proposal were pushed aside.

One of the major flaws in the original proposal and the studies used to justify it was that the Boathouse clearly impinged in the C&O National Historic Park, a resource that the National Park Service is sworn to promote and protect. The original Environmental Impact Statement considered the needs of Georgetown University and almost completely ignored the C&O NHP. Despite many objection and points raised, this flaw was never addressed. No consideration of the uses of the park were included. Instead, it did contain a proposed horror story of an alternative boathouse upstream that was clearly fictitious as it could not be possibly built as drawn. It lacked any allowable access, not to mention severe grade problems, safety issues and local legal requirements.

Other problems in that study were its dismissing of obvious detrimental visual impacts as well as conflicts with other, pre-existing uses. These included a rather critical and heavily used section of the towpath as it enters the waterfront, and in which any further degradation would be extremely detrimental to its existence.

The National Park Service is charged with protecting all National Parks, including the C&O, and they are required to protect them. Removing from use a section of a park for private use is not permissible or consistent with the mission of the National Park Service unless it can be clearly shown to be an

improvement in the condition of the Park and in its best interest.

The last examination of the Boathouse scene gave only minor attention to this issue using very poor criteria. There were no attempts to examine alternatives, using Georgetown University's desires in preference to the advocates for the park. A clear degradation of the Park was ignored, for example, by using viewpoints outside the park and not part of the immediate environment, which was ignored. A justification of a landswap was used showing a threat of a hypothetical boathouse on Georgetown University's land that could not be built due to physical limitations of the parcel and the granting of rights that they do not possess, including legal limitations on an easement that does not convey any use rights. There was certainly no true demonstration of improvements to the park, including the environment immediately adjacent to the towpath, a critical feature that is essential to its existence. There was no mention of items, such as an imposing roof line, that impacted the park and not examined for being essential to the proposed uses. The Park should not be diminished for uses, such as school social events for the sole benefit of a private entity to the detriment of the public and which occurred in the previous study.

It is welcome that an expanded field of study is being used. The park does not exist by itself and the river front through Georgetown has many desired uses. The park itself is one of these and is heavily used. Its very existence plays a major role in the uses along the river and, being a National Park, must not be compromised. The Park is public and must have preference to any desired private demands and this objective must be honored. It is held in trust not only for those immediately adjacent to the Potomac but the entire nation as a tribute to both the history of the growth of the nation, the witness it bore to conflict and to honor a Supreme Court Justice who promoted environmental preservation as part of the nation's heritage. Any alternative uses must be justified with these aims and are required to be given precedence.

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Comments of the Washington Canoe Club (WCC)
on "Non-Motorized Boathouse Zone Feasibility Study along the Georgetown Waterfront"
Summary

WCC is very supportive of the National Park Service (NPS)'s vision for a holistic solution that improves safety and increases public access to the Potomac River. In addition, we want to ensure the conservation of the natural, historic, and cultural resources presently found in the area, and to be certain that proposed solutions take into account all river and park user groups.

WCC supports construction of additional facilities on both sides of Water Street, from below Key Bridge to just downstream of WCC, including possible shared facilities such as a rowing tank. WCC believes that safety will be improved by grouping similar river uses together, as recommended by the Potomac River Safety Committee. In addition, our historic clubhouse and other downstream facilities (as well as developing paddlers) greatly benefit from the natural shoreline upstream of the WCC clubhouse.

Introduction

For over a century paddlers and rowers (along with swimmers and fishermen) have shared the Potomac River in Georgetown. Other users ? bicyclists, motor boats, joggers, sailors, in-line skaters, stand-up paddlers ? have emerged as important constituencies, but the popularity and importance of paddling and rowing in the community has endured, with hundreds of thousands participating in these on-water, muscle-powered sports each year. They are an important part of Washington's heritage and, with their attributes of promoting healthy life-styles, building a sense of community, and increasing appreciation and stewardship of the Nation's river, they align very closely with the mission of the NPS.

Paddling and rowing include both solo and team experiences, and recreational as well as competitive components. While there are many similarities in the needs of the paddling and rowing communities, they

diverge in certain important respects. At the March 3 public workshop, five different paddling entities were represented: the Washington Canoe Club (home base for both racers and recreational users), Canoe Cruisers Association (representing recreational paddlers that have no public launch facilities in Georgetown), Jacks Boathouse (which provides outstanding canoe and kayak rental opportunities to the general public), stand-up paddlers (a new and growing use), and paddlers with disabilities who need special facilities to reach the water.

The comments below reflect the needs and views of the paddling community and specifically those of the Washington Canoe Club.

General issues

1) Access ? More access to the river is needed for all users. Trails and walking paths along the river are also important, but they do not serve the same purpose, and are not the same as, access to the water for boaters. More access to the river for public and private users alike ? including at least one public launch site which meets accessibility standards - must be the central thrust of any plan.

2) Capital Crescent Trail ? The Capital Crescent Trail is the signature feature of the Georgetown waterfront for tens of thousands of users and visitors. It also serves as an access route and staging point for river events for disabled veterans held at the WCC. An uncompromised, fully accessible Capital Crescent Trail (whose capacity is in no way diminished by additional development) should be a paramount objective in any proposal.

3) Parking ? With the dedication of 1/3 mile (about 50%) of the Georgetown waterfront to a single use (passive park) and the removal of what had been large parking lots, parking for all users has become an enormous frustration and constraint. Any plan must address this critical need for public parking.

4) Safety ? The area on each side of the Aqueduct Arch can become a dangerous and frustrating bottleneck for waterfront users. Here converge frequent misguided autos (thinking they are headed west up a continuing Water St and then finding they must turn around), jogging clubs, event organizers with tables, runners, bicyclists, dog-walkers, WCC and Potomac Boat Club members and guests accessing their facilities, trailers carrying rowing shells or outrigger canoes, and visitors approaching Jacks boats, creating confusion at many busy times of the day and year and mayhem on many weekends. WASA now proposes even more development and construction in the area during the next decade. A plan must deal with this locus of real and potential conflict; the plan should include better signage for cars and recreationists and enough space for event organizers to set up tables, for trailers to load and unload, and for all users to pass through (at presumably slower speeds) safely and efficiently.

5) Comprehensiveness and longevity ? While the point has been argued and re-argued, we remain convinced that the boundaries of the "boathouse zone" being considered must be expanded to provide an accurate and full picture of river use, now and in the future. Thompson's Boat Center and indeed the whole formerly industrial area now in developed parkland on the waterfront should logically be part of any overall plan for river access in Georgetown. Similarly, if all options are to be on the table, the site that Georgetown University (GU) owns a mile upstream of Key Bridge (where, in theory, GU could build a boat house, using their legal ROW along the Capital Crescent Trail) should also be part of the planning area. The NPS needs to start afresh with the full deck of cards on the table.

6) Historic preservation ? The C&O Canal, Aqueduct Arch, Potomac Boat Club, and Washington Canoe Club all date back 100 years or more and are enormously important to the character of the Potomac Waterfront and should be preserved in form and function.

7) Natural preservation ? The transition from city to wild land that occurs just above Key Bridge is a crucial aesthetic threshold that makes this waterfront area so appealing and so important to users on both land and water. The bar should be set very high for any further development upstream of the Aqueduct Arch (and would presumably require additional analysis under NEPA).

8) Avoiding Use Conflicts ? As explained below, the pattern of use on the river itself has developed over time to safely accommodate rowing and paddling with a minimum of conflict by separating the two uses in critical areas. Any design should support this pattern.

9) Temporal issues ? The needs of various user groups vary widely over the hours of the day. For example, competitive paddlers and many rowers tend to be on the river early in the morning or late afternoon, whereas other users may be more active mid-day or in evenings. Any plan should take into consideration the opportunities that these patterns of use present.

10) Effective use of limited space ? As pointed out at the March 3 workshop, sharing of facilities should be a major component of any waterfront plan, and the basis for an equitable solution to the overcrowding issues at Thompson's boathouse. The present number of high school programs will remain overcrowded in Thompson's even with the departure of both GW and Georgetown Universities, yet neither university has agreed to host a single high school program (note that Potomac Boat Club has hosted W-L High School rowing for over 50 years). The high schools will not have the resources, clout or available space to construct a boathouse by themselves, and must be supported by the larger community. We believe the Harry Parker boathouse in Cambridge, MA, is a good example (shared by the NPS at the March 3 workshop) of a facility that could house many of the DC rowing programs that currently need a base. Rowing tanks at one central facility (which could be used by rowers and paddlers alike) is another example to be explored. Similarly, shared land training or boat repair facilities, as well as trailer parking, could be considered.

11) New approaches. ? Perhaps the greatest opportunity for new approaches on the waterfront is the utilization of buildings on the north side of Water St (west of 34th St.) While these buildings are not currently used for boathouse facilities, leases or purchase should be explored and new construction considered, as this additional space could be used for shared, non-river-dependent facilities and would dramatically alter the need for large new structures right on the riverbank. Uses could include land training or boat maintenance facilities - perhaps shared among boathouses, as noted above - as just two examples.

General paddling needs

As has been stated in focus groups and previous communications, the overall paddling community (which, by NPS estimates, currently includes almost 140,000 visits a year in this zone) has a number of needs to be addressed:

? Safe access to the river for paddlers of all abilities ? The historic division of the river into paddling and rowing zones in certain areas, as reinforced by the Potomac River Safety Committee, helps to avoid collisions and conflicts between river users. The backward facing position of the rower makes rowing shells much more difficult to navigate, and in most cases the ratio of attending motorboats is much higher with rowing teams. The location of any new facilities should take into account the landing and launching patterns of paddling and rowing users.

? Access for private boaters with their own boats (canoes, kayaks, stand-up paddle boards). The riprap and boulders lining the Potomac shoreline make access difficult for private users. A safe (and no- or low-fee) public non-motorized boat launch area should be available to all, similar to the motorized boat launching area near Regan Airport.

? Access for paddlers with disabilities

? Full range of opportunities to rent paddle craft

? Adequate facilities for changing, temporary storage of personal belongings, toilet facilities

Washington Canoe Club needs

Recognition of the status of the Washington Canoe Club ? At the March 3 public workshop, there emerged a wide-spread impression that the WCC site was "available" for consideration for various uses, that the clubhouse had been condemned and might be demolished, and that the NPS considers that all options are on the table for the site. The fact that the club itself is alive and well, with a very active membership and all its programs thriving, was not acknowledged. Superintendent Kevin Brandt (after a WCC member prompted meeting organizers) spoke up to try and clarify the situation. But the fact remains that what the public saw and was hearing from the consultants was in marked contrast to facts on the ground and what WCC officers have been hearing in private from NPS (that NPS wants to find a way

for WCC to remain on-site and occupy the building). The NPS must find ways to publicly clarify this situation.

The Washington Canoe Club is a major presence in the waterfront community, providing both racing (including Olympic) opportunities for its members and a wide range of community events for the public, including opportunities for local schools and community groups to experience the river and learn to paddle. The club is particularly proud of its partnerships with adaptive athletic programs, bringing such groups as Wounded Warriors down to the river. WCC is also currently working with the American Canoe Association, the United States Canoe and Kayak Team (USACK), Team River Runner, and Project Enduring Pride to also make the sport available to disabled athletes who are not veterans. The club has collaborated with several neighborhood groups, as well as Wilderness Inquiry and the NPS, to give diverse populations a positive river experience. With its waterfront presence and skilled membership, WCC also provides an important safety contribution on the Potomac; several times a year WCC members are able to help out with rescues long before the Harbor Police can get there. The club spearheads efforts to clean up the Potomac and its riverbank in collaboration with the Alice Ferguson Foundation, the C&O Canal Trust, and Surfrider Foundation (and has also pitched in on Canal clean-ups). Several times a year WCC hosts national level regattas to develop Washingtonians into world-class competitors and it also hosts at least six events each year that are open to the public. In short, WCC is a major private contributor to a sense of community along the Georgetown waterfront and a crucial partner with the NPS as it fulfills its mission.

To conduct these far-flung programs for its members and the public, the WCC specifically needs:

? A safe, unobstructed race course with proximity to the club ? We need an agreed-on traffic pattern, which includes a race course, such as the one established by the Potomac River Safety Committee, to help avoid conflict and collisions. The historic canoe and kayak race course, starting 1000 meters up river from the club and finishing at WCC, has allowed paddling races and training sessions to be held without interfering with rowing activities on the main channel of the river. Introduction of new boater access upstream of WCC could be a huge disruption to both the racing and recreation programs of the WCC and a significant safety issue.

? Adjacent undeveloped river bank (another safety concern) ? Beginning paddlers are more likely to flip than other disciplines and, if no dock is nearby, it is beneficial that they have the option of climbing out on the river bank (something they couldn't do where the bank is a built concrete seawall)

? Upstream protection from floodwaters and debris - We note the importance of the forested area upstream from WCC, which has long provided critical flood protection to the historic clubhouse. Any clearing upstream of the building would reduce the natural buffer for debris (and reduction of water speed the buffer provides) and affect the building's ability to resist and rebound from regular flooding (the Potomac River spilled its banks five times in 2011 alone).

? Indoor and outdoor storage space for boats (approx. 200 indoor and 200 outdoor); (WCC boats range in lengths from 14-43 feet; most are under 20 feet long)

? Access for club-based activities that rely on club-owned equipment such as team boats (6-person outrigger canoes, 4-person racing kayaks, 6-12 person canoes, etc.) and instructional sessions.

? 100 feet of dock space to safely launch during peak periods

? Dock space to store two motorboats.

? Vehicular access (including turning and parking room for trailers) for the 3-5 regattas that WCC hosts each year

? Temporary storage, changing space, and washroom facilities (e.g., locker rooms) for local members and visiting competitors and guests

? Space for land work-outs (weight training facilities and paddling ergometers, for example). WCC is very supportive of developing of a shared indoor tank facility that could be used by both rowing and paddling. WCC currently trains at the David Taylor research center in Great Falls during the winter, but the distance, hours, and security restrictions make something nearby much more attractive.

? Kitchen and other indoor cooking facilities

? Space for boat repair and maintenance (again, possibly part of a shared facility)

? River access that accommodates a variety of non-motorized paddling craft

Conclusion

The Washington Canoe Club looks forward to participating in the continuing dialogue on the future of the Georgetown Waterfront and to a final win-win solution for all parties.

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Having served on the Commission for over 20 years, I am keenly aware of the struggle to remove private users from public land, in this case the C& O Canal National Historical Park. A private boat house is totally unacceptable. Period!

More boat houses are needed and the space is limited on the Potomac. The Anacostia Waterfront seems to be the logical place to expand.

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Sirs,

I write to comment on the study regarding a non-motorized boathouse zone. As a frequent user of the C&O Canal National Historic Park and the Capital Crescent Trail I hope that the study director remembers as the study is designed that a portion of the non-motorized zone is in a National Historic Park.

I mention this because the efforts in the prior decade to site the largest boathouse on the East Coast inside that National Park was an affront akin to allowing Stanford University to building a climbing lodge at the base of El Capaton in Yosemite. Much of the public outrage had to do with the scale of the GU Boathouse and the repeated technical errors by GU and promulgated by NPS which misrepresented to the public the size and potential impact that it would have on the C&O Canal.

Accordingly, any study needs to consider the impact on the C&O Canal and the underlying fragility of the structure, the historic views that it allows (regardless of vegetation) and that the portion of the non-motorized boathouse zone is the "Gateway of the Potomac River Gorge". In my line of work we use "One in a Million" as a probability of risk when determining safety to structures. I believe that the study should assume such a probability of risk to the C&O Canal when siting and determining the size of any new structures. I note that the original boathouse zone study assume relatively small structures in the non-motorized boathouse zone specifically to minimize impact to the C&O Canal.

This study should be looking at the absolute minimum size structure needed to house boats. Facilities beyond boat storage should be built elsewhere. The sizes of the University boathouses should not be

dictated by their desires but by balancing their minimum needs against the greater public good.

This study should also examine what dockage could be placed in the C&O Canal to allow people to launch canoes/kayaks/rowboats/shells in the historic canal.

This study should place great weight on the use of the C&O Canal & CCT by the public.

Additionally as a Washington Canoe Club member I agree with the Board of Directors that the study should consider the following facts:

- * WCC is the only place on the Georgetown Waterfront offering competitive paddling and a clear path for Olympic hopefuls.
- * WCC offers virtually unlimited recreational paddling.
- * WCC needs about 100' of dock to safely launch during peak times.
- * WCC hosts community outreach and competitive events throughout the year to include:
 - * Wounded Warrior events with three separate WW groups that require storage of special equipment, handicapped access, and proximity to Walter Reed National Military Medical Center and Bethesda Naval Hospital.
 - * Events for underprivileged neighborhoods to experience the river with the help of experienced boaters.
 - * Local and National-level regattas that help develop Washingtonians into world-class competitors.

Other needs/requirements that should be considered in the study include:

- * A space that supports high-use during early mornings, late afternoons, and all day on weekends Spring through Fall.
- * River access that accommodates a variety of non-motorized paddling craft.
- * Indoor and outdoor storage of boats.
- * Temporary storage and changing space (e.g. locker rooms) for local members and visiting competitors and guests.
- * A race course with proximity to the club that is separated from the rowers course and general path on the river.

Thank you for this opportunity to help shape the study. I know that many individuals and national groups will be watching closely.

VR

Lawrence C. Schuette, Ph.D.

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As both an avid paddler and the president of a DC-area paddlesports organization responsible for a large portion of Potomac River paddlers, I and my organization support the concept of a motorized-free boat zone in the Georgetown waterfront. Additionally, our organization wishes to see an end to the contracts that prohibit, local, industry-leading entities such as ours from offering our quality instruction programs along the riverfront simply because the National Park Service has an agreement with GSI (that amounts to a virtual monopoly over services offered) without the necessary specialization required to provide the optimum experience for visitors to the area.

On the matter of separating motorized traffic from human-powered vessels: The main concern is the fact that motorized boat traffic regulations are far too lax for the forces that are developed as these vessels get underway. To the best of my knowledge, any individual, with no on-water boating experience, can navigate a large, powerful motorized vessel without wearing a pfd and with open bottles of alcohol at any time in the Georgetown waterfront. Passing out "Wear it." t-shirts to children already wearing PFDs is not enough. Stricter laws need to be enacted and enforced by the USCG. Since power boating is considered a leisurely activity of the wealthy and influential, where consuming alcohol while wearing as few garments as possible generally go hand in hand, that is unlikely to happen anytime soon. Therefore, creating a space for those who appreciate the quiet and safety of motor-free boating recreation will enhance the aesthetic and prevent unnecessary personal injury and death.

On the matter of GSI contracts excluding other organizations and entities from offering a range of services: There are superior alternatives who are locally-based and can offer a better experience simply for the fact that their leadership and management are part of the community in which they operate. In the

specific area of human-powered recreation, local entities who are certified by nationally-recognized bodies such as The American Canoe Association and United States Canoe and Kayak should be given the opportunity to operate under the normal requirements of the CUA process.

Thank you for your kind consideration and let's make DC the paddling / rowing capital of the world!

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Date Sent: 03/30/2012 Date Received: 03/30/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I'd like to thank the National Park Service for their consideration in organizing this effort.

I grew up about a mile north of the site and have fond memories of biking on the C&O Canal tow path, ice skating on the canal, paddling on the canal, motor boating on the river, sculling lessons at Thompson's Boathouse and putting pennies on the railroad tracks. I remember finding a duck's nest on Three Sister's Island - what a smart bird! The colors of the eggs was spectacular. I found my first snapping turtle upriver from the Washington Canoe Club. We used to see several albino deer in the area. It's an excellent place for birdwatching. This is a special place.

I'd like to see the area upriver of the Old Aqueduct Bridge stay as undisturbed parkland, as much as possible. If the Potomac River is to become swimmable in the near future, perhaps a facility to allow swimming in the river or relocating Jack's would be appropriate. The Sycamore Island Canoe Club is a good example of what this area could be if the Washington Canoe Club is restored. These activities would not interfere with existing river traffic patterns and would minimize any intrusion on the C&O Canal National Historical Park and the Capital Crescent Trail.

There is room for two boathouses adjacent to Key Bridge, south of the Potomac Boat Club, with better vehicular access and parking. These sites would also minimize conflicts with existing river traffic patterns. These boathouses could provide a transition between the Georgetown Waterfront Park and Key Bridge. The area under Key Bridge could be used for boat storage. The non-motorized boathouse zone study area should be expanded to include Thompson's Boathouse which should be expanded or rebuilt.

But please, let the Old Aqueduct Bridge be the upriver terminus for all new construction along the

Georgetown Waterfront and the beginning of the Capital Crescent Trail. The Old Aqueduct Bridge makes a wonderful gateway and a spectacular terminus.

Thank you.

**PEPC Project ID: 39727, DocumentID: 44565
Correspondence: 67**

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Status: New Park Correspondence Log:
Date Sent: 03/30/2012 Date Received: 03/30/2012
Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

Please, NO MORE turning over park property to private users for private use! When I was at George Washington in the 60's, our crew used the Thompson's Boat House. There are other options the Georgetown as well that do not require taking public land private, or at least out of public enjoyment.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 68

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Please do not allow Georgetown University to have its way with our parkland and river access at the Georgetown water front. We've lived in Foxhall Village for over 30 years and have had to push back constantly on GU's attempts to take away/destroy public parklands. For example, we've fought their soccer and rugby teams tearing up the field at 44th and Reservoir and turning an idyllic setting into a huge mud pit. Also, without our protests, GU would have destroyed trees and constructed a loop road in the woods above the same field. These woods provide a critical buffer for noise and light between their institution and Foxhall Village. Georgetown U students can easily access a boathouse slightly down river instead of permanently changing the character and open space of the existing water front at the foot of Key Bridge. Thank you.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 69

Author Information

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Correspondence Text

First, I think there should be no private development of the C&O Canal National Historical Park. If the decision is to allow private development in the boathouse zone, it should be down-river from Key Bridge. I think it's also important to separate the launching areas for boats that are paddled forwards (e.g., canoes and kayaks) and boats that are paddled backwards (e.g., shells and sculls). Because of the size of shells, where they managed on-shore is limited. Vehicle access is critical for them. If at all possible, they should be located where there is limited other public use of the area. This is definitely not the area where the Capitol Resent Trail exists. Allowing shells along that portion of the waterfront is just asking for life threatening disaster. Canoes and kayaks can more easily be accommodated in that area.

I think the Park Service should also not limit this study to original boathouse zone area. It certainly should include down-river areas, especially the existing Thompson's Boathouse. E.g., can improvements be made there to accommodate more boats?

I think the Park Service has placed too much interest in accommodating private uses on the river. It should place more emphasis in public use. To that extent, any uses that it allows on the river, especially above Key Bridge, should be public uses and all facilities that may be built should be publically owned and accessible to all members of the public.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 70

Author Information

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Correspondence Text

While I agree that it is important to provide for water-related recreational use of the Potomac waterfront, it's also important not to unreasonably interfere with land based uses of the park. For the Potomac River, the most likely place where the two uses could conflict are up-river of the Key Bridge. Therefore, I think it's important to accommodate the river recreational uses downstream from the Key Bridge. It's also important that any water-based uses within the C&O National Historical Park be public uses that would not interfere with land-based public uses.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 71

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
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Correspondence Text

The Chesapeake & Ohio Canal National Historical Park is now at the crossroads of history. The NPS must decide whether to maintain the Park's mission [see below] -- or to allow Georgetown University, one of the Nation's richest, most prestigious private universities, to build a colossal boathouse, primarily for the use of GU students, near the Georgetown gateway to the Canal.

The 34th Street entrance to the proposed boathouse zone is only a 15-20 minute walk from The White House (17th Street side.) This site embraces Potomac shoreline now in a wooded, tidal floodplain area. The NPS has yet to disclose what the "fair market value" of this treasured section of the Park would be -- if it were privately owned.

Since the C&OCNHP is funded by all American taxpayers not just those in DC and Maryland, the C&OCNHP is owned by and belongs to all Americans. They have a vested interest in preserving their "National Treasure" for all Americans, present and future. This transfer of the public wealth ? history as well as financial -- to a wealthy private university should not be allowed.

This historic part of the C&O Canal, begun in 1828, should be protected from private development. The sight of a soaring boathouse here would be seen as the "Pyramid on the Potomac" and could not avoid becoming a glitzy tourist destination -- bringing even more traffic congestion to Georgetown.

The sight of a large parking lot crowded with 80-foot-long boat trailers [60-feet for the boat and 20-feet for the trailer cab] would diminish if not destroy the traditional mule-drawn boat rides enjoyed by Park visitors for decades.

In the past, from April - October, a replica 1880's canal boat offered the public roundtrip rides between the 31st Street Bridge and Key Bridge. [The 31st Street Bridge, located one block down from the intersection of 31st and M Streets, is as long as the Canal is wide.]

Although the boat operations in Georgetown are not linked to the Feasibility Study, the future of the public historic reenactment of a vanished way of early American life would be adversely impacted by the activities associated with the boathouse zone.

Another casualty of the proposed privatization of this part of the C&OCNHP would be the lost opportunities to educate tens of thousands of Park visitors annually about the importance of the C&O Canal to Washington's early history in a quiet, little-known section of the city where that history still survives.

Unfortunately, on July 13, 2011, the very old Georgetown boat, the Georgetown, had to be dismantled after a crack was discovered in its hull. The Superintendent recently announced that repairing the damage is too costly and that he has not decided whether to fundraise for a new boat. If the NPS envisions the transformation of the C&OCNHP by private developers, then there may not be a need to raise funds for a new Georgetown boat.

For reasons stated above, I believe the proposed twenty-first century urbanization of a National Historical Park in the heart of the Nation's capital should be denied.

May the guiding spirit of Justice William O. Douglas prevail.

Submitted by: Ann Lochstampfor March 30, 2012

[16 USC Sec 1-a-1 (2000)] Public Law 91.064: "to preserve and interpret the historic and scenic features of the Chesapeake and Ohio Canal and to develop the potential of the canal for public recreation, including such restoration as may be needed."

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 72

Author Information

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Status: New Park Correspondence Log:
Date Sent: 03/30/2012 Date Received: 03/30/2012
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I do not agree with the location of a private boathouse within the C & O Canal National Historical Park. This use of the park for a private will set a precedent for possible other development within the park. I am also concerned that this structure will mar the view from the canal as hikers and bikers use the area, and create congestion in the area. Other options using improvements of existing areas that would not encroach the C & O Canal should be considered as part of the study.

**PEPC Project ID: 39727, DocumentID: 44565
Correspondence: 73**

Author Information

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Coalition for the Capital Crescent Trail
P.O. Box 30703
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March 29, 2012

Mr. Peter May
Associate Regional Director
National Capital Region
National Park Service
C/o Tammy Stidham
1100 Ohio Drive, SW
Washington, DC 20242

ATTN: Please make this document part of the public record for the 2012 study of the Georgetown Waterfront Boathouse Zone Feasibility Study.

Dear Mr. May:

I am writing you on behalf of the Board of the Coalition for the Capital Crescent Trail (CCCT), our 2200 members, and many thousands of Capital Crescent Trail (CCT) users to express our thoughts on the Georgetown Waterfront Boathouse Zone Feasibility Study. The CCCT appreciates your consideration of our concerns as you move forward with the development of the study. It is the CCCT's understanding that this current study is intended to take a fresh look at the opportunities for boating & boathouses along the waterfront, taking into account developments in that area since the previous studies were conducted in the late 1980's. Without question, one of the most significant changes to the proposed boathouse zone since those earlier studies has been the addition of the Capital Crescent Trail. A Trail Use Survey was conducted in 2006, and it determined that there were approximately a million annual user visits to the CCT in the area included in the feasibility study. Given the narrow nature of the proposed boathouse zone in the section through which the CCT passes, as well as the possible negative environmental impacts that could arise from heavy development in that area, we hope that your study will place appropriate limits on what can be done along that section of the boathouse zone.

As an attendee & participant at the December informational meeting, the February stakeholder interviews, and the March workshop, I was impressed with the range of topics covered, and the information that was being taken into the study by the Berger Group. I also understand that this is intended to be a fresh look at the area from the point of view of developing a boathouse zone, and that we shouldn't be biased by what transpired in earlier attempts along those lines. However, we can't ignore the most controversial aspect of that prior effort, which was the size & possible usage of the boathouse proposed for the upstream end of the zone. Having seen the negative response from trail users, environmentalists, and the public at large to the proposal of such an oversized structure, it doesn't make sense to the CCCT that this study wouldn't place limits on what can be done in the part of the zone which is inside the C&O Canal NHP, abutting the CCT. In order to preserve the historical setting, not to mention river views from the Towpath, we would recommend that no building upriver from the Aqueduct Bridge should have a roof height above the elevation of the Towpath. Given the results shown in the hydrological analysis performed in your 2006 Environmental Analysis, which showed that a building occupying approximately 80' of the 100' between the CCT and the river would cause flow velocities along the canal embankment to increase to dangerous, if not catastrophic levels when the river is at flood stage, we think the maximum building dimension in that direction should be in the 40'-50' range. The length of the building along the CCT also has an impact on the flow velocities, as well as the CCT user experience, and for that reason we suggest an individual building should be limited to a length sufficient to house the larger crafts used at that facility (e.g. a building length of 80' would accommodate a rowing shell which uses an 8 member crew), and, if multiple buildings are needed, they should have significant open space between them. Even a building having these smaller dimensions would have to have a hydrological analysis performed to ascertain whether it would yield flow velocities low enough to remove the threat to the embankment.

We also feel that restrictions should be placed on the usage of any boathouses located within the C&O Canal NHP. Such restrictions would limit activities to those directly related to the boating activities of that facility. Out of respect for the public nature of the park they're located within, no private social functions should be allowed at these facilities.

A final comment concerns the physical location of the CCT. For the 26 years of the CCCT's existence we have worked very hard to keep the trail located along the centerline of the old railroad right-of-way, both horizontally & vertically. At the March workshop someone mentioned the possibility of shifting the trail off that alignment, and I just wanted to repeat what I said at that time, which is that such proposals are complete non-starters for our members, and the trail users.

We look forward to the results of your feasibility study, and working with you to achieve the best possible outcome for trail users and boating advocates within the proposed boathouse zone.

Sincerely,

Ernie Brooks
Coalition for the Capital Crescent Trail
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PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 74

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Correspondence Text

I bicycle the Capital Crescent Trail every day and knowing it so well, I am strenuously opposed to building any new structures, especially private ones requiring motorized vehicle access, beyond the remnant of the historic aqueduct upriver from Key Bridge for safety sake.

The aqueduct is a natural choke point for all traffic on the Capital Crescent Trail and to add vehicles particularly trucks with trailers with eight person rowing shells thereon presents a serious hazard to the one million plus people who transit the trail every year.

Beyond the aqueduct simple inspection and measurement of the area that I as an engineer have done will demonstrate that there is simply not enough area to safely accommodate a turnaround for ninety foot plus truck and trailer combinations without seriously interrupting traffic flow.

To suggest otherwise is denying the realities of the space and will subject trail users to hazards.

I strongly encourage you to support construction of boathouses down stream of the aqueduct and NOT upstream. The universities and scholastic boaters deserve more facilities, just not upstream of the aqueduct.

Sincerely,
William E. Elcome III

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 75

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Correspondence Information

Status: New Park Correspondence Log:
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Notes:

Correspondence Text

You can avoid the wrath of huge numbers of concerned citizens by considering no private boathouses in the C&O Canal National Historical Park.

The old Dempsey site would be an excellent location for a boathouse.

There is room for boathouses below 34th Street in the Georgetown Riverfront Park. This large park was created without input from citizens outside Georgetown so is fair for conversion to other recreational use (without seriously impinging on the quality of the park).

Recognize that the small parcel of land upriver, owned by Georgetown University, has very little value. The C&O Canal NHP has no need for it. It is patently unsuitable for use as a boathouse for many reasons. Thus it must not be considered a bargaining chip in locating a boathouse for the University.

Input from all citizens concerned with the non-motorized boathouse zone must be solicited and heeded. Fortunately this now appears to be the case, in contrast with the previous inept, one sided handling of these issues by NPS managers.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 76

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

It would be a shame to allow the Georgetown Boat House to be built on National Park land. I feel that such an act would allow a foot in the door to every other group, person, organization that would like to build on park land, be it a fishing shack, ranch building, hotel, or any other intrusive structure. In this instance, the C & O National Historical Park is a refuge from the city and a marvelous hiking trail that leads from tidal waters to the mountains. Please do not allow this treasure to be sold to the highest bidder, thus opening the flood gates to other incursions in the park.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 77

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Correspondence Text

I am a long time user of the Potomac River in DC and appreciate the opportunity to comment on the proposed non-motorized boathouse zone. During my time on the river, there has been a tremendous growth of interest by the public in paddlesports and rowing, and I think it is great that NPS is taking active steps to support this activity with the boathouse zone. I am a member of the Washington Canoe Club feel that this historic club and the structure fill a unique role down on the river for the following reasons: WCC is the only place on the Georgetown Waterfront offering competitive paddling and a clear path for Olympic hopefuls.

WCC offers virtually unlimited recreational paddling.

WCC hosts community outreach and competitive events throughout the year to include:

Wounded Warrior events with three separate WW groups that require storage of special equipment, handicapped access, and proximity to Walter Reed National Military Medical Center and Bethesda Naval Hospital.

WCC hosts important events including:

Events for underprivileged neighborhoods to experience the river with the help of experienced boaters.

Partnership with Surfrider Foundation to help preserve and protect the river and environment.

Local and National-level regattas that help develop Washingtonians into world-class competitors.

Partnership with NPS in the Canal Stewardship program (WCC has adopted Mile 2).

In order to provide these services and host these events the club needs:

About 100' of dock to safely launch during peak times.

A space that supports high-use during early mornings, late afternoons, and all day on weekends Spring through Fall.

River access that accommodates a variety of non-motorized paddling craft.

Indoor and outdoor storage of boats.

Temporary storage and changing space (e.g. locker rooms) for local members and visiting competitors and guests.

A race course with proximity to the club. The historic race course ending at the center of the WCC clubhouse and starting 1000m upstream.

In addition to these comments specifically related to the WCC, I feel that the boathouse zone needs to provide some free public launching facilities for those members of the public who want to launch their craft. Currently, the closest free public access to the river is at Columbia Island.

Further I think that all development of boathouses should take into account the traffic pattern of launches and landings of boats and that boathouses that are primarily paddling and those that are primarily rowing should be grouped together to reduce the potential for collisions and conflict.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 78

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Correspondence Information

Status: New Park Correspondence Log:
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Correspondence Text

For the past decade I have been a frequent visitor to the Georgetown waterfront area of the non-motorized boathouse zone. I row out of Thompson Boat Center at least 4 mornings a week for 8 months of the year.

Your Interview Findings of current uses ? team rowing - excluded adult masters rowers from Thompson Boat Center and Potomac Boat Club. Just considering the competitive masters team I row with, Rock Creek Rowing, there are over 5,000 uses annually (an average of 36 RCR rowers per day x 4 days per week x 35 weeks). Please include us in your statistics of Current Uses.

I support the non-motorized boathouse zone. I support returning the land use to that of 1922 as show in one of your photos displayed at the March 3, 2012 meeting. This photo shows Key Bridge, the Aquaduct Bridge next to it, and multiple boathouses and docks upstream of the Aquaduct Bridge. NPS has an opportunity to provide water access to meet the growing demand of an increasingly health-conscious public.

I support the construction of at least 2 boathouses, for Georgetown and GW Universities, and also for a third boathouse ? the demand is there, they would be appropriately used.

I support Thompson Boat Center being included in the study area. It is an outmoded structure whose time has come to be replaced or significantly upgraded to accommodate a broader segment of the public. Currently TBC is not handicap accessible nor heated. The current TBC docks are not structured to accommodate wakeless launches. The bulkhead is subsiding. The rack space is not used effectively. NPS has an opportunity to make TBC a LEED certified structure which is Energy Star compliant, offering

innovative programming throughout the day and throughout the year. TBC could be a gem of the National Park Service.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 79

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Correspondence Information

Status: New Park Correspondence Log:
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Notes:

Correspondence Text

I was out of town and not able to attend the Saturday meeting but the PRC was represented by three other members who I hope introduced themselves to you. Again, on behalf of the unaffiliated rowers on the Potomac, we have serious concerns that our interests are either ignored, or more importantly, harmed in the process of creating this zone for the University and High School teams. We strongly support the building of boat houses to support the colleges and nearby high schools but not at the expense of the unaffiliated rowers who are basically rowing out of TBC. We heard unofficially that the Park Service is planning on banning us from TBC and turning that facility into a program only for club sweep rowing. If true, we would literally be out on the street. Let me add, that there are probably a hundred or more unaffiliated scullers in TBC and probably many more who are on the wait list to obtain a slip there who should not be ignored in this process. I hope as this process proceeds you continue to keep our interests in mind along with all of the organized clubs and schools.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 80

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 03/06/2012
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Contains Request(s): No Type: E-mail
Notes:

Correspondence Text

I was not able to make the workshop on Saturday, but heard a lot of positive things about it! While I know many were there, representing and vocalizing (probably better than I could) the needs of public access to the river, I just wanted to voice a few thoughts too. I am an avid stand-up paddler, Surfrider Foundation member and River Outreach Coordinator, DC resident, and I work in Georgetown (on Thomas Jefferson St) and therefore have (and continue to) spend a LOT of time along the Georgetown waterfront area.

My biggest concern and objective for this NPS study, particularly as a paddler and Surfrider member, is for increased, FREE public access to the river. Currently, the access is extremely limited. While we know the rowing community is wellrepresented through many high schools, colleges and universities and the general public, we worry the Stand Up Paddlers (and other type of non-motorized river user other than rowers) are very UNDER-represented and could be at risk of losing the already extremely limited access to the river during this process.

I know our Surfrider Chair, Cheryl Norcross already submitted a thorough letter outlining Surfrider's goals, which I agree with whole-heartedly:

- 1) to protect public river access for recreation, and
- 2) to protect and promote the growth of stand up paddling and prone paddling in Washington, DC.

And in addition, I think the biggest point is that whether we are paddlers, rowers, boathouses or businesses, we are all on the same team. All of the groups involved are likely active river users (or hikers/bikers) who love the Georgetown waterfront and the Potomac River. And although we may not participate in the same sports, we love the same body of water and know that we can work together to protect it! Look forward to the next workshop(s) and staying involved on this matter in any way! Please keep the updates coming!

Thanks so much!

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 81

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: E-mail
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Correspondence Text

The Potomac is a great asset. It not only adds beauty to our City and provides us with our water supply, it is a place for recreation. Many different uses are made of the river for this purpose: fishing, skiing, excursions, rowing, paddling. While all of these activities use the river, not all uses are necessarily compatible.

The idea of securing an area of the river free from motorized boats would be advantageous to rowers and paddlers.

The wakes from motor boats present problems to kayaks and canoes. These wakes can cause a canoe or kayak to overturn. This is a problem anytime of the year and can be lifethreatening in winter.

If an area from Georgetown to above Key Bridge could be designated free of motor boats it would provide security for paddlers and rowers and a greater sense of tranquility for all without eliminating motorized travel in the miles of river below Georgetown.

Rounding the bend in the river upstream from Georgetown, the city and the 21st century disappear. It would be nice to have that area free from the noise and wakes.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 82

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Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Dear Mr. Whitesell:

I am privileged to serve as president of Rock Creek Rowing Inc. (RCR"), an independent, masters-level competitive rowing club of approximately fifty members, which rows at or before dawn four days per week out of the Thompson Boat Center ("TBC") facility. On March 3, I and several other RCR members attended the NPS Workshop on the "Feasibility Study for a Non-Motorized Boathouse Zone along the Georgetown Waterfront." The event was a stimulating and impressive mix of a great range of interested parties in the rowing community, as well as the recreational paddling and water sports communities. We also were impressed by, and endorse and appreciate, the comprehensive approach the National Park Service is taking in planning for the needs of the many overlapping rowing and recreational organizations, and we welcome this opportunity to submit our comments concerning the various components of the study.

Many of RCR's members, which include equal numbers of adult men and women, have been involved in the rowing community for years. Some have been rowers in their own right for decades. Others were first introduced to rowing as parents of scholastic rowers whose love of the sport, and of the Potomac, served as a catalyst for us to take up rowing ourselves. Many of us began rowing through learn-to-row programs offered at TBC. Whatever our paths may have been, collectively our membership has a long history with, and keen appreciation of, the Potomac River and the Georgetown Waterfront area not only as one of the nation's premier rowing venues but as a recreational and natural resource for the entire community. We also have a keen appreciation of the significant limitations presented by the existing boathouse facilities on the DC side of the Potomac (including TBC) and the benefits ' recreational and aesthetic ' that would flow from the carefully planned introduction of

additional boathouses along the Georgetown Waterfront for rowing and other non-motorized boating disciplines.

From this background, we wanted to forward a statement of position of Rock Creek Rowing concerning the various components of the subject study, and we look forward to NPS making a decision soon to permit construction of additional boathouse capacity in the Non-Motorized Boathouse Zone along the Georgetown Waterfront.

As was abundantly clear at the workshop, the overlapping needs (existing and potential) of rowers and other recreational users of the Potomac mean that a comprehensive approach to planning is required. We also firmly believe that such planning must include not only the construction of new boathouses in new locations but a concerted effort to improve and expand the existing TBC facility.

Specifically, RCR believes that the following points are paramount:

? RCR supports the efforts of Georgetown and George Washington Universities to build two new University boathouses that would not require public funding. The construction of these boathouses would have a profound effect on the community's enjoyment of the Potomac, including opening up the overcrowded TBC facility (see below).

? Georgetown Waterfront Park should remain as it is, consistent with the original intent to provide high quality access to the spaces and view corridors along the Potomac.

? WASA should be required to specify, at the earliest possible date, the location and size of the access shafts required for the tunnel work.

? Modification or replacement of Thompson Boat Center should be included in the study.

? TBC has eminently fulfilled its original purpose of serving as a catalyst for community access to the Potomac and for the growth of a thriving rowing community. After fifty years, however, the time has come for this facility to step forward into the 21st century on a prime site in our nation's capital.

? Given the incredible aesthetic potential of the TBC site, and the benefits that would flow from improved accessibility to this community resource, the improvement or replacement of this existing facility would have a high impact on the quality of experience for all visitors to the waterfront.

? Taken in the context of the relatively new Swedish Embassy building, and its location in sight of the Kennedy Center, Thompson Boat Center is now part of a high quality building corridor. As such, TBC can and should build on the perceived quality of this context.

? The value of TBC could also be enhanced by an innovative approach to yearround programming. Several boathouses throughout the U.S. are redefining and expanding their purpose to reach a broader community. Currently the unheated TBC facility is closed completely four months of the year. When it is

open, its use, especially during the week, tends to be concentrated in the very early morning hours and in the late afternoons, with lighter use during the middle of the day and none after dark. We believe that there is significant untapped potential for expanded use of an improved TBC facility both during the winter months and year-round.

We look forward to participating in future reviews and workshops going forward. We hope that the foregoing points may be helpful in driving a planning process that will take full advantage of the incredible potential of the Georgetown waterfront for all parties involved.

Sincerely yours,
Pete Thompson
President
Rock Creek Rowing Inc.

cc: Rep. Eleanor Holmes-Norton, US House of Representatives
Rep. James P. Moran, US House of Representatives
Chairman Kwame R. Brown, DC City Council
Council Member Jack Evans, DC City Council
Council Member Mary Cheh, DC City Council
George S. Hawkins, WASA General Manager

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 83

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Status: New Park Correspondence Log:
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Notes:

Correspondence Text

Dear Mr. May,

I am a member of the C&O Canal Association. I have biked the C&O twice. It is a wonderful national treasure.

I am not in favor of a private facility being built in the C&O Canal NHP.

The preservation of the C&O Canal park is of the utmost importance. Development of any kind will only diminish its natural status.

Sincerely Yours,
Marilyn Magnus

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 84

Author Information

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Status: New Park Correspondence Log:
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Correspondence Text

NMBZ Georgetown: CPA Potomac River Accessibility Taskforce

I. CPA NMBZ Workshop Mission

A. History - The Chesapeake Paddlers Association, Inc. (CPA) is an all volunteer-run organization that is currently comprised of ~700 regional sea kayakers who organize trips and activities throughout the Chesapeake Bay region since 1990. In 2011 alone, CPA led 85 activities that included kayak trips, kayak camping trips, award-winning instructional workshops, and evening paddles (aka "CPA Piracies": Pirates of Georgetown, plus 5 others in DEIMDIDCNA region). In addition, CPA members volunteered to provide numerous kayak swim support duties, including The Nation's Tr~ The DC Tn, and The Great Chesapeake Bay Swim, in close coordination with its organizers and the NPS.

B. Mission ' CPA's mission to promote the growing paddling sport of sea kayaking by combines water and personal safety awareness for communities along the Chesapeake Basin.

C. NMBZ ' Basis Potomac River Access from Georgetown for Recreational Paddlers - CPA seeks to take an active and productive role towards the establishment for a NPS designated Car-top boat launch site that ultimately permits greater accessibility into the Potomac River at the Georgetown/Rosslyn section for all paddlers. CPA representatives are eager to work closely and productively with the National Park Service and all vested parties, on behalf of its membership and paddling community.

II. CPA ' Recommendations for a NPS-designated NMBZ at Georgetown

A. General Stakeholders - Public NMBZ Cartop Launch site:

- CPA supports a Public-Use Only NPS-designated NMBZ Cartop Launch site at the NMBZ Georgetown Waterfront that permits accessibility for all CPA members, as well as the general recreational paddling community (SUP5, Rowers, etc).
- NMBZ Launch Site must operate for Public-Use Only, independent of Jack's Boathouse, Washington Canoe Club, Potomac Boat Club, Thompsons Boathouse, other businesses.

B. ~. Physical Site and Use Considerations

- CPA recommends that NPS consider the following features for recreational paddlers.

1. Specific Parking Use Only '

? Access should be restricted to cartop boats users only (possibly some spots for trailers w/min 3 kayaks/boats) upon entry to discourage opportunistic parking

?NMBZ Parking must be special use only, possibly electronically-gated; with day tickets posted on windshield.

?Parking tickets should be issued for that day only, and clearly dated.

?Total Parking/Boat ramp fees should not exceed cost of renting at on-site outfitters.

? Reserve limited parking blocks for non-commercial special events/ activities

2. Operational hours

? Ideally open 18-24hrs/day

?Parking privileges will expire at end of day (12mid).

3. Fees/Passes

- Cartop boat ramp/launch fees should be considered to reduce opportunistic parking by nonpaddlers.

- CPA recommends that boat launch fees are comparably or equivalent to Regional and State Park systems in VA/MD, or similar to NPS fees at Great Falls - C&O Canal.

(For example, \$5/day boat ramp fees are required at reservoirs at Fountainhead, Little Seneca, Triadelphia Reservoirs, whereas a 3 day permit is charged at Great Falls NP in MD and VA.)

- A daily or multiday parking fee (paddle boat) could be assessed, but total costs should not exceed average cost for renting paddle boats locally.

- A parking system needs to be established to prevent abuse of parking privileges

4. Boat Ramp Launch Access/Design considerations

? NPS should designate a kayak/canoe drop-off zone only.

? A boat ramp fee may be applied, providing parking is provided.

? Cars can opt to park at the special-use boat ramp parking zone, established by NPS.

? Consider wide access points into Potomac NMBZ (low docks and/or beach/dirt).

? Consider kayak roller ramp (similar to other parks).

? Consider removable rubberized-mats (seasonal) atop concrete ramp and/or sandy beach areas (see Fountainhead RP)

? 4-6 inch curbsides are ideal for safer unloading/load high-top boats from SUVs/Vans/Trucks.

? Fishing on docks should be prohibited.

5. Facilities

? Restrooms similar to Columbia Island Marina, Shelters/picnic area/waste/trash.

? Paddling Info station:

? Park maps which outline paddle routes w/approximate distance and total paddle times.

? Points of interests should be highlighted.

? Tide map could be shown, but likely not necessary this far up.

? Park maps which outline paddle routes w/approximate distance and total paddle times.

? Points of interests should be highlighted.

? Tide map could be shown, but likely not necessary this far up.

C. : CPA Interaction with current facilities

? Washington Canoe Club (WCC) :: CPA has structured its weekly paddling series in close coordination with members of WCC who permitted free launches from its boat docks

? Jack's Boathouse (JB):: CPA members are granted access to the Potomac from the boat docks.

? While CPA members greatly appreciate these efforts, regular visits to Georgetown among members and groups are often limited given parking restrictive issues and special events by existing establishments.

D. ~: Kayakers Impact on Local Businesses (Economic)::

? CPA members take advantage of the resource value offered at Thompsons and JB, that would include access to kayak rentals for members of its trip party.

? CPA group activities routinely include luncheons or dining at establishments at Georgetown, following its paddling trips from WCC.

? Addition of a Public Cartop launch sites will likely encourage other regional kayaking clubs like (Washington Kayak Club, Chesapeake Kayak Adventures and Watersedge Kayak Club) to organize larger and more frequent paddling trips to Georgetown and vicinity.

Identify Opportunities

1. NPS might consider expanding NMBZ project to NPS site at Rosslyn, VA~ (See Attachment 1)

? CPA members identified a potential NMBZ at Rosslyn that could ideally serve, as an additional Public Cartop Launch Site to the Potomac at the Key Bridge.

This site is already on NPS Property and located directly across the Francis Scott Key Memorial Bridge at Rosslyn on partially-developed land

? This proposed NMBZ launch site is easily accessible from GWP Northbound lane, as well as from Pedestrian Crosswalk adjacent and just north of the parking entrance to Roosevelt Island (alternate parking advantage).

? CPA has outlined the feasibility for an NMBZ-Rosslyn site in the Attachment I below.

2. Advantages for a Cartop Launch Site at NMBZ-Rosslyn:

? CPA argues that the designation and development for a NMBZ-Rosslyn site together

with NMBZ-Georgetown will satisfy NPS Objectives #1, #2, #6, #7,#8.

Development of the site will not interfere with current parking limits/space available at the Roosevelt Island Visitor parking lot.

? NMBZ-Rosslyn site would better relieve traffic congestion at NMBZ-Georgetown
NMBZ-Rosslyn provides easier and practical accessibility and a short distance to NMBZ-Georgetown

? More space can be dedicated at NMBZ-Georgetown to WCC, PBC, Jack's, GWU and Georgetown Univ rowing/paddling members and its activities.

? NPS could utilize additional revenue (leasing agreements/fees) to maintain both NMBZ-Rosslyn site, if integrated into a single project.

? CPA volunteers can support cleanup/maintenance along water trails/NMB Access sites, similar to annual cleanup efforts along the Patuxent River Park Water trails.

IV. CPA Board Members

A. CPA Kayak Accessibility Taskforce Volunteers ' NMBZ Georgetown Project

- DJ Manalo (Lead, dj.manaio~qmaiLcom; 410-507-4799 cell)

- Chuck Haberlein (CHaberlein~aoI.com; 703-307-0137 cell)

- Gina Cikatello (consults)

- Peter Henry (consults)

B. CPA Board Members:

Jay Gitomer (Coordinator) Sue Stevens (Secretary)

Rich Stevens (Treasurer) Catriona Miller (Steering Committee)

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 85

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Status: New Park Correspondence Log:
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Contains Request(s): No Type: Letter

Notes: This letter was sent to Secretary Salazar as well as Tammy Stidham, project manager. Both letters were the same and are attached

Correspondence Text

Dear Secretary Salazar:

The C&O Canal National Historical Park is not a proper space for private development. The C&OCNHP's authority to engage in land exchanges should be used to enhance the NHP, not to create new enclaves within it.

Excellent opportunities exist for development of boating facilities downriver from the C&OCNHP. An appropriate site for construction of boathouse(s) that could be used by rowing teams exists immediately upriver from 34th Street, Although owned and administered by NPS, this area is not being used as parkland and is probably the least environmentally-sensitive part of the zone's shoreline. It could be developed for boating by NPS. or by private universities on the basis of leasing or fair purchase/land exchange transactions. There are also other publically-owned properties near the 34th Street location that are not being used as parkland and may have potential as sites for boating support facilities.

The Park Service should recognize: that team rowing is only one of several popular boating activities in the zone; that boating of all kinds is only one category of desirable recreation practiced there; and that all recreational goals must respect scenic, environmental, and historical values.

Yours truly,

Thomas O'Dea

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 86

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Correspondence Text

Dear Mr. May:

Please find attached the approved position paper of the C & O Canal National Historical Park Federal Advisory Commission submitted to the National Park Service (NPS) on January 18, 2008 as part of the National Environmental Policy Act (NEPA) process for the then-proposed Georgetown University Boathouse. Commission concerns were focused on impact of the use on C & O Canal National Historical Park property and on the legislated historical and recreational mission of the Park.

Although the Commission as an official body expired in 2010 members continue to meet pending passage of legislation to re-establish. Four years later the concerns expressed in the 2008 document remain applicable as stated to any proposed construction and use of boathouses in the vicinity of the Park in Georgetown. I am asking that this position paper be included in the public record for the current NPS Feasibility Study as it progresses through its required phases.

Please contact us should you have any questions about the issues discussed in the document. Thank you for the opportunity to participate in the public comment process.

Sincerely,
Mccoy L. Pierce
Merrily Pierce, Commissioner (2004-2010)
Commonwealth of Virginia
Pierce222@gmail.com

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 87

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Correspondence Text

FRIENDS OF GEORGETOWN WATERFRONT PARK

Statement of Position on NPS's Feasibility Study to Implement a Non-Motorized Boathouse Zone Along the Georgetown Waterfront

The Friends of Georgetown Waterfront Park (FOGWP) is a non-profit corporation established to support the construction, maintenance and continuing enjoyment of the ten acre National Park located on the Potomac River between 31st Street and 34th Street on the Georgetown waterfront. The design of the Park was intended to enhance the ability of the general public to view and participate in the crew races and regattas that are conducted on the Potomac. One of the long ago validated needs on this portion of the river has been for construction of additional boathouse capacity to permit the proper storage of the shells used by the university and high school rowing teams that are currently unable to find adequate space in Thompson's Boat Center. FOGWP is very concerned that the Feasibility Study, as now defined, will not accelerate the construction of additional boathouse capacity along the Georgetown waterfront, and misses the opportunity to move that process forward.

Background

In January 1987, the Georgetown Waterfront Park Plan was approved by the Director of the National Capital Region of the National Park Service after the draft plan had been reviewed and supported by the National Capital Planning Commission, the District of Columbia Office of Planning, the Commission of Fine Arts, the District of Columbia Historic Preservation Review Board and the C&O Canal National Historic Advisory Board. That plan contained a series of action steps that were to promote the preservation, restoration and enhancement of the historic resources of the area. Included was a

recommendation to redesign Thompson's Boat Center to improve its appearance and to redesign the parking lot to accommodate crowds during boating events.

Citing a recent NPS study that found "considerable unmet demand for non-motorized boating facilities," the Plan designates an area where the construction of "new boathouses is appropriate." This area "...does not extend further west of Key Bridge than about 1,100 feet because of the policy aimed at preservation of the natural appearance of the Palisades. To the east of Key Bridge, the boundary embraces the site of the proposed floating restaurant. Should the restaurant not be Installed (sic), the area is appropriate for boating facilities."³

³See Action items 12 and 13 in the Plan attached hereto.

²Id at Action Item 14.

31d.

A subsequent NPS publication, Special Study - Nonmotorized Boating in the Potomac and Anacostia Rivers~ Washington, D.C., (Preliminary Report, January 1989) identifies five sites potentially available for boathouses: (1) the site west of the location of the boathouse used by the Washington Canoe Club; (2) the Dempsey site, east of the Canoe Club extending to the remains of the Aqueduct Bridge (which site the Study acknowledges sits astride a major outlet chamber of the Dulles Interceptor Sewer and would require "major repair"); (3) the site between the Potomac Boat Club and Key Bridge currently occupied by three townhouses and Jack's Boats; (4) the Ice House Building site to the north of Water Street, which would require access to the river via the parcel to the east of Key Bridge, which at the time of the study was assumed to be the location of the floating restaurant; and (5) in the event the restaurant were not built, the site between Key Bridge and the foot of 34th Street on the south side of Water Street. Georgetown University proposed in 2006 to construct its boathouse on the site west of the location of the Washington Canoe Club, and an environmental assessment (EA) was conducted by the NPS. FOGWP filed comments supportive of the construction of the boathouse on that site. Based upon this EA and comments received, NPS determined that an environmental impact statement would be needed, and it is believed that Georgetown University funded the preparation of the draft EIS (as well as the prior EA). However, the draft EIS has never been released by NPS for public comment, and progress on constructing a boathouse has been held in limbo during the succeeding six years.

During this hiatus, it has become apparent that the DC Clean Rivers Project of the D.C. Water and Sewer Authority (WASA) could have a significant impact upon the Georgetown waterfront. The project is mandated by a consent decree between the Environment Protection Agency and WASA to eliminate most of the dumping of raw sewerage into the Potomac and Anacostia Rivers during periods of precipitation run-offs through a combined sewer system constructed in the 19th century. Although design of the Potomac River portion of the project will not be completed until 2018, it is understood that an enormous runoff storage tunnel several thousand feet long and 100 feet underground will need to be bored, and that two access shafts and a pumping station will need to be constructed along the waterfront. It is clear that no investment in boathouse construction will be made until the locations and magnitude of the access shafts are determined.

Comments on the Nature and Scope of the Feasibility Study

(1) The study should provide the grounds upon which NPS can make a decision to permit construction of additional boathouse capacity. Numerous studies on the riverfront have been conducted since the 1970's.⁴ It's time for the NPS to make a decision on where and what size boathouses it will permit to be constructed along the Georgetown waterfront. However, during the outreach session in which FOGWP representatives met with representatives of Louis Berger and NPS on January 30, 2012,

we learned that this Feasibility Study would not be a decision document. This is a lost opportunity, and draws into question the wisdom of consuming the time and money of the government and interested parties simply to create another document to put on the shelf along with all the preceding studies. The rowing community and those who wish to enjoy watching their efforts deserve to see progress towards building boating facilities that free up space at Thompsons Boat Center to accommodate high school crews. Construction of two university boathouses is the best way to achieve that goal. These boathouses can be built relatively quickly, and will not required public funds.

(2) WASA should be required to specify the location and size of its access shafts, and to describe the level of disruption on the Georgetown Waterfront. WASA may not at this time be able to make a final decision on the design of the Potomac River storage tunnel, pumping station and access shafts until environmental impact studies have been made. However, they can provide guidance on where the most likely sites for those facilities will be constructed and the level of disruption that is likely to occur. No investment by private parties or the universities will be made along the riverfront without WASA commitment on these details.

(3) Potential modifications to the Thompson Boat Center should be included within the scope of the Feasibility Study. The obvious rowing facility curiously not included in the study is Thompson Boat Center. Opened in 1960 specifically to attract "large intercollegiate and interscholastic rowing competitions Washington ... Superintendent Harry T. Thompson said, 'We hope that colleges and universities and secondary schools will make it their headquarters in future years.'" Thompson's needs to be improved, repaired and upgraded to continue to meet this vision, and this is surely the time to work toward that result. With interior redesign, it can be much more functional and more esthetically pleasing on this prominent riverfront site. The option of increasing the capacity of Thompson's Boat Center or even the feasibility of constructing a facility on adjacent land should be explored as part of this study. Modifications to this facility were contemplated in the 1987 Georgetown Waterfront Park Plan, and the Feasibility Study should decide what is to be done with this facility. Thompson's is a critical link in boathouse planning for the river.

(4) FOGWP is adamant that the long-awaited and recently opened Georgetown Waterfront Park must not be cannibalized for space, whether for boathouses. WASA installations or anything else. Nearly, \$24 million of Federal, District of Columbia, foundation and private donor funds have been expended to build this gem on the Georgetown waterfront, and it should not be regarded as available open space for other projects. There is a covenant among FOGWP, NPS and the donors that helped build it that this park resource should remain as is in perpetuity.

~ The 1989 Special Study speaks about the accomplishment of goals: "If this study and the plans and action that result from it are to be successful, they will have positively addressed the following goal statements.. [which include] encouraging the installation of two or three additional architecturally compatible boathouse facilities...." During the 22 intervening years, no progress has been made, and today we face yet another study with no decision by the NPS contemplated. 6 Evening Star, September 25, 1960.

PEPC Project ID: 39727, DocumentID: 44565 Correspondence: 88

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Correspondence Text

Ms. Tammy Stidham
National Park Service
U.S. Department of the Interior
National Capital Region
1100 Ohio Drive SW
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Ms. Margaret C. Stewart
Senior Planner
The Lewis Berger Group, Inc.
1250 23rd Street, NW

Washington, DC 20037

Re: COMMENTS OF YORKTOWN HIGH SCHOOL, ARLINGTON, VIRGINIA TO
THE NATIONAL PARK SERVICE ON THE PROPOSED NON-MOTORIZED
BOATHOUSE ZONE IN GEORGETOWN, WASHINGTON, D.C.

Dear Tammy and Margaret:

Yorktown High School (Yorktown) has approximately 1700 students attending grades 9 to 12 and is one of three traditional public high schools located in Arlington, Virginia. The Yorktown rowing team is 44-years old. Since the team's inception in 1968, Yorktown has been a tenant in Thompson Boat Center (TBC) on

the upper Potomac River. Today, rowing is the school's second largest sport in terms of active student athletes. This year, our rowing program registered over 120 student athletes, making it one of the largest rowing programs on the upper Potomac. However, the program's continued growth and viability is dependent upon adequate and safe access to the river. Unlike in 1968, TBC is now at absolute capacity, spurred by the increased popularity of rowing as a sport in the Washington, D.C. region. The overcrowding threatens Yorktown's ability to accommodate and develop all of its student athletes. Overcrowding also creates logistical and safety concerns for all users of the boathouse facility. Thus, new boathouse facilities are essential if the sport can continue to grow at Yorktown and regionally. Development of the non-motorized boathouse zone (NMBZ) is a critical and important step in meeting the increased demand for rowing facilities on the upper Potomac, and is strongly supported by Yorktown.

Comments on NPS's Proposed Non-Motorized Boathouse Zone Along the Georgetown Waterfront.

1. NPS's evaluation of the proposed NMBZ should strongly consider the views of high school rowing programs that utilize and depend upon access to the Potomac River. High school crews have relied upon Potomac River access for decades. For example, Washington-Lee High School, also in Arlington, Virginia, has been a tenant/member of the Potomac Boat Club (PBC) since 1949. Since Yorktown became a tenant at TBC, occupancy of that facility has expanded considerably. In 1968, Yorktown was one of only two local high schools that rented rack space there. Today, twelve public and private high schools based in Maryland, D.C., and Virginia rent rack space at TBC. Together, these teams bring hundreds of student athletes to TBC during the spring and fall crew racing seasons. On race days, these numbers swell with the inclusion of guest teams, parents, school administrators, and team supporters. High school rowing programs are an important Potomac River constituency that should have a voice in the NMBZ review process.

2. Yorktown strongly favors creation of the NMBZ. The NMBZ will permit the two local universities that rent rack space at TBC to build their own boathouses on the upper Potomac. Yorktown understands that both Georgetown University and George Washington University have proposed to build standalone boathouses to support their rowing programs if the NMBZ is approved. The exit of the college teams from TBC will free up a significant amount of space for the high school teams, currently constrained. Specifically, with added space at TBC, Yorktown would be able to store more equipment and accommodate more of the rowers in its program. Based on the equipment it is able to store today, Yorktown can only "float" 82 of its approximately 120 athletes at any given time. This prevents almost one-third of its student athletes from rowing an afternoon practice.¹ The constraint impairs their potential development as rowing athletes and creates management, discipline and safety challenges for the coaching staff and boosters.²

3. The building of two new attractive college boathouse venues on the upper Potomac would likely make the Potomac River a more attractive racing venue in the month of April each year. While the nation's capital's iconic landmarks make the Potomac River a racing destination for teams across the country, the river currently

does not have the infrastructure to support large races (regattas) that other cities, like Philadelphia, can support. While racing does occur on the Potomac, to compete our students often have to travel to the Occoquan River in southern Fairfax County, Virginia or out of town for at great expense to the students and the program. The college programs, however, have the money and manpower to maintain a buoyed racecourse on the Potomac during the racing season that the high school teams could use to remain local. New boathouses, only possible with the NMBZ, provide the colleges with greater incentives and more resources to maintain a buoyed racecourse that hosts local regattas, benefitting local student athletes on the college and high school levels. Additional weekend regattas on the Potomac River would also benefit local businesses in the Washington Harbor complex during otherwise slow periods (Saturday and Sunday mornings).

1 Yorktown, rowing is a "no-cut" sport. That means that it is open to every athlete at our school regardless of ability. Thus, we are unable to limit the size of our team regardless of space constraints at TBC. Moreover, the school's population is expected to grow, which will put more pressure on existing resources, including crew.

2 The TBC facility is further constrained by limited dock space to secure coaching launches. Yorktown is able to rent only three spaces at the TBC facility. We store two other launches at the "Jack's" facility near Potomac Boat Club.

4. The building of new boathouses in a NMBZ would increase safety by lessening congestion at TBC without dramatically increasing traffic flow on the Potomac River. Congestion increases the potential for boating accidents and resulting injuries. Although college programs at TBC create space constraints for high school equipment storage, those programs tend to row morning practices while the high school teams row afternoon practices. The addition of new boathouses would not change this traffic pattern. Traffic flow would experience a marginal increase as additional facilities could accommodate more students. However, by dispersing the launch and recovery traffic from a single boathouse location to multiple locations (new boathouses, plus the existing PBC and TBC), much of the congestion currently experienced can be reduced. Yorktown would also consider moving its program to one of the new college boathouses to further reduce congestion at TBC if legally feasible.

5. In addition to the proposed NMBZ, Yorktown supports any efforts by NPS to examine the feasibility of making improvements at TBC that would better meet the needs of the rowing community, provide an anchor facility for racing on the upper Potomac, and provide an attractive landmark facility that would benefit the city and the Georgetown Waterfront. Yorktown also supports the consideration of a future Arlington Boathouse on the river's Virginia side that could support existing high school teams, or offer additional, specialized uses of the river such as small sculling boats and recreational paddle craft.

Conclusion

High school rowing has been an integral part of the upper Potomac for more than 60 years. Yorktown's rowing program has experienced steady growth in the number of

athletes over the past ten years. This growth mirrors local and national interest in rowing, and the subsequent growth pressures facing Yorktown's program are similar to those of other area high schools. However, we believe that these pressures should not discourage rowing on the upper Potomac. We view rowing as directly aligned with Arlington County's and the President's goal of encouraging vigorous exercise and a healthy lifestyle. Moreover, rowing has an enormous impact on our students. It positively develops character, promotes discipline, and creates lifelong friendships. Also, generations of student rowers from the D.C. region have gone on to represent the United States in the Olympic games as well as other prestigious international events. This development must continue and the needs of area high schools must not be ignored by NPS as it considers the NMBZ initiative.

Thank you for the opportunity to comment on this excellent initiative. Yorktown appreciates and welcomes any opportunity to provide NPS with additional comments on this issue~

With best regards,
Andrew R. Bacas, Head Coach of Men's Rowing, Yorktown HS
Carol Dinion, Head Coach of Women's Rowing, Yorktown HS
Michael Krulfeld, Activities Director, Yorktown HS
Joanne Stump, President, Yorktown Crew Boosters, Inc.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 89

Author Information

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Correspondence Information

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Date Sent: 03/16/2012 Date Received: 02/16/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Mr. Stephen Whitesell
Officers Regional Director ' Capital Region
National Park Service
1100 Ohio Dnve, S.W.
Washington, D.C. 20242
Subject: Renewal of Concession to Thompson's Boat Center

Dear Mr. Whitesell:

Representing the Friends of Georgetown Waterfront Park (FOGWP), Ann Directors Satterthwaite, and I recently attended an outreach session in connection with the Ann Salterthwaite, Chair Feasibility Study for the Non-motorized Boat House Zone along the Potomac Gretchen Eilsworth River in Georgetown. At that meeting, we were surprised and disappointed to Grace Bateman learn that Thompson s Boat Center would not be part of the study.

FOGWP supports the creation of additional crew team storage facilities Anthony Barnes, AIA along the Potomac River, and believes that changes to the current structure of Corinne Bronfman Thompson's Boat Center or construction of an additional structure on Park Service land in the vicinity of Thompson's could potentially provide additional Edith MacArthur boat house capacity to address the shortage of facilities that has been recognized Linda for decades. We will be filing formal comments in connection with the study, which will include a recommendation to expand the scope of the study to encompass Thompson's Boat Center as a possible resource for adding boathouse capacity along the river.

We also learned at the meeting that the renewal of the concession that encompasses Thompson's Boat House is under active review by the Park Service, although the Park Service representative who participated in the meeting did not have precise information on where that process stands. FOGWP strongly recommends that no long-term renewal of the concession to manage Thompson's Boat Center be granted by the Park Service until such time as the potential for making modifications to the facility has been examined, and a final decision has been made to proceed or not to proceed with such modifications. The Park Service should take no steps that would restrict its ability to explore options for expanding boat house facilities along the Potomac in or near Georgetown.

We would appreciate learning of the status of the process for renewing the concession governing Thompson's Boat Center, and whether that process would in any way preclude a decision to constructing boat house capacity at or near the Thompson's Boat Center.

Robert P. vom Eigen
cc: Peter May
Doug Jacobs
Tammy Stidham

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 90

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Status: New Park Correspondence Log:
Date Sent: 01/22/2012 Date Received: 01/31/2012
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Correspondence Text

Dear Mr May:

Thank you for the thorough presentation Dec.13 entitled -feasibility study to implement a nonmotorized boathouse zone along the georgetown waterfront. We wish to offer our opinion, comments, and suggestions regarding the proposal. We strongly oppose the park services proposal, as it apparently ignores and avoids the largest stakeholders of the georgetown waterfront- namely the powerboaters of the entire chesapeake region. We believe, and it is unfortunate, that up to this point we have not been included in the process of improving and providing our expertise in the georgetown riverside experience. We believe that the previous plans and studies are outdated, non inclusive and are irrelevant considering the modern needs of the boating community. The members of the National Potomac Yacht Club The Potomac River Yacht Club Association the Chesapeake Bay Yacht Club Association independent boaters, and registered boaters of the District of Columbia, Maryland, and Virginia have grown substantially in the past 20 years since those studies were produced. Powerboaters far outnumber non motorized boaters. The acute lack of docking facilities along the georgetown waterfront, and transient docking in all of Washington are obvious. Of the approximately 3000 feet of waterfront extending from thompsons boathouse north past the washington canoe club there is only 500 feet for powerboat docking. 100 feet had additionally been removed to provide for tour boats and police boat use. The new park as easy as it would have been, also failed to consider the needs of the boating community when it was built and did not include docking facilities. The remainder of approximately 2000 feet have been dedicated to canoes, rowboats kayaks and crew a relatively small population: Considering some boats that now dock at the washington harbour exceed 80 feet in length, space is limited, forcing side by side raft ups on some days to exceed 10 boats and total volume to exceed 100 boats. The amount

of waterfront that the non motorized boats use during the winter months or at night is easy to calculate- exactly zero, a total waste of space during that time. Many powerboats are on the river all year long and to a large extent at night and enjoy the

Georgetown waters of the potomac river. The amount of space, over 2000 feet including Thompsons, that you proposed dedicated to non powerboats sole use is unreasonable, a waste of prime real estate, and simply unfair. There is absolutely no reason not to allow and include powerboat docking in that area. The waterfront at georgetown is one of the prime, if not the prime destination spots on the potomac river for powerboats. We believe that the river and the waterfront should be shared by all, and not restricted in any manner. The park is for the preservation and benefit of all of the public. There is absolutely no reason to limit the area in question to non powerboats. Non powerboats do not have any special needs or requirements for launching or storing. Additionally, note that the crew boats do in fact have motorized follow boats alongside. Rules of the road, navigation rules, and admiralty law applies to all water vessels. Furthermore, there is no safety issue regarding power and non power boats co existing. There is obviously much room available for powerboat docking alongside crewboats and rowboat docking. The physical docks are similar.

We propose that at minimal cost and great benefit, that the plans for the zone in question include dockage for powerboats along with a possible launching ramp. We do not propose or request any other special needs such as electric, fuel, pumpout, or any structures- just an environmental friendly simple dock capable of handling power and non powerboats alike. As the largest stakeholder and user of the potomac river and the georgetown waterfront, we request and expect to be included in any further discussion and planning of the georgetown waterfront. As stakeholders, the following entities and organizations should also be included in any discussions and planning of the georgetown waterfront- The Chesapeake Bay Yacht Club Association The Potomac River Yacht Club Association, The District Yach. Club, Seafarers Yacht Club, Capital Yacht Club, District Yacht Club, and all other yacht clubs in the potomac region. I would like to be kept informed of all developments and would like to set up a meeting with you and with those who will make the decisions regarding the waterfront development to offer insight, opinion and further discussion of this issue.

Thank you for your kind attention
Harold Seigel
hmandds@aol.com 703 3629111
Member, Fleet Captain, Past Commodore
The National Potomac Yacht Club, Wash. DC
Member, Old Dominion Yacht Club Alexandria, VA
Member, Eastport Yacht Club, Annapolis Md

PEPC Project ID: 39727, DocumentID: 44565 Correspondence: 91

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Status: New Park Correspondence Log:
Date Sent: 01/11/2012 Date Received: 01/11/2012
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Notes:

Correspondence Text

Mr. Peter May, Associate Regional Director
January 11, 2012
National Capital Region
National Park Service
U.S. Department of the Interior
Washington, DC 20240

Re: NPS Feasibility Study to Implement a Non-Motorized Boathouse Zone along the
Georgetown Waterfront

Dear Mr. May:

The purpose of this letter is to express our appreciation to the National Park Service for the decision to do a feasibility study for a boathouse zone along the Georgetown waterfront, and to share with you the basic position of the Defenders of Potomac River Parkland:

- A. No private development should be permitted in the C&O Canal National Historical Park.
- B. The wooded area upriver from the Washington Canoe Club should be preserved.
- C. The NPS feasibility study should be comprehensive; therefore, the project zone should be extended downriver to include the Georgetown Waterfront Park and Thompson's Boathouse.

For almost nine years, the Defenders, a coalition of more than twenty organizations, has opposed the proposal to build a massive private Georgetown University boathouse in the C&O

Canal National Historical Park. During those years, we have offered many reasons why the plan is not in the public interest, such as: the site is a scenic wooded section between the busy Capital Crescent Trail and the Potomac River; it is situated next to the fragile and historic Canal towpath; it is a tidal floodplain that contains wetlands; it lies within the Potomac Gorge, one of the most biologically rich areas on the East Coast; and the parkland is part of a national, regional and local treasure used by thousands of daily walkers, bikers, birders, history enthusiasts, and visitors to our Nations capital. These technical, environmental, economic, safety and practical considerations remain relevant today.

Alternative locations outside of the C&O Canal NHP for new boating facilities would provide advantages for everyone, while protecting the park from inappropriate development. In addition, a more accessible location downstream from the C&O gateway corridor would provide an opportunity for new facilities to be shared with other boating communities, including high school boating programs, instead of being used by only one group of athletes from one private university, as proposed by NPS in the past. We have made these points: in our letter of October 16, 2009, to NPS Director Jonathan Jarvis; in EIS Scoping Comments of January 13, 2008; in earlier EA comments; and in many public meetings. These constructive alternatives remain available.

We look forward to working with you and other NPS officials to find a way to both protect the C&O Canal NHP from unnecessary private development and provide appropriate new boating opportunities outside the national historical park.

Sincerely,
Sally Strain, Coordinator
Defenders of Potomac River Parkland

PEPC Project ID: 39727, DocumentID: 44565 Correspondence: 92

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Status: New Park Correspondence Log:
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Notes:

Correspondence Text

Mr. Peter May
Associate Regional Director
National Capital Region
National Park Service
C/o Tammy Stidham
1100 Ohio Drive, SW
Washington, D.C 20242

Dear Mr. May,

Here are my comments on the NPS boathouse zone study that is currently being conducted under your direction.

It is important to keep in mind that the difficult issues that have swirled around the question of building boathouses along the Georgetown waterfront began with a false start. It is to be hoped that the Park Service this time will make a right start with its current feasibility study for a boating facility zone along the Georgetown waterfront.

The false start began when Georgetown University set Out to convert part of a National Historical Park directly below the university into its private preserve. Its aim was to erect a giant boathouse there. Three "alternatives" were presented soaring up to 20,000 sq. ft. with several stories rising at their peak even higher than the adjacent C&O Canal berm, the towpath and the canal.

That the site was ill-suited to accommodate a large boating facility evidently was not seen as an obstacle to the project. The oversized building would have been crammed into a tight spot hardly accessible by motor vehicles and with scarcely any space available for parking and would create a hazardous chokepoint at a major entrance way to the national park that has an inflow of some four million visitors per annum. An influx of cyclists, joggers and hikers passes this point daily.

It is hard to believe that the U.S. Code on administering our national parks or the strictures of the legislation establishing the C&O Canal National Historical Park were given much attention as this plan was being advanced. The Code asserts that no activities are to be authorized "in derogation of the values and purposes for which these various areas have been established, except as may have been directly and specifically provided by Congress." [16 USC Sec 1-a-i (2000)]. Public Law 91.064, which established the C&O Canal NHP, clearly states its purpose: "to preserve and interpret the historic and scenic features of the Chesapeake and Ohio Canal and to develop the potential of the canal for public recreation [emphasis added], including such restoration as may be needed." The intent of the legislation is clear. It does not contemplate accommodating the boating program of private institutions or ceding any of its territory to such a purpose.

The misconceived boathouse plan, which came close to realization as the "preferred alternative" of a draft Environmental Assessment, should not be considered as a possible outcome in the NPS study of the feasibility of boating facilities along the stipulated "zone" along the Georgetown waterfront. It should be clear that the site GU has sought in the past ought to be off limits, and that sites on the other side of Key Bridge are both defensible and appropriate for team rowing facilities

All best regards,
Carl Linden

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 93

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Status: New Park Correspondence Log:
Date Sent: 03/30/2012 Date Received: 03/30/2012
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Correspondence Text

NPS Feasibility Study Submission by Ann Lochstampfor on March 30, 2012 about 3:40 pm

The Chesapeake & Ohio Canal National Historical Park is now at the crossroads of history. The NPS must decide whether to maintain the Park's mission [see below] -- or to allow Georgetown University, one of the Nation's richest, most prestigious private universities, to build a colossal boathouse, primarily for the use of GU students, near the Georgetown gateway to the Canal.

The 34th Street entrance to the proposed boathouse zone is only a 15-20 minute walk from The White House (17th Street side.) This site embraces Potomac shoreline now in a wooded, tidal floodplain area. The NPS has yet to disclose what the "fair market value" of this treasured section of the Park would be -- if it were privately owned.

Since the C&OCNHP is funded by all American taxpayers not just those in DC and Maryland, the C&OCNHP is owned by and belongs to all Americans. They have a vested interest in preserving their "National Treasure" for all Americans, present and future. This transfer of the public wealth ? history as well as financial -- to a wealthy private university should not be allowed.

This historic part of the C&O Canal, begun in 1828, should be protected from private development. The sight of a soaring boathouse here would be seen as the "Pyramid on the Potomac" and could not avoid becoming a glitzy tourist destination -- bringing even more traffic congestion to Georgetown.

The sight of a large parking lot crowded with 80-foot-long boat trailers [60-feet for the boat and 20-feet for the trailer cab] would diminish if not destroy the traditional mule-drawn boat rides enjoyed by Park

visitors for decades.

In the past, from April - October, a replica 1880's canal boat offered the public roundtrip rides between the 31st Street Bridge and Key Bridge. [The 31st Street Bridge, located one block down from the intersection of 31st and M Streets, is as long as the Canal is wide.]

Although the boat operations in Georgetown are not linked to the Feasibility Study, the future of the public historic reenactment of a vanished way of early American life would be adversely impacted by the activities associated with the boathouse zone.

Another casualty of the proposed privatization of this part of the C&OCNHP would be the lost opportunities to educate tens of thousands of Park visitors annually about the importance of the C&O Canal to Washington's early history in a quiet, little-known section of the city where that history still survives.

Unfortunately, on July 13, 2011, the very old Georgetown boat, the Georgetown, had to be dismantled after a crack was discovered in its hull. The Superintendent recently announced that repairing the damage is too costly and that he has not decided whether to fundraise for a new boat. If the NPS envisions the transformation of the C&OCNHP by private developers, then there may not be a need to raise funds for a new Georgetown boat.

For reasons stated above, I believe the proposed twenty-first century urbanization of a National Historical Park in the heart of the Nation's capital should be denied.

May the guiding spirit of Justice William O. Douglas prevail.

Submitted by: Ann Lochstampfor March 30, 2012

[16USC Sec 1-a-1 (2000)] Public Law 91.064: "to preserve and interpret the historic and scenic features of the Chesapeake and Ohio Canal and to develop the potential of the canal for public recreation, including such restoration as may be needed."

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 94

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Status: New Park Correspondence Log:
Date Sent: 03/30/2012 Date Received: 04/02/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Mr. Peter May
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. May:

Advisory Neighborhood Commission 3D reaffirms its support for protecting the Chesapeake and Ohio Canal National Historical Park from private development'this time in reference to the non-motorized boathouse feasibility study that the National Park Service is conducting. The boundaries of our organization extend from Georgetown to the Maryland line and include the Potomac River.

Our Advisory Neighborhood Commission has gone on record with regard to ensuring the public trust of this Federal parkland. We urge the National Park Service to preserve the wooded area'the tidal floodplain just upstream of the Washington Canoe Club'land that belongs to everyone. We favor open accessibility to the property and its stewardship by the National Park Service.

We recommend that the Park Service expand the boathouse study zone downriver to the built environment of Thompson's Boat Center and other locations, looking to long-term growth as the Potomac River, the C&O Canal, the towpath, and the Capital Crescent Trail attract increasing numbers of people seeking recreational activities.

Along with enjoying the C&O National Historical Park for its opportunities for running, hiking, birding, bicycling, and boating with Fletcher's Boat House a neighborhood amenity our community participates in removing invasive species, conducting bird censuses, and monitoring runoff and floods. We care about this park.

The green space of the C&O National Historical Park is precious to our community. We value its character and quality, recognizing the restorative effect of nature's peace and quiet and woods and water. The historic achievement of Justice Douglas decades ago in preventing the conversion of the land in the nation's capital to a highway is a legacy that we seek to ensure.

We support the conservation mission of the National Park Service.

Sincerely,
Stu Ross, Chair

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 95

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Status: New Park Correspondence Log:
Date Sent: 12/07/2011 Date Received: 12/07/2011
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Correspondence Text

Hello.

I see from your brochure that you are not accepting public comments at the upcoming meeting in December, which I just heard about. Since it appears you haven't incorporated into your planning or received comments about your proposal from motorized boat owners, I thought I might share some observations with you. My experiences on the water tell me that increasing the density of rowers on the water will only make a bad situation much, much worse.

I own a classic 52' motoryacht that I regularly take to Three Sisters. The boat weighs 50,000 pounds and, as you can imagine, has no brakes that can rapidly bring it to a halt when someone in a rental kayak suddenly decides (like an easily distracted puppy) that he or she wants to go to the far side of the river. I cannot tell you the number of times I have felt certain I was going to run one of these people down, in spite of my best efforts to avoid doing just that. I sometimes tap my horn to alert paddlers of my presence. This angers some, who apparently do not grasp that horn use is required by the "Rules of the Road," which I am required to both know and obey. By their behavior, it's clear that the vast majority of paddlers are completely unaware of maritime law and not particularly caring of their own safety; they frequently display the same sensibilities as people who want to pet wild bison. Worse, when inexperienced paddlers finally do realize that they are putting themselves in danger, they frequently panic when I tap my horn. They immediately lose what little control they had over their vessels, and it is common for them to

paddle so close that I lose sight of them entirely below my gunwale. This is especially surprising when the paddlers are not in any danger at all, and I am just giving a courtesy signal letting them know I'll be passing ~50 feet away. They freak out when they realize a big boat is coming and make maximum speed on a direct collision course, creating danger when absolutely none existed before! An intelligent society does not put children's parks in shipping hubs so that kids play amongst the 18-wheelers; why must we encourage children-at-heart to paddle amongst 50,000 pound boats that are under way?

The situation is little better with more experienced rowers. My vessel is constrained by draft--she needs lots of water to get by. Paddlers, by comparison, need only a few inches. The Rules of the Road clearly give priority channel access to draft-restricted vessels. Yet experienced rowers and rental paddlers alike regularly clog up the relatively narrow deep channel in all DC waters, but especially in the vicinity of the proposed boathouse area. Experienced kayakers in very beautiful and expensive boats regularly bear down on my bow, apparently intent on a head-on collision and forcing me to take evasive maneuvers (e.g. full throttle reverse). The unofficial "Rule of Tonnage" means no more to them than the official rules about shallow draft boats yielding to draft restricted ones. As the kayakers go by, they frequently yell about my use of the channel--as if they and they alone have exclusive rights to use it. Mind you, out of the full width of the river the usable space through which I can safely pass is in some places limited to 100 feet or so. Paddlers can use the remaining 90 percent or more of the river's width without even the possibility of a collision. But they instead insist on using the full width of the river. And for reasons that baffle this old mariner, they seem to especially want to use the little bit of space that I absolutely need to transit the area.

Education about safety on the water cannot possibly cure this problem; you might as well toss your keys to a 10 year-old and tell them to drive safely before sending them out during rush hour. Unless you intend to put up fences to keep the nonmotorized boats contained in the shallows and create and enforce laws that require them to stay there, please do not create an environment in which more oblivious paddlers will increase the odds of a collision.

I require no response to this message but would appreciate it if you could add it to the docket the next time you are taking public comments on this issue.

Regards,
Quentin Borges-Silva

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 96

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Status: New Park Correspondence Log:
Date Sent: 03/27/2012 Date Received: 03/27/2012
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Contains Request(s): No Type: E-mail
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Correspondence Text

Dear Ms Stidham,

The Potomac is a great asset. It not only adds beauty to our City and provides us with our water supply, it is a place for recreation. Many different uses are made of the river for this purpose: fishing, skiing, excursions, rowing, paddling. While all of these activities use the river, not all uses are necessarily compatible.

The idea of securing an area of the river free from motorized boats would be advantageous to rowers and paddlers.

The wakes from motor boats present problems to kayaks and canoes. These wakes can cause a canoe or kayak to overturn. This is a problem anytime of the year and can be lifethreatening in winter.

If an area from Georgetown to above Key Bridge could be designated free of motor boats it would provide security for paddlers and rowers and a greater sense of tranquility for all without eliminating motorized travel in the miles of river below Georgetown.

Rounding the bend in the river upstream from Georgetown, the city and the 21st century disappear. It would be nice to have that area free from the noise and wakes.

Jim McClellan, PhD
Dean of Liberal Arts

Alexandria Campus
Northern Virginia Community College

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 97

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Status: New Park Correspondence Log:
Date Sent: Date Received: 03/06/2012
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Contains Request(s): No Type: E-mail
Notes:

Correspondence Text

Tammy, I was out of town and not able to attend the Saturday meeting but the PRC was represented by three other members who I hope introduced themselves to you. Again, on behalf of the unaffiliated rowers on the Potomac, we have serious concerns that our interests are either ignored, or more importantly, harmed in the process of creating this zone for the University and High School teams. We strongly support the building of boat houses to support the colleges and nearby high schools but not at the expense of the unaffiliated rowers who are basically rowing out of TBC. We heard unofficially that the Park Service is planning on banning us from TBC and turning that facility into a program only for club sweep rowing. If true, we would literally be out on the street. Let me add, that there are probably a hundred or more unaffiliated scullers in TBC and probably many more who are on the wait list to obtain a slip there who should not be ignored in this process. I hope as this process proceeds you continue to keep our interests in mind along with all of the organized clubs and schools.

PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 98

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Status: New Park Correspondence Log:
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Contains Request(s): No Type: E-mail
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Correspondence Text

Dear Ms. Stidham,

I am writing to you in regards to the Public River Access Workshop. I am a Stand Up Paddle Boarder and enjoy the paddling in the Georgetown Waterfront Area. The area is a fantastic place to take in the views and enjoy the interaction with the community.

As you plan for the development of this area, please consider the following:

- Extremely limited access to the water. There are no free launch sites and it is against the law to launch from the rivers edge, plus it is dangerous to you and your board to launch from the rivers edge.
- Storage is limited and expensive and there isn't any inside storage available
- Safety issues. As the weather becomes nicer, the river becomes very crowded between boaters and the paddlers (to include SUP, canoes, and kayakers)
- Please consider parking in the area. I don't think there is enough parking in the area for the community to include the paddler and those that are going for a bike ride or a run/walk along the canal.

The limited parking makes it extremely difficult to transport my board from the car to a place where I can access the river (e.g. Jack's or Thompson's)

I have seen the SUP community grow in the last year and expect it to continue to grow in the future. Please consider a paddler's concerns in the development of this area.

Thanks for your time and consideration.

v/r,

Allan Navo

PEPC Project ID: 39727, DocumentID: 44565 Correspondence: 99

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 03/01/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: E-mail
Notes:

Correspondence Text

Dear Ms. Stidham:

I am a D.C resident and a sea kayaker who kayaks on the Potomac and other waters nearby. I would like to voice my opinion that in addition to boathouses, such as Jack's and the Washington Canoe Club, there should also be a public Cartop Boat Launch/Ramp spot, with appropriate parking, for kayakers and canoers within the Non-Motorized Boating Zone along the Georgetown waterfront.

This property is, after all, part of the National Park Service holdings and, as such, should make the area available to the public in the broadest sense possible.

Thank you for your consideration of this comment.

Regards,

Susan Green

S. Green Dispute Resolutions

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PEPC Project ID: 39727, DocumentID: 44565

Correspondence: 100

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Date Received: 02/21/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: E-mail
Notes:

Correspondence Text

Thank you for the message and invitation, Ms. Stidham.

Prior to the workshop, I think it might be helpful if the hosts were prepared to answer a few questions. First, I'm curious as to how the use levels at Thompson's will be factored into the conversation. It would seem to make sense to connect what is taking place at TBC with the discussions of defining an upstream zone. The stakeholders who participated in the development of the Georgetown Waterfront Park plan upstream from and connecting to Thompson's held a number of discussions about additional boathouses and the park was, in part, designed to reflect commitments among the parties. Will those agreements be described? Since the notice states that this study is being connected with the use of the Capital Crescent Trail and only a small portion that trail is located within the area under discussion, it would make sense to connect the workshop with the current use levels and condition of Thompson's. It's hard to imagine having a productive conversation without that connection.

Second, I'm very concerned with the implications of a portion of the text about the goals of the study. Specifically your notice states:

Establish a programmatic approach to allowing access to the river for a variety of uses, not just non-motorized boat uses.

What is meant by access in this context? While I understand that the study is intended to come up with a plan that will harmonize use of the waterfront area among a variety of uses ranging from cyclists and runners to passive enjoyment of the Waterfront Park, only non-motorized boat usage of the river would require direct access to the water since, as far as I know, the River is still not deemed swimmable despite the

periodic DC Triathlon. The term "non-motorized" covers rowing shells, kayaks and canoes, outrigger canoes, dragon boats, paddle boards and board sailors, and sailboats, all of various sizes and all of which use this area now. I'm alarmed at the implications of this text that seems to indicate you feel compelled to jam motorized boats or other inconsistent uses of the area into this small area. There are many other points of access to the river for motorized boats and I trust the workshop/NPS will clarify that it is under no obligation to provide more marinas or access at this point on the river.

And, finally, I am also wondering how the Potomac Boat Club and its operation will be described. Those who are familiar with the waterfront will know that it is and always has been located on private land and is privately owned and operated, but many coming to this workshop may not appreciate that critical fact. While WCC and Jack's are located on federal land and operate at the sufferance of and under the rules imposed by NPS, Potomac Boat Club is not. That is an important distinction. It is particularly important if you are also factor into the conversation PBC's historic, but role in hosting programs such as the present day Washington-Lee HS Crew and, in the past, Jeb Stuart HS and Georgetown University crews. There are no guarantees that PBC will continue to offer space other programs. The demand from post-graduate rowers has been beyond PBC's ability to accommodate for decades. One day that demand may overwhelm support among its members to hosting the W-L program.

I am planning to attend the workshop and participate in the discussion but wanted to ask for clarification on these few points in advance.

Thank you,
Erik J. Meyers
President, Potomac River Sports Foundation

PEPC Project ID: 39727, DocumentID: 44565 Correspondence: 101

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/21/2012 Date Received: 03/22/2012
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Peter May
Associate Regional Director
National Park Service, National Capital Region
U.S. Department of the Interior
Washington, D.C. 20240
Dear Mr. May:
March 21, 2012
Office (202) 724-8062
Fax (202) 724-8118
mcheh@dccouncil.us
www.marycheh.com

I am writing to provide comments on the proposed feasibility study to examine the possibilities for a non-motorized boathouse zone along the Georgetown waterfront.

As the feasibility study will recommend items for further investigation rather than provide concrete proposals for projects, the study should assess the efficacy of several different options. In particular, I would suggest that the National Park Service identify options that do not include private development in the C&O Historical Park and that preserve the wooded area upriver of the Washington Canoe Club. Although I know you've heard these concerns previously, it is worth repeating that the wooded area is a tidal floodplain containing wetlands and provides a natural barrier between the welltraveled Capital Crescent Trail and the Potomac River.

Also, the feasibility study would seem incomplete without including the Georgetown Waterfront Park and

the area surrounding Thompson's Boathouse. While the Georgetown Waterfront Park was only recently completed, it is worth exploring whether the park could integrate a boathouse or other structures that might enhance the park while preserving other, undeveloped areas. Similarly, I understand that Thompson's Boathouse is operating at capacity, but perhaps some expansion of the site might provide an alternative to new development.

I would like to thank the National Park Service for the opportunity to comment on the proposed feasibility study and for the outreach it has provided to residents. I know this issue has been a contentious one, with studies on the matter dating back to the mid-1980s. I do, however, believe that if adequate consideration is given to many different options-including those discussed in this letter- NPS will be able to proceed with the option that is most suitable for the area, its environment, and its residents.

Sincerely,
Mary M. Cheh

Appendix F
Public Comments after Final Public Meeting
May 22, 2013

Nonmotorized Boathouse Zone
Feasibility Study

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PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 1

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Status: New Park Correspondence Log:
Date Sent: 04/19/2013 Date Received: 04/19/2013
Number of Signatures: 1 Form Letter: No
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Correspondence Text

I have been rowing on the Potomac river for over four years now. These are some of my favorite memories I have taken from my time here in Washington, DC. The Potomac river truly is a gem of the city, and nothing makes me happier than seeing many crews out training any given afternoon. The sport is growing rapidly, I can see this every day as the number of high schools competing for time on the dock seems to grow every day. Some crews have to store their shells hundreds of yards away from the dock, almost in the parking lot of TBC. It seems TBC is bursting at the seams with shells and crews and this is becoming a bottleneck for the sports expansion. Rowing is a sport that teaches extreme discipline, teamwork, and gets many students out and active. I completely support the high density plan to build up the NMBZ, simply because programs desperately need more space to grow. I spend almost every morning on the river, and despite lacking the ecological knowledge of site A, sites B through E would only benefit from development. Currently site E is an eyesore, a flat tarmac surrounded by chain linked fence. By allowing development, this currently unusable space would be transformed into a beautiful addition to the already great waterfront park while also allowing the most potential for growth of high school and university crews. To me, the low density plan seems to add little value to the area, yet takes much away from the natural state of the space. I see many other cities embracing rowing and the subsequent construction of boathouses, yet here in the nation's capital with an absolute gem of a river, the development and growth of a boathouse district is constantly shut down. I agree many restrictions must be placed on what can be built. I point to the NPS's own TBC as an example of the wrong way to build a boathouse. Plans submitted in the past by Georgetown University take extreme pride in the construction and looks of the new structure, and would definitely be a step up from the style of TBC. The NPS has pushed back the process for too long. It is time to take some action and get the NMBZ developed. I am hopeful that when my children begin rowing in the near future, they will have a facility as beautiful as the Potomac itself to train from.

Michael Blommer

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 2

Author Information

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Status: New Park Correspondence Log:
Date Sent: 04/28/2013 Date Received: 04/28/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am a frequent user of the Georgetown waterfront area as bicycle commuter (twice daily, year round, 80% of work days) and kayak paddler (30+ times a year). I have 2 daughters who rowed crew for their high school. So I am very familiar with current use patterns of the area both on the water and the streets.

I support the low density development options for many reasons:

- 1) the area cannot accommodate additional traffic: it is currently very dangerous almost every afternoon as I commute home on the CCT. School buses try to turn around in a very narrow street. Cars who have no idea they are reaching a dead end have to turn around north of the Potomac Boat Club.
- 2) there should be no additional buildings upstream of Washington Canoe Club. Building one or more would only exacerbate the conditions for cyclists and recreational users of CCT. It would also impair the historic qualities of C&O Canal NHP.
- 3) there is adequate space in zone C to provide much needed for team rowing facilities at a public or community boat facility.
- 4) NPS should be required to build publicly-accessible rest rooms for visitors to new facilities as well as Georgetown Waterfront Park. It is inexcusable that NPS spent all that money to build the new waterfront park and yet provides no rest room facilities there for all the visitors. Nearby commercial establishments all have signs up that rest rooms are only for patrons.

thank you. Please keep me apprised of next steps in this process.

David Cottingham
Washington, DC

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 3

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/04/2013 Date Received: 05/04/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The "Low Density" scenario is the only one of three described in the study that protects the natural, historic and cultural resources of the C&O Canal NHPark while providing new boating facilities at good locations outside the park. Therefore, this is the one that I endorse. It is important to maintain the integrity of this unique resource that we are so lucky to have. Let's not spoil it.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 4

Author Information

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Status: New Park Correspondence Log:
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Contains Request(s): No

Type: Web Form

Notes:

Correspondence Text

Please...no intrusion onto the public land of the C&O Canal.

No disturbing of historical land and aqueducts.

Downstream has space for large boat house projects but not on C&O property.

The upstream project will inhibit bikers and walkers on this narrow pathway.

Please think this thru.

Earl Porter

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 5

Author Information

Keep Private:

No

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Park Correspondence Log:

Date Sent: 05/05/2013

Date Received: 05/05/2013

Number of Signatures: 1

Form Letter: No

Contains Request(s): No

Type: Web Form

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Correspondence Text

Comments on the National Park Service's Nonmotorized Boathouse Zone Feasibility Study for the Georgetown Waterfront

I am Ann Satterthwaite, AICP, chairman of the Friends of Georgetown Waterfront Park. This is a personal statement. The Friends of Georgetown Waterfront Park will submit a separate statement.

I have a longstanding interest in the boating activities and facilities on the Georgetown waterfront as both a resident of Georgetown and, importantly, as a professional city planner with decades of experience in recreation planning beginning with the Outdoor Recreation Resources Commission, the first national study of outdoor recreation. My interest in park planning continued in projects in cities and regions throughout the country. I also have experience in conservation planning with organizations like the Conservation Foundation and in historic preservation planning in cities like Charleston, SC. Thus, my thirty five year involvement with the Georgetown waterfront park is not surprising.

After the sundry, industrial buildings along the Georgetown waterfront were demolished for the eventually abandoned Three Sisters Bridge and highway in 1970, most of the waterfront became District of Columbia property. That launched the opportunity to transform this missing link in the National Park System's remarkable greensward along the Potomac river into the gem of the now Georgetown Waterfront Park. I was responsible for organizing three different non-profit organizations involved with this transformation: first, the Committee for Washington's Riverfront Parks, which stimulated public interest in the park possibilities of both the Georgetown waterfront and the Anacostia waterfront and also spurred the National Park Service into planning for the park. In the late 1980s, NPS prepared a Georgetown waterfront park plan, which was approved by all Federal and District agencies; second, the Georgetown Waterfront Commission, established in 1997 and chaired by Senator Charles Percy, refined the earlier plan, including a plan for boathouses; and third, the Friends of the Georgetown Waterfront Park, which has seen the creation of most of the park for which it raised the funds and now is the partner with NPS on the operation of the park. While the new waterfront park is immensely popular, it is not complete. The boathouses planned for the park have not been built and the Thompson Boat Center continues to be jammed and inefficient.

Throughout this long history, the Potomac River has been the focus of the planning for the park, both for the views of the river as well as for watching rowers and boaters on the river. Even the steps for viewing the river in the park were planned at the regatta finish line. Rowing has been an iconic and historic activity on the river. The Potomac Boat Club goes back to 1869. The photographs etched on the granite slabs at the overlooks in the park today display the rowers who have plied the river over the years. Just this first week of May The Washington Post featured a photograph of rowers in the early morning mist along the waterfront. The majestic row of boathouses along the Schuylkill River has been an inspiration in our planning.

The Thompson Boat Center is and has been the linchpin in all discussions of boating and boathouses on this Georgetown section of the river. Interest in new boathouses was spurred by the deficiencies and crowded conditions at Thompson's. If Thompson's had met the needs of the growing number of public and private high school and university rowers as well as individual rowers, there would have been no need to plan new boathouses. Yet this linchpin in Potomac River boating is missing in the feasibility study. For any analysis of boating needs for this section of the river, Thompson's should have been included. What other facilities are needed depends on what Thompson's can accommodate.

The Georgetown Waterfront Commission, a joint community and NPS effort, recognized the problems at Thompson's and the need for new facilities for boaters. Hence, the Commission established a Boating Committee to prepare a plan for boating facilities. This committee, open to anyone interested in boating, included representatives of various public and private schools and universities, individual rowers, and others interested in boating. Its meetings were well publicized and its reports were discussed at the public meetings. Its recommendations became part of a refined plan in 1997. This plan recommended two university boathouses, one for George Washington University and another for Georgetown University, and possibly a boathouse for independent rowers, thus providing adequate space in Thompson's for the high school rowers. The plan and its design elements, which refined the earlier NPS plan, were approved by the National Capital Planning Commission, the Commission of Fine Arts, ANC2E, and the Citizens Association of Georgetown. The National Park Service negotiated with the two universities on the basis of this plan and entered into legal arrangements such as Memoranda of Agreements with them. Many public meetings and zoning hearings were held on this boathouse plan, which was approved by the Commission and guided the National Park Service planning of boathouses. Objections to the siting of the Georgetown University boathouse emerged after the plan was approved. Action on the boathouse has been stalled ever since. Now it seems that the approved NPS plan has been abandoned as new thoughts on the feasibility of boathouses are discussed without including the critical role of Thompson's.

The Potomac River in Georgetown is a limited resource with many and sometimes conflicting users. The public goal

is to see how these various users can be accommodated, the resources protected, and maximum public benefits obtained. The users include:

1/ Recreational kayakers and other amateur boaters. The issue of recreational kayakers and paddleboarders, which was not a significant factor a decade ago, raises new launching and safety issues. Theodore Roosevelt Island, Fletcher's with traffic controls on Canal Road, and Thompson's, including the Rock Creek side of Thompson's, could be considered launching sites for these boaters. For amateurs in this hazardous section of the river, there can be serious safety concerns as well as conflicts with other boaters.

2/ Canoeists: It appears from this study that the Washington Canoe Club with restoration remains in its current site. Jack's has a new lease, thus providing canoes and kayaks for the public to rent.

3/ Rowers: The rowers seem to be the losers in this study, as the sites mentioned are not adequate for storage of shells or for the facilities necessary for the functioning of boathouses, using the accepted standards for such activities. Boathouses are for more than storage of boats. Throughout the country both public and private universities have boathouses, which not only store their shells, but provide training facilities. How boats can be fit into different configurations proposed in this study will be discussed in detail in the FOGWP statement, as it has the benefit of the advice of skilled oarsmen. Of the sites proposed in this study: Site C is narrow and compromised by future sewer plans; Site D is small, adjacent to Key Bridge, and now partly occupied by the essential rental business of Jack's, but a small boathouse for independent rowers and boaters might fit here. Site E seems to be considered in the study as a potential site for several different boathouses, some individual and some combined. However, architects and boaters found this site barely large enough for one university boathouse, so scrunching in different institutions does not seem advisable; Site A is written off in this study as unsuitable for a boathouse, yet NPS and other bodies long considered this an appropriate site for a university boathouse, for which Georgetown University planned its boathouse. The environmental issues that have been raised are questionable. It is a fill site, or "artificial vegetated wetlands", which the Corps of Engineers does not even classify as a wetland and, hence, is not within its jurisdiction. The site may have even more invasive plants, scrub bushes, honeysuckle, and pioneer species collection-short lived trees on wet site-than it had decades ago when it was first studied. An ISA Certified arborist found mostly pioneer species, one elm, not a specimen tree, that had little canopy making its survival questionable, as it would be prey to Dutch Elm disease. That tree might be what the study sees as a "character-defining feature". This area at Site A is clearly not endowed with endangered species. Migratory birds and other wildlife have many nearby environments to enjoy in the adjacent C&O Canal land. Although on the banks of the Potomac, this site is not located in the spectacular Potomac Gorge, which is farther upstream. However, the true environmental, cultural and historic features of any site along the riverbank must be treated with great care.

A problem, which is mentioned in the study and has worsened considerably in the recent years, is the section of Water Street between Key Bridge and the Capital Crescent trailhead. The congestion of bicyclists and walkers, not just "meandering" walkers, moving and parked cars, and boaters needs immediate attention. The earlier parking scheme for K/Water Street undertaken by the Park Service should be restudied in consultation with DC DOT. as K/Water Street is a DC street. The many construction parkers from Georgetown Park Mall renovation should use the garage in the mall and not park on valuable waterfront space. Better signage is needed and even paving the street and adding markings for different users would be an improvement.

In summary, I believe this study is seriously flawed by the lack of information on Thompson's. However, of the various scenarios, I support the Development Scenario 1, High Density, with some major adjustments. This is the only scenario that provides sites for facilities for all the waterfront users. It is also the only scenario that meets the needs of the rowers. Site E can accommodate one university boathouse as planned. Site D has Jack's for canoeists and space for a small boathouse for individual rowers. Site C has limited boathouse use due to sewer plans and its narrow site. Site A could accommodate a university boathouse, as NPS planned. Concerns about views and

environmental protection can be met through sensitive design. Access is an issue, which requires careful planning, maybe by separating pedestrian and vehicular access with direct pedestrian access to the boathouse and its vehicular access in the area just east of the Washington Canoe Club. Meeting the needs of all the boating interests is the paramount concern for this study and Development Scenario 1 is the only alternative that attempts to meet the realistic needs of all those potential users of this magnificent river.

It is very disappointing that after all these decades and hundreds of thousands, maybe millions. of dollars spent on studies, environmental assessments, reports, and public open houses that we are in such an impasse today.. Instead of issuing reports and thinking about an EIS for which no one has funds, maybe a retreat for a weekend with key people representing different constituencies might move us toward a resolution of key problems now obstructing progress on this issue of boathouses and boating along the Georgetown waterfront. Then we might finally realize a completed Georgetown Waterfront Park with boathouses with adequate facilities for rowers, canoeists, kayakers, and other boaters.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 6**

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The C&O Canal is public land enjoyed by millions of people every year. It's upkeep is provided by taxpayers, and in no way should the park be subject to private influences. The C&O is OURS; let's keep it that way.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 7**

Author Information

Keep Private: No
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Status: New Park Correspondence Log:
Date Sent: 05/06/2013 Date Received: 05/06/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Comments to NPS from Defenders of Potomac River Parkland:

Defenders of Potomac River Parkland, a coalition of 24 conservation, recreation and historic preservation groups listed below, is very pleased to endorse the "Low Density" scenario described in the feasibility study because it is the only one that protects the wooded C&O Canal National Historical Park while providing new boating facilities outside the park on degraded land in need of redevelopment. See following additional comments:

1. No new private development should be permitted within the C&O Canal NHPark. Any new facilities within the park should serve the public and be operated by NPS, either directly or through a concessionaire.
2. Team rowing facilities should be outside of the C&O Canal NHP. Any new facilities for multi-person racing shells should be outside the park.
3. The "Low Density" scenario is the only one of three described in the study that protects the natural, historic and cultural resources of the C&O Canal NHPark while providing new boating facilities at good locations outside the park.

The "Low Density" scenario: retains and enhances existing facilities within the C&O Canal National Historical Park; includes provisions outside the park for high school and collegiate rowing programs as well as for recreational paddlers and single rowing sculls; acknowledges the sensitive natural, historic and cultural resources within the park; addresses the safety issues along the narrow, congested trailhead of the Capital Crescent Trail/DC Water sewer access area within the park; and protects the "viewshed" within the park/Potomac Gorge, including the scenic views from the Key Bridge, the GW Memorial Parkway, the Canal towpath, the Potomac Heritage Trail, and the American Discovery Trail.

Reasons why the Defenders group does not support the "Medium" and "High Density" scenarios:

The "Medium" and "High Density" scenarios include major new construction inside the C&O Canal NHP. Such structures would: adversely impact adjacent natural, historic and cultural resources within the park; pose new safety and access issues along the narrow, congested trailhead of the Capital Crescent Trail in the park; possibly conflict with an important DC Water sewer project at the gateway to the park; and modify the "viewshed" of the scenic area.

We look forward to working with the National Park Service in the next phase of a "Low Density" project.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 9**

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please include a (preferably free) launch site for car-top boats. All we need is parking, a way to launch (beach, low dock) and perhaps access to a bathroom or porta-potty. The Chesapeake Paddlers Association has over 700 members in the Baltimore Washington area and some of us paddle this area on a weekly basis (Thursday evenings).

I am also the owner of a sea kayak instruction and tour company and would appreciate having a location I could use to show visitors our beautiful city.

V/R,
Brian Blankinship
www.baykayaking.com

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 10**

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Status: New Park Correspondence Log:
Date Sent: 05/10/2013 Date Received: 05/10/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am very pleased hearing the NPS is studying a feasibility of opening up a possible new kayak launch site in Georgetown. I would like very much to be able to launch there. Paddling is becoming more popular, and we need more river access from DC side, a place to park; a Beach or access to the river Bank. Kayakers don't need such large, expensive facilities and are not asking taxpayers to spend much for us.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 11**

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Correspondence Information

Status: New Park Correspondence Log:
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Notes:

Correspondence Text

We appreciate the prominence the study gives to the restoration of the historic WCC; all three development scenarios call for restoration of the WCC structure on its present site. Vehicle access to the club for special events and boat drop-off are essential to club viability and for Emergency Services as well as Sanitation Services must be maintained. We are concerned that the sensitive natural, historic, and cultural resources within the C&O Canal NHP be fully protected. Only the Low Density scenario assures this. Congestion and conflicting uses at the trail head of the Capital Crescent Trail and the Aqueduct Arch create a

logistical and traffic nightmare and serious safety concerns for bikers, motorists and walkers. The High Density solution would exacerbate the issue by building additional boat houses and introducing more users west of the Arch. Even a modest amount of new parking would help alleviate a critical shortage for those users of The key bridge Boathouse (formerly Jack's), PBC, and WCC for whom public or self-propelled transportation is simply not an option. NPS should also be working with the city to make additional parking available along Water St. We are pleased that all three scenarios insure that recreational use of the Potomac corridor by a diverse user group - paddlers, high school and collegiate rowing programs, and bicyclists and pedestrians - will be improved.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 12

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/10/2013 Date Received: 05/10/2013
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Notes:

Correspondence Text

I have been following the proposals to develop boathouses within C&O Canal National Historical Park for many years. I wish to renew my protest against any proposal to construct any new private facilities within the park, especially massive boathouses that will exclusively serve university rowing teams while destroying fish and wildlife habitat. I believe it was a travesty and a shameful action on the part of the National Park Service to find "no environmental impact" on a previous environmental assessment that evaluated the threat of private university rowing facilities within the park.

It was also shameful on the part of the National Park Service and the city of Washington, DC, to allow the entire Georgetown Waterfront Park to be built without consideration of constructing the desired new boathouses within that zone, which was previously developed and provided little or no habitat for fish and wildlife.

I have reviewed the new Georgetown Boathouse Zone Feasibility Study. I do not support any effort to clear currently wooded waterfront inside the park (including site C, which is not heavily wooded but at least is not yet developed) to build new facilities. However, since that is not one of the options you are considering, I will throw my support behind the "low density" option, to build only on sites C and E. I heartily oppose the medium and high density options.

To reiterate my concerns:

1. No new private development should be permitted within the C&O Canal National Historical Park at all. Any new facilities within the park should be minimal in size, should serve the public, and should be operated by NPS, either directly or through a concessionaire.
2. Any new private facilities, such as team rowing facilities complete with exercise rooms, social halls, and boat storage, should be built on the previously developed Georgetown waterfront outside C&O Canal National Historical Park if possible, where they will not require the destruction of large amounts of currently wooded riverfront that provides habitat for fish and wildlife.
3. The "low density" scenario is the only one of the three options described in the study that provides minimal levels of protection for the natural, historic and cultural resources of the C&O Canal National Historical Park while providing new boating facilities at appropriate locations (sites C and E) outside the currently wooded areas of the park.
4. I support the continued operation of the non-profit Washington Canoe Club on site B, because the organization has a historical precedent of operating the facility for 100 years; has a record of training successful U.S. Olympic canoe & kayak competitors and teams; providing activities and events for armed forces veterans, local schoolchildren, and other non-profit organizations; and maintaining the historic facility and grounds through volunteer labor.

I urge you to either build only on site E as well as other previously developed locations further downstream on the Georgetown waterfront, or at a minimum, adopt the "low density" option. Thank you for the opportunity to express my views.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 13**

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THE COMMITTEE OF 100 ON THE FEDERAL CITY

May 10, 2013

RE: Comments on Georgetown Nonmotorized Boathouse Zone Feasibility Study ? Support for "Development Scenario 3, Low Density"

The Committee of 100 on the Federal City (C100) was founded in 1923 to act as a force of conscience in the evolution of the Nation's Capital City. It was formed to sustain and to safeguard the fundamental values ? derived from the tradition of the L'Enfant Plan and the McMillan Commission ? that give the Nation's Capital so much of its distinction, its beauty, and its grace as a community. The Committee is dedicated to providing responsible oversight in all pertinent aspects of community development. These include parks and conservation, historic preservation, visual planning and architecture, land use regulation and renewal planning, pollution control and environmental protection, and transportation planning.

C100 is pleased to submit comments to the National Park Service on the Georgetown Nonmotorized Boathouse Feasibility Study. The Comprehensive Plan for the National Capital District Elements and a review of past studies provide both land use planning guidance for the future development of the waterfront area and historic context to aid current decision making. C100 participated in the stakeholder focus groups as well as previous opportunities for discussion on the Nonmotorized Boathouse Zone (NMBZ).

The task of programming appropriate uses for the site requires a plan that can accommodate multiple uses in concert with ever growing demands for recreational uses of the river. Over time, there has been clear evidence that interest in competitive rowing on the high school and collegiate levels has grown significantly and there has been an increase in the number of individual rowers as well. The competing needs among groups of rowers have grown and include a need for training facilities and more storage facilities. It is likely this demand will continue to grow over time. Recreational paddlers also use this area of the river, often in conflict with rowers. In addition, bikers, joggers and walkers along the Capital Crescent Trail, which runs parallel and adjacent to the river, add an additional layer of users of the NMBZ. Balancing the needs of all users of the river and adjacent land area while avoiding conflicts is no small feat but must be addressed.

It is the understanding of C100 that the feasibility study will lay the groundwork for future decision-making regarding: (1) scenarios for development/improvement of NPS facilities or potential land exchanges for private development of boathouses; and (2) further planning and National Environmental Policy Act/National Historic Preservation Act (NEPA) compliance as necessary to implement the NMBZ. In addition to NPS, the NMBZ study will also be reviewed by the National Capital Planning Commission (NCPC), the Commission of Fine Arts Old Georgetown Board and Advisory Neighborhood Commissions. Other consulting parties, including the Advisory Council on Historic Preservation and the DC SHPO are encouraged to offer comments; and, it is in this context that C100 submits its comments on the various development scenarios.

The Near Northwest Area Element of the Comprehensive Plan notes, "The extension of the [Georgetown] waterfront park from Washington Harbor to the Key Bridge remains a high priority. When the proposed 10-acre waterfront park is completed, the goal of closing the one remaining gap in an otherwise continuous park extending from Haines Point to the District of Columbia line will be achieved." This area of the river was once a highly intense industrial zone. It was a thriving port from which the City of Georgetown grew and expanded. Over time, with the demise of the port and industrial uses along the river, the river banks returned to a scenic park-like setting with open vistas across the Potomac to Virginia and as far as the eye can see up and down the river. Only the current low profile boathouses are nestled into the shoreline.

Development Scenario 1, High Density and Scenario 2, Medium Density, propose major new construction inside the C&O Canal NHP as well as significant height and density on degraded land outside the C&O Canal NHP, including a partial fourth story at Site D, adjacent to Key Bridge just west of Water Street. The top of the roof plus embellishments of Site D, in both scenarios, would be level with the Whitehurst Freeway. This same outcome would be true in Scenario 1, Site E, adjacent to Key Bridge just east of Water Street. While there is no documentation from the DC Department of Transportation regarding the safety of this potential distraction it is nevertheless a concern. Scenarios 1 and 2 propose height and density which is inappropriate and excessive given potential impacts to surrounding cultural and historic resources, including the Washington Canoe Club, the prime waterfront land under consideration, the important viewsheds within the Potomac Gorge and the C&O NHP, which receives more visitors each year than Yellowstone National Park.

All three scenarios propose reconstruction of the Washington Canoe Club, a historic resource located inside the C&O Canal NHP, including site restoration and rehabilitation of the structure. The Canoe Club predates the establishment of the C&O Canal NHP.

Development Scenario 3, Low Density, is the most appropriate scenario of the three proposed, and most closely aligns with the NPS' mission of stewardship of public parkland. It is also the only scenario C100 can support as it is more aligned with guidance offered by the Comprehensive Plan. This scenario proposes lower scale development than at sites proposed in Scenarios 1 and 2, permits greater stabilization of the Potomac River Banks, helps establish clean tidal flats, reduces erosion along the Potomac shoreline and along Rock Creek, preserves more of the existing forest cover and acknowledges the sensitive natural historic and cultural resources within the C&O Canal NHP. Scenario 3 meets the important goal of preservation of the forest canopy, which preserves habitat for native and migratory birds and animals that rely on forest cover for their survival. Height would be consistent with existing nearby buildings and would have limited visual impact on the context of the urban and industrial character of the NMBZ. Site E is adjacent to the Georgetown Waterfront Park, a recently established open urban park area of the riverfront that was developed using a former industrial site. This new park setting should not be overwhelmed by too-tall buildings that do not relate to or respect its purpose and open landscaped setting.

The NMBH study notes, "The ultimate number, size, and location of new structures in the zone will require further study to ensure that development balances the needs of all users and protect the historic, cultural, and environmental resources of C&O Canal NHP and Rock Creek Park." It is unclear that Scenarios 1 and 2 offer those protections. C100 opines that it would be unfortunate if the Georgetown Waterfront Park Master Plan were opened to reexamine the extent of the zone as the plan was developed following a lengthy public process.

C100 supports further study of Development Scenario 3, Low Density, and encourages NPS to move this scenario forward for further consideration based on good data, quantifiable reliable benchmarks and consideration of the Comprehensive Plan's Land Use Element, the cornerstone of the Plan, which establishes the basic policies guiding the physical form of the city and provides direction on a range of development, conservation and land use compatibility issues. It recognizes the necessity to balance competing demands for finite land resources and that growth and new development need to be directed to achieve economic vitality while minimizing adverse impacts on open space. With proper land use planning, Scenario 3, Low Impact, can achieve the balance necessary to establish a nonmotorized boathouse zone while meeting the needs of all users of and visitors to the C&O Canal National Historical Park.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 14

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Correspondence Text

I wish to comment on the Georgetown Boathouse Zone Feasibility Study. The following are the key points:

1. No new private development should be permitted within the C&O Canal National Historical Park. Any new facilities within the park should serve the public and be operated by NPS, either directly or through a concessionaire.
2. Team rowing facilities should be outside of the C&O Canal NHP. Any new facilities for multi-person racing shells should be outside the park.
3. The "Low Density" scenario is the only one of three described in the study that protects the natural, historic and cultural resources of the C&O Canal NHPark while providing new boating facilities at good locations outside the park.

Thank you for the opportunity to express these views.

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I wish to comment on the Georgetown Boathouse Zone Feasibility Study.

1. No new private development should be permitted within the C&O Canal National Historical Park. Any new facilities within the park should be minimal in size, should serve the public, and should be operated by NPS, either directly or through a concessionaire.

2. Any new private facilities, such as team rowing facilities, should be built outside C&O Canal National Historical Park where they will not require the destruction of large amounts of currently wooded riverfront that provides habitat for fish and wildlife.

3. The "low density" scenario is the only one of the three options described in the study that protects the natural, historic and cultural resources of the C&O Canal National Historical Park while providing new boating facilities at good locations outside the park. I urge you to adopt the "low density" option.

Thank you for the opportunity to express these views.

PEPC Project ID: 39727, DocumentID: 53024

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Correspondence Text

I wish to comment on the Georgetown Boathouse Zone Feasibility Study.

1. No new private development should be permitted within the C&O Canal National Historical Park. Any new facilities within the park should be minimal in size, should serve the public, and should be operated by NPS, either directly or

through a concessionaire.

2. Any new private facilities, such as team rowing facilities, should be built outside C&O Canal National Historical Park where they will not require the destruction of large amounts of currently wooded riverfront that provides habitat for fish and wildlife.

3. The "low density" scenario is the only one of the three options described in the study that protects the natural, historic and cultural resources of the C&O Canal National Historical Park while providing new boating facilities at good locations outside the park. I urge you to adopt the "low density" option.

Thank you for the opportunity to express these views.

**PEPC Project ID: 39727, DocumentID: 53024
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Dear National Park Service Official,

Please find my comments on the Georgetown Boathouse Zone Feasibility Study. I have been following this issue for the past 10 years. I frequently kayak along the area affected. I have been shocked that the National Park Service would allow development of this national park land. The Potomac Watershed is a unique natural resource. The area where the development will occur is a refuge to urban residents and a national treasure.

No new private development should be permitted within the C&O Canal National Historical Park. Any new facilities within the park should be minimal in size, should serve the public, and should be operated by NPS, either directly or through a concessionaire.

Any new private facilities, such as team rowing facilities, should be built outside C&O Canal National Historical Park

where they will not require the destruction of large amounts of currently wooded riverfront that provides habitat for fish and wildlife.

The "low density" scenario is the only one of the three options described in the study that protects the natural, historic and cultural resources of the C&O Canal National Historical Park while providing new boating facilities at good locations outside the park. I urge you to adopt the "low density" option.

Thank you for reading my comments.

Sincerely,

Linda M. Bennett

**PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

It is critical, especially in a high use sections of the city and the park such as Georgetown and its waterfront are, that a policy of low density use in park lands be established and strictly maintained. High use brings higher maintenance, loss of the valuable scenic and other resources of the park, and increased safety issues to say nothing of requiring more personnel for management, etc. In this time when park budgets are shrinking, the last direction to go is toward an unnecessary higher use of the park's riverfront.

**PEPC Project ID: 39727, DocumentID: 53024
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The Western Lands Project is a non-profit, membership organization conducting research, outreach, and advocacy for responsible federal land exchange policy. We also scrutinize a broad range of projects that propose to sell, give away, or relinquish public control of public lands and any project that would privatize public land.

Western Lands first became involved in issues pertaining to the C&O National Historic Park when a land exchange was proposed to facilitate development of a Georgetown University boathouse. We were strongly opposed to that project. We believe that no new private developments should be allowed within the NHP and would oppose any development that might further erode the historical and public nature of the Park.

I have visited the Park several times. In addition to my perspective as an activist who works daily to keep public land public, there is that of someone from the other coast--to whom places such as the C&O Canal are deeply impressive and moving. The privatization of such a place, whether literal or figurative, would be a crime against the very concept of public land.

To that end, we support the low-density alternative examined in the feasibility study and would oppose the other alternatives.

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

In my judgment the proposed Georgetown Boathouse is still too large; why not find a way to move it down river? The C&O Canal Towpath needs protected from wear and tear of usage which intersects the canal towpath, which this project would increase.

**PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

I am pleased to offer the following comments on the five designated sites and the possible development scenarios applicable to those sites. I wish to emphasize that I understand the "scenarios are not intended to be exhaustive, but rather to represent generalized approaches" to the possible future development treatment of each site. Study, p. i.

Site A. As proposed by the Low Density scenario, this site should remain undeveloped. The site is environmentally unacceptable for potential development and should be rejected for this purpose. The public's use and enjoyment of this treasured but already congested area would be preserved. The site should remain untouched and the historic

and scenic features of the C&O Canal NHP would be protected. This sentiment is reinforced by the vast majority of the public comments set forth in Appendix E. There are also numerous and well documented environmental, health and safety concerns to development of this site. The late Carl A. Linden, who died on April 2, 2012, correctly observed that development at Site A "would create a hazardous chokepoint at a major entrance" to the Park. Study, Appendix E, Correspondence 18. Our community will miss Carl's wise counsel and visionary leadership in the defense of the Park he so loved.

Site B. As recommended in all three development scenarios, I support the restoration of the Washington Canoe Club structure. This historic landmark should be preserved.

Site C. This site is located between the eastern boundary of the Washington Canoe Club property and the Aqueduct Bridge. It was formerly known as the Dempsey site. Key Bridge Boathouse, the successor to Jack's Canoe and Kayak operation, should be relocated from Site D to Site C. It would be easy to move the small "log cabin" office building currently located in the parking lot at Site D. The Key Bridge Boathouse rental operation consists ostensibly of floating docks strung together on which kayaks and canoes are stacked. Therefore, moving the Key Bridge Boathouse operation to Site C would result in only a minor inconvenience. By placing the Key Bridge Boathouse next to the Washington Canoe Club, there would be the additional benefit of grouping like uses (paddlers) side by side on the waterfront.

Site D. The Park Service and Georgetown University should give serious consideration to locating the GU boathouse at Site D, the current location of the Key Bridge Boathouse operation. This site is the area between Key Bridge and the Potomac Boat Club and includes the three townhouses. With respect to the townhouses, the Park Service will acquire the first two (3524 and 3526 Water St.) from GW in exchange for GW's boathouse site at Site E between Key Bridge and 34th St. I further understand that the Park Service intends to purchase the third townhouse (3528 Water St.) which is currently owned by "3528 K St. Ass. LP" The Park Service would then have the townhouses razed as they are considered inappropriate for that location anyway. Of course, in order to acquire this property from the Park Service, Georgetown University would exchange its upriver parcel and its mile-long easement over the Capital Crescent Trail.

The estimated length of site D along the river is 200 ft., along Water St., 230 ft., and the depth from the street to the river about 100 ft. If the average length of this site is about 215 ft., the square footage of this site is approximately 21,500 sq. ft. Since the Park Service intends to limit the footprint of Georgetown University's boathouse wherever it may ultimately be located to no more than 15,000 sq. ft., there is obviously more than ample space at this site to accommodate all of the university's needs associated with its rowing program, including an interior rowing tank.

There are many advantages for locating GU's boathouse at Site D. This site is within the non-motorized boathouse zone but outside the C&O Canal NHP. This site, unlike sites within the park, would not adversely impact the historic and scenic features of the C&O Canal. Also, there would be no height restrictions on the boathouse at this site as contemplated in the Medium and High Density scenarios. Since the site fronts on Water St., it is easily accessible with no requirement for vehicular turnaround. This location would also avoid the safety problems inherent in the congestion at the somewhat narrow gateway of the Capital Crescent Trail which is used by hundreds of bikers and hikers every day of the year. Finally, Site D poses no environmental concerns.

Site E. I understand that George Washington University has been promised Site E, located between 34th and Key Bridge for its boathouse. To advance its claim GW purchased two of the three townhouses (3524 and 3526 Water St.) which GW intends to convey to the Park Service in exchange for Site E. The Park Service should clarify this situation. This site offers all of the benefits described in my supporting explanation of the construction of a boathouse at Site D.

The adoption of these recommendations would "cluster" GW's boathouse, GU's boathouse and the Potomac Boat Club, thereby creating a "boathouse row" around the commanding presence of Key Bridge. As an additional inducement for this proposal, the high school rowing programs would also benefit. Since GU and GW would vacate the Thompson Boat Center, it would reduce substantially the currently overcrowded conditions in that facility. And, as an additional benefit, GU and GW should consider allowing some of the high school rowing programs to use their facilities on a time and space availability basis.

Since the siting of boathouses for both GW and GU, as well as the relocation of the Key Bridge Boathouse, must be approved environmentally after the preparation of either an EIS or an EA, the projects should be considered together, thereby avoiding a duplication of effort and expense. And finally, the construction of boathouses for GW and GU would not require sorely needed public funding.

Respectively submitted,

Robert B. Norris

**PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

I appreciate that the National Park Service is considering the issue of public access to the Potomac River in Georgetown for non-motorized boating use. I am an individual who likes to row and to kayak and I have been very frustrated by the lack of movement to improve access to these activities. The overcrowding at Thompson's Boat Center is severe. Early mornings see a great deal of congestion including universities, high schools, Rock Creek Rowing, instructional rowing programs and private individuals rowing. I have been there, many times on a cold dark morning just waiting for the traffic on the apron or the docks to clear so my fellow rowers and I can get on or off the river. The two universities, Georgetown and George Washington, have long indicated a willingness and desire to

build new boat houses at their own expense. These would greatly relieve pressure on the Thompson's facility.

The Potomac River in Washington represents a great recreational experience and the National Park Service needs to help the community move forward to make this experience more accessible than it presently is. Arguments about preserving a "natural landscape" along the river front make no sense. All of the land along the River has been made and re-made multiple times by humans, modifying the landscape to their purposes. Increasing the number of boating facilities would be a major enhancement of this waterfront. Washington should emulate the great riverscapes of Philadelphia and Boston. Properly designed and maintained boathouses, and the boating activities they serve, are a major enhancement of the quality of the riverfront, even for those who may never set foot in a boat.

The overcrowding and inadequacy of facilities for rowing on has been a known problem for decades. It is time to get on with solving it. In this case, it does not demand substantial federal or city funds. Rather, a change in land-use policy by the Park Service could be sufficient to allow this great river resource to attain its real recreational and esthetic potential.

Thank you for the opportunity to comment.

Robert M. Hirsch

PEPC Project ID: 39727, DocumentID: 53024
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FRIENDS OF GEORGETOWN WATERFRONT PARK

I. INTRODUCTION

Friends of Georgetown Waterfront Park (FOGWP) is a non-profit community-based organization whose mission is to

support development of the Georgetown Waterfront Park, located on the Potomac River. Rowing has been an iconic and historic activity on the Potomac River in Georgetown since the mid-19th century. Today, the photographs etched on the granite slabs at the overlooks in the Park display the rowers who have plied the river since the mid-19th century.

FOGWP has had a long-standing interest in encouraging visitors to the Park to enjoy a connection with the river. From the inception of FOGWP's predecessor organization, the Georgetown Waterfront Park Commission (Commission) in 1997, to the present day, we have supported the development of nonmotorized boating facilities on the Georgetown waterfront. Our ultimate objective has been to create a seamless waterfront taking advantage of the river and its activities, green and interesting.

In 1987, the National Park Service (NPS) developed the Georgetown Waterfront Park Master Plan, which designated a portion of the Potomac River shoreline adjacent to the Georgetown Waterfront Park as a suitable location for boathouses to support nonmotorized boating on the Upper Potomac River ? Non-Motorized Boating Zone (NMBZ). In April 2013, NPS issued a document entitled "Nonmotorized Boathouse Zone Feasibility Study" (Study). An NPS consultant, The Louis Berger Group, Inc., prepared the Study.

In the more than 30 years since the Master Plan was developed, no boathouses have been built in the NMBZ, despite a substantial increase in the demand for boathouse space on the Georgetown waterfront during these decades. During this period NPS conceptual materials for the Park routinely focused on rowing shells on the river as a major component of the Park's appeal. There have been repeated studies, environmental assessments, and other plans for boathouse construction ? collectively at very substantial cost - but they have all been shelved without action.

The purpose of the 2013 Boathouse Study is to once again revisit the issue of boathouses on the Potomac, again considering "what uses can be accommodated in this area, given a broader range of user demand, the size limitations of the area, and other site constraints."

II. SUMMARY OF COMMENTS

The NPS 2013 Study identifies five potential boathouse sites within the NMBZ (Sites A through E). (See, Study, p. iv, Figure ES-1 "Development Sites.") Sites A to D are upstream from Key Bridge, and Site E is downstream. Site A is farthest from the Bridge. The Study then presents three scenarios for development of the NMBZ: High Density; Medium Density, and Low Density.

FOGWP favors the High Density alternative to developing the NMBZ, with some major adjustments, as discussed below. Highlights of the approach we recommend include the following:

? Locating an appropriately scaled university rowing boathouse at Site A.

? Expanding the Washington Canoe Club (WCC) facility at Site B to meet expressed demand for more paddling capacity, including free public launch space.

? Adapting Site C to provide temporary trailer parking for loading and unloading boats, and occasional use for other purposes such as headquarters special runs, cycling events, etc. Site C should not be used as a parking lot.

? Retaining Site D (currently Key Bridge Boats) as a paddling rental and tour site with the added function of providing limited public launch space.

? Locating an appropriately scaled university rowing boathouse at Site E.

? Removing all small boats from Thompson Boat Center (TBC) (located downstream from the NMBZ), and accommodating them at Sites B and D, and possibly at Fletcher's Boathouse which is located upstream from the NMBZ.

? Renovating or rebuilding TBC for use by public and private high school rowing teams. (13 high schools currently use TBC, in addition to two university teams and individual rowers and paddlers).

III. SPECIFIC COMMENTS

A. Addressing the Needs of Paddlers.

To move toward the objective of creating a seamless, functional waterfront, FOGWP has always insisted that the whole length of the Georgetown waterfront area, from TBC up through the upstream end of the NMBZ at Site A, be considered as a whole. Up until the announcement of the present Study, we understood that the NPS agreed with this approach. For several decades, we understood from the NPS that Thompson's would be part of the plan, although the order of attention would begin with planning for the two large university boathouses that would be built with private funds at Sites A and E.

Simultaneously, a "small-boat boathouse" would be created in the NMBZ for small privately-owned boats (singles, kayaks, etc.), and for a small boat rental service. This could be a new structure built at Site C, or these functions could be integrated with existing NPS facilities, at Site D, Site B and even upstream at Fletcher's Boathouse, all of which are currently in use for small-boat storage and rental.

With the departure of the universities and the small boats from TBC, improvements to the building could be made to make it more efficient for supporting high school rowing programs. The entire system was always seen as interconnected to maximize the most efficient use of the river and adjacent land. In light of this long-term "holistic" understanding of the river, we were particularly alarmed to discover that the NPS 2013 Study does not include TBC in the scope of the Study. Yet TBC is the core of the rowing presence on the river today

The Study asserts that there is greatly increased demand for paddling facilities, but does not cite any source for this conclusion. In contrast, the unsatisfied demand for rowing space is quite obvious--simply watching the morning and evening practices times at TBC and at the privately-owned Potomac Boat Club (PBC), reveals the crowding and pressure of many crews competing for limited space. There is no similar level of paddling activity observed by those who spend time daily on the river.

Even assuming that there is an increased demand for paddling, it is possible to address this demand without using Site A for a paddling facility, or having to build new facilities. In addition to TBC, NPS currently owns Key Bridge Boats (formerly Jack's Boats), Washington Canoe Club and Fletcher's to the west of the NMZB. A modest improvement of the functionality of these facilities can address the need for additional paddling facilities.

Specifically, the most creative solution to the paddling problem, and others cited in the Study is to expand the functionality of the WCC, which is located at Site D. The WCC could meet expanded paddling needs and could greatly benefit from an influx of funds and support so that WCC's historic structure can be restored. NPS has determined that it owns both the WCC land and structure, thus NPS could include paddling rentals as the physical condition of the underused, deteriorating WCC structure is improved once again. Moreover, a free launch site at WCC would benefit the paddling public. The NPS could require these services in whatever contract, concession agreement or lease it develops with WCC, as well as with its contracts/leases at Key Bridge and Fletcher's.

Locating public launch capability at existing operations would be a safer and less burdensome method of assuring public launch since there are "eyes on" the process at those places. The concessioners/lessees can maintain safe docks and control over the launch process that free-standing, unmonitored launches cannot provide. Launching at WCC would bring a welcome addition to the public opportunities for access to the river. Those launching would have to park on Water St like the recreational users in that area do now.

B. Solving Parking and Congestion Problems.

Again, taking the waterfront as a whole, there is crowding, congestion, and too much interaction among cars, commuter bikes, pedestrians, joggers and rollerbladers along the Potomac. This creates serious safety issues for all. In part, these problems arise from a lack of parking and in part a lack of delineation or way-finding signs in the waterfront area.

Parking on Water Street, which is a D.C. public street, needs thoughtful planning to increase safety and accessibility for its range of users. This is a much bigger issue than any one constituency can take on. This is an important issue to be addressed in the context of decisions made about use of NMBZ sites and in coordination with the DC government.

C. Identifying Site A for A University Boathouse.

Site A, which is the farthest upriver site within the Study area, has come to be a controversial location for a university boathouse, without persuasive reason. It is our understanding that some time ago, the NPS urged Georgetown University (GU) to accept Site A as the location of a GU boathouse to be built with private funds. The 2013 Study's elimination of Site A from consideration for a university boathouse is unexplained. It is a significant departure from the NPS position on this site for many years.

The environmental issues that some have raised regarding Site A are questionable at best. Site A is a fill site or "artificial vegetated wetlands," which the Corps of Engineers does not classify as a wetland. Hence, Site A is not within the Corps jurisdiction. Site A currently has more invasive plants, scrub bushes and pioneer species collection-short lived trees on wet site-than it had decades ago when it was first studied. As recently as November 2010, an independent ISA Certified arborist found mostly pioneer species at Site A, and concluded that Site A is clearly not an area with endangered vegetative species. Furthermore, migratory birds and other wildlife currently at Site A have many nearby environments to enjoy in the adjacent C&O Canal land. We are convinced that Site A does not present any serious environmental issues.

There has been additional controversy regarding whether a boathouse on Site A would momentarily block Capital Crescent Trail bicycler's or trail hiker's view of the river as an individual approaches the Trailhead. Contrary to the impression left by this report's description of Site A, the area is hardly a wild or even rural seeming area. For example, the trail exposes bikes and hikers to views of the GW Parkway and the Rosslyn skyline across the River. Traffic sounds from nearby Key Bridge and Canal Road can be easily heard from the Trail as the urban environment of lower Georgetown emerges at the end of the Trail. Further, any new boathouse located anywhere on the River will create a visual obstacle, briefly seen, on a moving bike.

Most important, even if a boathouse on Site A presented a momentary obstacle in a biker's view of the river, rowers' need for river access along a shoreline with limited points of access must be weighed against the minor visual inconvenience to bikers a boathouse presents. The NPS Study fails to address this. Instead, the Study makes a critical error in eliminating Site A from consideration as a site for a university boathouse, and we recommend that Site A be designated for one of the university boathouses.

As an alternative way to accommodate both WCC and a university boathouse is to treat Site A as a place for relocating or rebuilding the WCC structure. Such a building could be smaller than a rowing boathouse, and might be considered a better fit from the point of view of the Trail users. In turn, Site B would lend itself to a rowing boathouse of the appropriate size in a location seemingly less controversial with Trail users. This possibility has been raised in the past, including the potential offer of funds to assist with the effort, but the NPS study does not refer to this proposal.

D. Providing Information for Evaluating the Functional Capacity of Each Site.

The Study includes four Figures showing the possible layout of water craft in each of the four prospective building sites (A,C,D,E). Site B, the WCC location, is not included in the analysis. Thus, the functional capacity of the WCC site is not clear.

The minimal information provided on each site is not sufficient to allow an evaluation of the actual capacity of each site. This information is critical for evaluating the usefulness of a site for rowing, where shells can be 60' long, and at whatever length, very fragile and difficult to maneuver. Accordingly, the schematic drawings included in the NPS Study are not helpful in evaluating each site for boathouse use. Much more nuanced and detailed schematics would be needed for each site, including Site A, to evaluate the suitability of the various site for alternative uses.

In addition, the schematics focus only on the capacity of the first/boat bay floor. The Study does not address the need for additional boathouse space for many important program elements that are not even mentioned in the Study. These include: a main gathering space; a weight room; a training room; team and guest locker rooms for men and women; an open viewing deck for regattas; an entry space; bathrooms; storage; coaches office; and first aid and mechanical space. The Study omits to address the need for boathouse space for each of these important functions.

In summary, FOGWP believes NPS can and should be much more proactive in accommodating rowing as well as other users of the NMBZ, and that water-dependent uses of the NMBZ should in all cases weigh more heavily than land-based uses even in the areas not far from the riverfront.

E. Miscellaneous Comments and Errors in the Study

1. Many rowers are simply omitted from the tables and summaries of activity leading to questions about the number more generally

Washington Lee-High School, a Virginia public high school with a crew team of some 100 youth, practices at Potomac Boat Club on five or six afternoons a week, and sometimes in the mornings as well.

The Masters rowing and Olympic training teams are not mentioned at all in the chart of users. PBC's Masters women and men launch 25 to 40 people each morning, and another 20 in the afternoons. PBC's Elite Scullers launches 15 people twice-a-day, five to six days a week. TBC has scores of adult team rowers as well.

2. Contrary to the report's assertion, Potomac Boat Club (PBC) was listed in the National Register in 1991, and is also in the D.C. inventory of Historic Places. Also WCC was not built in 1896 but in 1904, according to its own website.

3. The summary of rowing racecourses is quite incomplete. The 1k-meter race course is for the Masters sprint races; the 1.5k meter course is for high school sprints; the 2k meter course is for college sprints; and the 5k meter course is

for fall head racing. Regattas using all these distances are held every year on the Potomac.

4. There is a mistaken suggestion that the river cannot handle the existing water traffic. The Study alludes, from time to time, to potential conflicts among users on the water without mentioning the responsibility users have taken on themselves to mitigate them. It is true that the variety of craft and of levels of proficiency can create some worrisome situations. Recognizing the need for users to be aware of safety issues, more than a decade ago, the river users formed the Potomac River Safety Committee to bring users together to discuss and agree upon certain conventions, such as traffic patterns. This system of self-management has worked well, the traffic patterns and other agreements are observed, and although these rules are not legally enforceable, the safety record is very good.

Thank you for the opportunity to comment on issues that deeply concern the Friends of Georgetown Waterfront Park.

Sincerely,

Robert P. vom Eigen
President

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 24**

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Status: New Park Correspondence Log:
Date Sent: 05/14/2013 Date Received: 05/14/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As kayaker in this area, I would like to have easy access to the water. We just need the following: a place to park, a beach to launch and a port-a-potty. If you could spare the expense, a kayak launch to enter and exit but I would settle for the three main items. Parking, beach and bathroom facilities.

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Status: New Park Correspondence Log:
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Correspondence Text

To be on the river is to really get to know DC. One more paddler who would be extremely appreciative of a public (or free/inexpensive) place to launch. Parking, a place to go to the bathroom, and no time limits are main priorities. Thanks for working to ensure everyone is able to enjoy the river, it is an incredible resource and I look forward to seeing access evolve.

PEPC Project ID: 39727, DocumentID: 53024
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Dear National Park Service:

Thank you for the opportunity to comment on behalf of the Washington Area Bicyclist Association and the region's bicyclists on this feasibility study for the development of this critical section of the Potomac waterfront. As we have done consistently throughout this process in several public meetings, WABA again expresses strong concern over the potential impact of development on the usability of critical bicycling infrastructure such as the Capital Crescent Trail. As the feasibility study and numerous other studies show, the usage rates of the CCT and bicycling facilities within the study area dwarfs the number of potential boathouse users and other interests and should be given proportionate weight as alternatives are considered that might impact the usability of the trail for that great number of users.

This feasibility study, while outlining only development options and not assessing the possibility of non-development as a NEPA document must, provides limited clarity on the potential traffic conflicts and operational impacts on bicycle travel through the study zone and thus does little to allay the fears of bicyclists that increased development will mean greater risk of conflicts with motor vehicles, event crowds, and individuals loading and unloading boats. Already, the Capital Crescent Trail is crowded at its southern end and crashes, while not overly common, are not rare. Any level of development, as studied here, would make the trail less safe unless significant steps and investment not proposed here were taken and made to avoid such impacts by ensuring appropriate access without interference with trail users.

Nothing in this feasibility study allays WABA's longstanding concerns about the appropriateness of NPS development of park parcels for the benefit of private entities. Nothing in this feasibility study allays our concerns regarding the likely negative impacts of development on the Capital Crescent Trail and possible the C&O Canal towpath. As a result, we continue to oppose development in this area.

Thank you for the opportunity to comment on this document, drafted by development advisors to provide the National Park Service with additional clarity on its development alternatives. We look forward to the return to the legally mandated NEPA process in which non-development will also be duly considered, and the competing interests—including the overwhelming public usage rates of trail users as compared to boaters—given their fair consideration. It is our hope that the alternatives presented there, in addition to including non-development as a possibility, will address the trail usage issue in greater detail through a combination of appropriate density and improvements to keep the trail unimpeded by surrounding changes.

Sincerely,

Shane Farthing
Executive Director, Washington Area Bicyclist Association

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The Potomac Boat Club
3530 Water Street, NW
Washington, DC 20007

May 12, 2013
Ms. Tammy Stidham
National Capital Region
National Park Service
Washington, DC via email tammy_stidham@nps.gov

Re: Public/Stakeholder Comment on Non-Motorized Boathouse Zone Feasibility Study (dated April 2013)

Dear Ms. Stidham:

I am pleased to submit these comments on behalf of the members and Board of Governors of the Potomac Boat Club, currently the only rowing boathouse within the proposed Non-motorized Boathouse Zone (NMBZ) and the oldest Washington, DC institution for non-motorized boating, on the recently released final draft Feasibility Study. Founded in 1869, the Club has been at its current Potomac shoreline location in Georgetown since 1908. As owners of the oldest building on the District's Potomac waterfront, we welcome efforts to expand the number of facilities that would be able to accommodate those interested in rowing. Interest in the sport has expanded significantly since Thompson's Boat Center opened in 1960 and existing facilities have struggled to keep pace. With its latest study now complete, we encourage the National Park Service to move swiftly to provide a clear path for new rowing facilities.

We have seen the demand for access to the Potomac increase substantially in recent decades. In response, we have stretched our 105 year old, National Register-listed landmark facility physically and programmatically. Our members and guests appreciate the unique and precious access they enjoy to the Potomac. We own the only non-Federal non-motorized waterfront facility in the District of Columbia, and we are well aware that many other rowers using Thompson's make-do with temporary, outdoor storage and crowded launching docks. This knowledge has propelled the Club to offer an ever-widening array of programs and accommodate a larger number of individuals than at any time in club history. We sponsor a wide variety of non-motorized boating recreation -- including single, double and quadruple sculls; pairs with and without coxswains, fours with and without coxswain, and eight-oared sweep racing

shells; and canoes, kayaks, and paddleboards -- and our members and guests cover all skill levels, from novice rower and paddler, all the way to Olympic gold medalists. We have programs ranging from introductory learn-to-row or scull to our Open Sculling (US National Team-level) Program and including men's and women's Masters (age-group) competitive rowing programs, and breast cancer survivor rowing programs. Since 1949 PBC has hosted the Washington-Lee High School (a major Arlington, VA public high school). Over 100 W-L students, boys and girls, currently use the Club throughout their season. PBC hosts scholastic and open competition regattas such as the Charlie Butt Scullers Head of the Potomac Regatta, a 30 year tradition on America's fall rowing calendars that draws thousands of competitors and spectators. Yet, despite all we have done, it does not even come close to meeting the present demand for rowing access to the upper Potomac.

One agency ? the National Park Service ? controls virtually the entire upper Potomac River waterfront from Alexandria to Chain Bridge. Unlike a bike trail or footpath, a river needs specific points of access to accommodate those who would recreate on it. The Service's near exclusive ownership of the shoreline imposes a special obligation on it to accommodate members of the public who seek to use their river. By publishing this Study, the Service has a fresh opportunity to move forward to better accommodate the current level of demand for new rowing facilities and access for paddle-sports within its defined Non-Motorized Boathouse Zone (NMBZ) and provide a measure of capacity to meet future demand.

General comments

The Potomac Boat Club is generally pleased that all draft alternatives (High, Medium, and Low) would provide for new rowing boathouses in the NMBZ. We would support boathouses at any and all sites identified.

However, we are quite disappointed that the Service failed to clearly assign priority to water-based recreation. For 30 years, the Service has limited discussions of siting new rowing boathouse facilities to locations generally within what is now proposed as the NMBZ. The Georgetown Waterfront Park plan, in particular, identified the zone as the place where new university and public boathouses would be built. This draft Study, however, assigns no particular weight to water-based uses for the waterfront. The Service has said it will not entertain any discussion of expansion at Thompson's Boat Center or any other location on the District's Potomac shoreline for new rowing boathouses. The proposed NMBZ is where PBC, Jack's Boats canoe livery, and the Washington Canoe Club facility are presently located and where historically other boathouses, such as Georgetown University's and Dempsey's, once stood. It is only here that the Service has indicated it will consider permitting new rowing facilities or providing more paddling access. Given this fixed NPS limit, we believe water-dependent uses need to be assigned clear priority over land-based uses in the NMBZ.

The Study not only fails to assign priority for water-dependent access over land-based uses but actually appears to assign greater weight to land-based uses for which there are reasonable alternatives. One specific example of weighting land-based use over water-dependent uses of this sliver of Potomac waterfront is visible in Table 2. Specifically, we were surprised to see Table 2 conflate users of the C & O Canal Towpath with users of the NMBZ. The NMBZ is carefully defined in geographic terms down to the precise number of feet above the Key Bridge and by the northern edge of Water/ K Street. Clearly the Canal Towpath is outside of the Zone, but the Study includes the Towpath's use by an estimated 400,000 annual visitors as additional traffic in the NMBZ. The Service also estimates, without any demonstrated support, a minimum 54% increase since 2006 in use of the Capital Crescent Trail . Further, it bases its estimate of Trail use on an unwavering 23,000 users every week, no matter ice, snow, or other adverse conditions. The purpose of these numbers appears calculated to weight decisions against any slight increase in people in the NMBZ arising from siting new rowing facilities or access points for canoes and paddle sport craft.

Our impression of weighting land-based uses over those on the water is reinforced both by data omitted on current numbers of rowers and by suggestions that conditions on the river are overly crowded (as opposed to crowding at the few points of access.) In terms of omitted data, we were disappointed to see that Table 2 did not count Washington-

Lee High School users who use PBC daily from February to early June. And this Table also failed to count collegiate regatta participants and those participating in PBC's annual Scullers Head of the Potomac Regatta. This information was readily available. For it to not be included is difficult to explain. The study comments in multiple locations about the impact of shell trailers on traffic on Water and K Streets in the NMBZ from regattas, scholastic and otherwise . The Study also ascribes river congestion being primarily due to novice crews crowding the river above Thompson's. The note continues to suggest that these crews somehow interfere with docked powerboats at Washington Harbor and get in trouble thus causing wakes that result in the summons of Harbor Branch police units. The reader is left with the impression that the river, not existing facilities, is at capacity. [Note: Interestingly, no capacity issue is raised with reference to the Capital Crescent Trail (or Towpath) which the Survey reports increasingly at 9 per cent annual rate without any end in sight.]

Although the Service seems comfortable with ever-increasing use of the Capital Crescent Trail, it takes a different view in discussing increased recreational use of the river. Although the Service controls the land on the shoreline, it has no role in regulating river volume or traffic. Why the river should be considered overcrowded when its width not to mention length are multiples of the Trail and Towpath where the Service expresses no concern about rising use levels, is not explained. The Study lists without priority the need to accommodate such land-based activities as commuter bicycling, tour bus parking, and "meandering pedestrians" in the NMBZ , giving the impression that water-dependent uses of the NMBZ are not a priority, notwithstanding the existence of reasonable alternatives for land-based activities.

We favor new boathouses at all locations indicated within the NMBZ, namely A, C, D and E. However, beyond the NMBZ, there are additional options not discussed or considered. We suggest that additional locations be identified ? not to delay action on siting facilities within the NMBZ but rather because there are additional places that would be consistent with good stewardship of the public domain and improved access for river based recreation. Additional locations beyond the NMBZ would also reduce the impact of concentrating more river access in one small area. In addition, we observe that it matters how prospective users would get to new facilities or bring boats to the water. The boathouses proposed by Georgetown and George Washington Universities would be used primarily by campus-based students who would arrive and depart on foot or bicycle. Those boathouses would not be adding appreciably to the volume of vehicular traffic on K and Water Streets. By contrast, car top launch sites or additional paddle-sport boat storage would lead to increased vehicular traffic and parking demands on the NMBZ area. At Potomac Boat Club, we already experience a shortage of parking at peak times in the early morning and afternoon due to the limited number of spaces in the area and increased development and visitation generally in Georgetown.

We are interested in the Service and the District agreeing on a safer transition for users of the Capital Crescent Trail and Water/K Streets, particularly for cyclists. What we do not agree is that this is an issue those seeking new water-dependent rowing and other recreational boating facilities need to resolve. The problem exists due to the failure of the Service and the District to address the transition of the Trail into Water/ Street starting in 1990. To suggest that the Service's failure to address the conflict must now be shouldered by those seeking sites for new boathouses is patently unreasonable. The problem exists now and thus has nothing to do with whether or not future boathouses are built in the NMBZ. The Service needs to solve this problem working the District government and not conflate it with the question of where best to site new boating facilities.

Comments on Specific Site and Density Alternatives

The Study's High and Medium alternative propose a "paddle sports" boathouse at Site A but not a rowing facility for which demand has been well established. PBC is puzzled by this recommendation for following reasons:

- 1 A review of comments submitted shows none advocating a new paddle sports boathouse (while several favor car top or walk-in access points);
- 2 A review of the reports from the 10 work groups at the Service's one day Public Stakeholder Workshop shows 6 of

10 favored a university boathouse at Site A; two, a mixed facility; one, a canoe facility; and one, no development;
3 The Service closed the Washington Canoe Club facility that it owns at Site B and placed all boats into open air racks with no timetable for returning boats to interior storage; and
4 The Study references no actual proposal or available funding for new canoe/ paddle sports facility or retrofitting the existing one.

These facts lead us to conclude that the proposed new paddle sport facility is more a speculative proposition than supported by any viable demand or capacity to deliver. We recommend a "fix it first" policy for paddle sport storage capacity: the Service and those interested in a facility for storage of canoes, kayaks and other paddle sports should conduct repairs of the WCC facility so boats can again be stored in its bays. We also observe that, since the Study repeatedly makes the point that the Service owns the WCC grounds and facility, there seems no impediment to the Service making those docks available to those seeking a launching point for walk-in or car-topped boats. While there is a problem of parking in the immediate area of WCC, it would be possible to drop off a boat to paddle and park elsewhere on Water/K Streets in public metered spaces or in private parking garages. This is what regular users of Potomac BC and WCC currently do. We would not support limiting Site A to a paddle sports facility until after WCC is restored and one or more sites are occupied by the universities currently seeking to undertake land exchanges for sites and building rowing boathouses at their own expense.

We recommend serious consideration of Site A for a rowing boathouse. As indicated on page 60, access to Site A could be provided across the apron in front of the existing Site B facility (WCC) that NPS owns and operates. Thus, were Georgetown able to locate its proposed boathouse on site A, the Service could exchange a limited access easement (right-of-way) across the site B for the 15 foot wide, mile long right- of-way Georgetown currently owns in the same corridor as the Capital Crescent Trail. Site A would be feasible for a rowing boathouse if a trailer were able to load and unload racing shells from Site C from where they could be carried the short distance to Site A storage. Emergency and service access to Site A could be over the existing roadway in front of WCC over which WCC members have driven and parked for years. The 50-plus years of active vehicle use of this route suggests that the Dulles Interceptor Sewer would support such periodic vehicular access. Any required parking for physically handicapped individuals and for boat trailer loading and unloading could be accommodated on Site C. However, since Georgetown's users would be students coming from its nearby campus, most users would come to the site on foot or bike and not by motor vehicles.

We do not support using Site C for parking as indicated in the Low density development option. Although Potomac Boat Club members experience limited parking at peak use times, the small NMBZ designated by the Service should be used for water dependent purposes, not surface parking. While vehicular parking is a need, this is the wrong place for it. We oppose eliminating a boathouse or water access related use at Site C and converting it into a surface parking facility. Unless a rowing boathouse can be accommodate on Site A as proposed in these comments and supported in part by using Site C to provide access for boat loading and unloading at facilities at Sites A and B, we would oppose use of Site C for parking since that purpose can be accommodated in a non-shoreline location.

Although as previously suggested, some canoe or paddle board launching by walk-in or car-top users could be accommodated within the NMBZ at Site B (with parking back on Water/ K Street) we respectfully suggest that a preferable alternative be provided in West Potomac Park at the former site of Washington Boat Tour's dock. This location is used periodically by DC Triathlon organizers for a swimming dock. At minimal expense, this site could be equipped with a floating dock and access ramp for cartop-carried kayaks, canoes and paddle boards. It is located immediately adjacent to the river's buoyed 6 mph speed area and just slightly downriver from Theodore Roosevelt Island. West Potomac Park has extensive on-street parking availability and would help spread out access points for river recreation without any interference with the visual experience of the monuments or Arlington Memorial Bridge.

Regarding recommendations for a boathouse at Site C in High and Medium density scenarios, while we would

support such a location, we are puzzled by a number of apparent inconsistencies. For example, the study in several places refers to the need for a 150 foot clear zone from a facility's farthest door under DC fire safety rules. That area would appear to be lacking in upriver (west) direction for Site C if developed. We would like to understand how compliance is proposed at this location. The Service also points to DC Water's proposal for an access point for new stormwater facility at Site C and says it does not agree. What is the Service's ability to dictate or deny options for DC Water to execute its court-mandated fix of the sewer overflow problem? Finally, the historic status of the Alexandria Aqueduct Bridge arch and Washington Canoe Club is cited repeatedly as a consideration in siting a new boathouse. The Study cites impairment of views of historic structures as an obstacle to siting a boathouse. How would a boathouse such as the one the Study proposes for Site C overcome such likely objections to impairing the public's ability to see these historic structures? Given this combination of factors, we wonder why Site C included as a viable location for a boathouse.

Conclusion

Eight prior studies since 1985 have looked at new boathouse facilities in Georgetown. Despite the many studies and the passage of nearly three decades, nothing has happened. No new boathouse space has been added. No locations for building a boathouse have been designated. During the same period, the rest of the Georgetown waterfront has been remarkably transformed. Major new buildings include the Washington Harbour complex, Swedish Embassy and adjacent new office building on site of former West End coal station. The Georgetown Waterfront Park has been created, and numerous buildings built along K and Water Streets, many of which border the historic C&O Canal National Historical Park and Rock Creek Park. All have gone from plan and public input to completion.

But time has stood still for those who need access to the river. Rowers and paddlers have, literally, lost space during the great rebuilding of the Georgetown waterfront: Rowers lost temporary boat storage at the former W.T. Gallier lumber yard to the Swedish Embassy and office building; paddlers lost the use of the Washington Canoe Club's boat bays and interior. During all this new development and these losses for the non-motorized boating community, the Service has continued to order up study after study with no forward progress obvious. We hope this Feasibility Study enables the Service to turn the page.

It is time for the Service to step up and lead. Having defined its Non-Motorized Boathouse Zone, the Service needs to be actively clearing the path so new facilities can be built. We think It should also take a fresh look at options for updating and expanding Thompson's Boat Center to better accommodate today's level of use. It might also take a look at low cost, high return options such as a modest boat dock at West Potomac Park. It needs to provide better opportunities to the increasing numbers who would like to actively experience the Nation's River from a boat they row or paddle, not from a car, bus, or bike or on foot.

As we at Potomac Boat Club prepare to celebrate our 144th anniversary, we look forward to welcoming new river shoreline neighbors. Let's work together to build appropriately on the rich history of boating in Georgetown to create an even more attractive and active riverscape, one that allows Washingtonians and visitors to directly and personally appreciate the nation's river.

Thank you for the opportunity to comment.

Sincerely,

Erik Meyers
Representative for the Potomac Boat Club
(Formerly, PBC President, 1983 -1989)
Copies

Edward Ryan, President
PBC Board of Governors
PBC Membership

**PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

A low impact approach to development (preferably outside the NHP) is the only activity that should be considered by the department. Development within the park should benefit all park users and should be overseen by the Park Service, usually in the form of overseeing a concessionaire.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 29**

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Correspondence Text

Thank you for the opportunity to comment on the Georgetown Nonmotorized Boathouse Zone Feasibility Study

Audubon Naturalist Society (ANS) has about 6,000 members in the Washington metro area. ANS has used the C & O Canal National Historical Park as an outdoor environmental education classroom for many decades. In the 1950's our Society's publication, The Atlantic Naturalist, stated "the historic Chesapeake and Ohio Canal, with its Towpath, its bordering woods and the Potomac River has been Washington's most appreciated natural area for more than a century." Some of our Society's leaders walked with Justice William O. Douglas to call attention to the natural values of the canal, towpath, and river border.

ANS is a member of the Defenders of the Potomac River Parkland. We join members of that coalition in our support for the "Low Density" sceanrio because it best protects the national park and provides additional water recreation facilities outside the national park.

Our organization's chief concern is the protection of the natural values of the C&O Canal NHP. It is our view that there should be no private develoment in the national park. If new facilities are considered in the national park they should serve the park's mission (protecting environmental and historic values), serve the public, and be operated by NPS or a concessionaire.

Please find good locations for expanding water recreation opportunities outside of the national park.

Neal Fitzpatrick
Executive Director
Audubon Naturalist Society

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 30

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Correspondence Text

Hi,

I own my own recreational kayak and am 58 years old. I most emphatically endorse having a launching place for kayakers in Georgetown, as I often work in Rosslyn and I live in Chevy Chase, and for both physical and mental health reasons, wish to be able to get on the Potomac after work Spring through Fall, and on the weekends without having the stress of driving 30-50 miles to another water source. It is such a treasure to be on the water such as the Potomac, where one can see blue herons and bald eagles within a quarter mile of the Key Bridge -- truly a national and local treasure! It is very important to have a local launching site that is reachable with minimum driving, and which I as a single woman, would be able to maneuver my kayak to the water-- it would be even more wonderful if one could rent a seasonal pass for storing a kayak by the waters edge as well.

Again, I have been a resident of the Capital region since 1985 and believe access to the Potomac and the nature so close at hand, helps attract the best and brightest to a beautiful city. Thank you for the opportunity to comment.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 31

Author Information

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Correspondence Text

I appreciate this opportunity to express my personal views on the Non-motorized Boathouse Zone Feasibility Study for the Georgetown waterfront. My hope is that the study will aid the National Park Service in developing positive policies for the area. The following are my comments:

Protection of the C&O Canal National Historical Park is fundamental. About half of the zone under study lies within the C&OCNHP, which was created by Congress to preserve historical and natural assets for today's public and for future generations. The goals of the NHP include recreation, but the location, type, and scale of recreational facilities should be appropriate to the park's overall character. The canal park's mission of preservation must not be compromised by development that unduly promotes a particular type of recreational interest.

Low Density is the only wholly feasible scenario because it respects the C&OCNHP. Besides providing increased boating access outside the NHP at Sites D and E, the Low Density plan allows boating-related improvements within the NHP that are appropriate and desirable. Public launching of small craft would be facilitated by an added pathway on the upriver side of the Washington Canoe Club (WCC) within Site A, and by a new dock on the downriver side of the WCC at Site C. Such improvements need not interfere with the ability of non-boating park visitors to enjoy the Capital Crescent Trail (CCT) and views of the river, wooded shoreline, and the Alexandria Aqueduct.

The Medium Density Scenario is not feasible because it includes a highly impractical new boathouse at Site A. Such a structure would severely downgrade park visitor experience in the area. Although described as "in scale" with the historic WCC, the footprint of the new building would exceed that of the WCC, judging from Figure 22. The new boathouse would block views of the river and wooded shoreline for users of the CCT. It would greatly increase pedestrian and vehicular traffic along a section of the trail that is often very crowded by hikers, joggers, baby strollers, and fast-moving bicycles. Even if boaters were prohibited from using cars to bring their craft to the Site A boathouse, motor vehicles would be required to reach the building for maintenance and for fire safety. The first paragraph of the study's "Site Access" section on page 39 shows that this would mean widening part of the CCT to 20 feet, or constructing a parallel lane beside the trail. This required additional paving, and the proposed building itself, simply do not belong in this narrow space between the canal levee and the river.

The High Density Scenario would further damage the C&OCNHP by adding a large, intrusive storage building at Site C in addition to the new boathouse at Site A. The increase in crowding would be compounded by introducing this structure into an area that page 39 of the feasibility study correctly describes as a "Mixing Bowl" where multipurpose trails converge with vehicular traffic, resulting in safety concerns. This added rise in traffic would be the inevitable result of pedestrians and vehicles moving to and from a building that could hold as many as 85 multi-person craft, according to page 54. It's hard to imagine how there could be enough room for the roundabout mentioned on p. 50 as a way to safely integrate this traffic, or that such a feature would be an enhancement. In any case, park visitors walking or biking upriver through the Alexandria Aqueduct's archway would be confined between the canal levee and a row of riverside buildings for almost the whole way to past Site A. From the canal towpath above, the existing view of the historic aqueduct and of the river would be partly obstructed by a double-bay storage facility, joined on its upper level to create an overall length of 225 feet.

Private intrusion into the C&OCNHP should be explicitly prohibited. The land exchange authority granted by the legislation establishing the C&OCNHP was intended for enhancement of the canal park, not for creation of new private enclaves within it, something that also violates NPS policy. The High Density Scenario's storage building at Site C would be designed to house team rowing shells and provided with a 250-foot dock, a layout not unlike a potentially private academic boathouse. The Feasibility Study should make clear that a private facility is not an option within the canal park.

Excellent opportunities for new boating facilities exist outside of the C&OCNHP. While High and Medium Density development is unacceptable upriver from the Alexandria Aqueduct, that does not necessarily apply to the downstream part of the Boathouse Zone. The best place for development within the zone is Site E, where a well-designed multi-story boathouse (or even two such structures) could improve the shabby existing cityscape. Site E also provides easier vehicular access than any other location in the zone. The boating capacity of Site D could also

be enhanced, especially by using the space now occupied by three non-historic townhouses. Federal property in the downriver part of the Boathouse Zone need not be subject to the legal and policy restraints that rule out a land exchange involving the C&OCNHP. Completely urban in character, the downriver area is a patchwork of private and public ownership. Much of the property is under the jurisdiction of Rock Creek Park, but that land does not form part of a cohesive park environment.

Beyond the currently designated Boathouse Zone, other opportunities for increased boating access may be found downriver on both sides of the Potomac, as well as along the Anacostia. In considering all possibilities, NPS should remember that boating is only one of several forms of desirable recreation enjoyed by park users, and that scenic and historic preservation must be respected.

Sincerely,

Edmund (Ned) Preston
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**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 32**

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

In order to promote transparency and to achieve a more acceptable resolution of the boathouse issues pertaining to the Georgetown Waterfront Non-Motorized Boathouse Zone, the National Park Service should provide answers to the following questions.

1. As an obvious "stakeholder" in the Feasibility Study process, did Georgetown University submit a written comment? And, if so, why was this comment not included in Appendix E, Public Comments?

2. As an obvious "stakeholder" in the Feasibility Study process, did George Washington University submit a written comment? And, if so, why was this comment not included in Appendix E, Public Comments?

3. As an obvious "stakeholder" in the Feasibility Study process, did Jack's Boathouse submit a written comment? And, if so, why was this comment not included in Appendix E, Public Comments?

4. I understand that George Washington University has been promised Site E by the Park Service and to advance its claim GW purchased two of the three townhouses (3524 and 3526 Water Street) at Site D which the University intends to convey to the Park Service in exchange for Site E. Is this understanding correct? If not, please clarify.

5. It is my understanding that the Park Service intends to purchase the third townhouse (3528 Water Street) at Site D. Is this correct? If not, please clarify.

6. I further understand that upon acquisition of the townhouse at 3528 Water Street, as well as the other two townhouses at 3524 and 3526 Water Street in a land exchange with GW for Site E, the Park Service will raze the three townhouses to increase the square footage of Site D for development. Is this correct? If not, please clarify.

May I suggest that the Park Service post these questions and answers on the appropriate website for the edification of the public.

Respectfully submitted,

Robert B Norris

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 33**

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Correspondence Text

To whom it may concern:

No new private development should be permitted within the C&O Canal NHPark at this time. Any new facilities within the park should serve the public and be operated by the National Park Service, either directly or through a concessionaire.

Team rowing facilities should be outside of the C&O Canal NHP. Any new facilities for multi-person racing shells should be outside the park.

The "Low Density" scenario is the only one of three described in the study that protects the natural, historic and cultural resources of the C&O Canal NHPark while providing new boating facilities at good locations outside the park.

Thanks for your work.

Sincerely,

Chris

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 34**

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Status: New Park Correspondence Log:
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Notes:

Correspondence Text

- ? No development upriver of the Washington Canoe Club.
- ? No private boathouses anywhere.
- ? Strongly support additional boathouses.
- ? Study area is too restricted. Needs to extend to Rock Creek and include the other side of the river.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 35**

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Correspondence Text

I am really distressed to hear news of possible development along the beautiful Potomac River. The historic Canoe Club should be restored and Georgetown University should re-hab their existing boathouse. Other than that, the woods and riverbank should not be touched past the Canoe Club.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 36

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Status: New Park Correspondence Log:
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Notes:

Correspondence Text

A boathouse would be a bad idea if it is not compatible with its surroundings.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 37

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Correspondence Text

The C & O Canal is such an important part of history and today's usage for hikers, bikers, campers, as well as walkers. That was a whole community that most people don't know about. It is hard to understand how that community worked without some visual. The non-motorized boat house has existed all these years without much impact on the canal. Why does it need to be updated and expanded? Why does the rights of a few in college/clubs outweigh the rights of the entire community and their love of the canal and its uses.

I am connected with a boy scout troop who rides the entire length of the canal every three years. We also used it for short backpack trips to expose the scouts with the necessary skills of backpacking. Along the way we teach scouts skills and history.

It would be a terrible shame to lose the ability to show how the canal once looked. There is enough (or even too much) "modern" look to the canal now. A tall boat house would be way too much to overlook.

The tourists who are interested in the canal don't want to see this boat house. It would be a loss of tourist income. What income are you estimating for the boat house. Is there a political move?

Please do what is right?

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 38

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Correspondence Text

I am very proud to say that I am an avid supporter of the National Park Service in general and specifically the C&O Canal by monetary donations, as a living historian volunteer and as the caretaker of 3 retired C&O Canal mules. As such, I am outraged that the NPS would consider the development of boathouse on NPS/C&O Canal property. The NPS must stand firm in its mission statement and adhere to the low density approach to any development on public property under NPS guardianship, especially where development will present a huge encumbrance on the visual aesthetics of a National Park, such as a boathouse built on the C&O Canal. This boathouse development does not serve a public interest and the development of which will only serve as a precedent for other private entities to take self serving advantage of public land(s).

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 39

Author Information

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Correspondence Text

I am a third-generation Washingtonian, and have grown up using the C & O Canal towpath near the Georgetown waterfront. My grandparents and father lived in Burleith for many years, just north of Georgetown University. The area impacted by the joint Georgetown University and George Washington University development plan is quite familiar to me.

This waterfront area has been used and continues to be used by a wide variety of users - pedestrians, runners, hikers, bicyclists and non-motorized boaters. No one group has a monopoly on this area. There are restaurants that face out over the canal in this vicinity and thus have a view of the Potomac River. This is a crowded area that brings together a wide variety of people, particularly on weekends. The roads along the river are quite crowded and parking is scarce. None of the small roads leading down to the boathouse areas described can be widened to accommodate the turn-around area for large trucks bearing racks of boats.

The Georgetown Boathouse Zone Feasibility Study is written from the viewpoint of those people desiring to use the waterfront as extensively as possible with non-motorized boating. There is almost no consideration of the recreation needs of other users. Rowing, crewing, canoeing, and kayaking can be accomplished to a certain extent in the Georgetown Boathouse Zone but these users' needs should be balanced against the needs of the more general public that also uses this area.

I recommend the low density development plan, because this version is the best for balancing the needs of the general public against those of non-motorized boaters. There are alternative areas along both the Potomac River and the Anacostia River that can be developed to handle a higher volume of non-motorized boating for Georgetown University, George Washington University, and local high school boating teams than this crowded waterfront area. The Capital Crescent Trail and the C & O Canal towpath cannot be relocated.

How would the large trucks bearing racks of kayaks, rowboats, or canoes be able to turn around in this limited area? It is also not clear whether the high or medium density development plans allow for an adequate volume of parking to handle the number of users that would flock to the new facilities. One of the most popular times for these non-motorized boaters to use such boating facilities is during the morning and evening rush hour on weekdays, when the Whitehurst Parkway, Key Bridge, and M Street are quite busy with traffic.

The high and medium density development plans would allow for more special events and competitions that also add to the pressure on the roads in this area. It is not merely the direct users of the non-motorized boating that would go to the new boathouse facilities - such facilities also bring others to view events on the waterfront, such as the friends and families of competing teams, and the employees of the facilities.

It is also not at all clear what the impact is on users of the Capital Crescent Trail in the Boathouse Zone. How would joggers, hikers, and bicyclists be accommodated along with the users of these new boathouse facilities? When there are large numbers of people walking into or out of the boathouse facilities, does that mean that the Capital Crescent Trail is unavailable to others? How would such conflicts in traffic be managed?

To a lesser extent, the same type of concern goes for users of the C & O Canal towpath - those recreational users are going to be traversing a small part of the same area as the boating users, and it is not clear how the competing traffic would be managed. The canal towpath is already subject to erosion from foot and bicycle traffic, and the occasional flood. The National Park Service would be responsible for maintaining that section of the towpath where boathouse users cross it; has the additional traffic been taken into account?

The unique character of the Georgetown waterfront deserves to be open to a wide variety of recreational users and not monopolized for any one type of recreation.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 40

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Correspondence Text

The Potomac River Sports Foundation, founded as a non-profit corporation in 1972 under the laws of the District of Columbia and recognized by the Internal Revenue Service as a tax exempt charitable organization, is pleased to submit these comments on the Georgetown Non-Motorized Boathouse Zone Feasibility Study.

The Foundation was organized to foster rowing and other paddle sports in the greater Washington, DC metropolitan area. During its 40 year existence, the Foundation has helped to provide assistance to athletes, coaches and programs aspiring to succeed at national and international levels. It has helped provide support for the transportation and other expenses to athletes competing in the Olympics in rowing, sculling and canoeing events; Pan American Games; World Rowing Championships; Royal Henley Regatta, US National Rowing and US National Canoe and Kayak championship regattas and helped local teams at the Potomac Boat Club, Washington Canoe Club, Thompson's Boat Center, and Occoquan Boat Club with new training equipment and other forms of support. Understanding the region's long history in competitive rowing and canoeing, we are advocates for new generations of athletes seeking to develop their skills and perform at the highest levels in these sports.

We support the designation of the NMBZ and the addition of new boathouses at all sites (A, C, D & E - in other words, the High Density option with caveats as noted in these comments) where none currently exist. We support the renovation and return of boats into the bays of the Washington Canoe Club facility, and access to those docks for walk-in users with canoes and kayaks.

The Washington area, despite extensive river frontage, currently provides minimal access to the Potomac for non-motorized boating. The area's only rowing facilities, Thompson's and Potomac BC, are extremely crowded. It stands to reason that unmet demand exists since the last boathouse built on the upper tidal Potomac was Thompson's in 1960. The metro region has expanded significantly in the intervening half century and, as modern environmental laws and programs cleaned up the Potomac River and waterfront, more people than ever seek outdoor recreational opportunities on the river. Dozens of new programs have started rowing during this period throughout the metropolitan region, many drawn by location to the upper tidal Potomac.

While we recognize that thought needs to be given to managing land-based activities through the NMBZ, such as pedestrian and bicycle use, we see this small area as essential and without reasonable alternatives to serving the growing rowing and paddling population. The National Park Service has indicated that expansion of the Thompson's facility is not part of its current plan and does not indicate any other areas that it would deem suitable for boathouses, thus we conclude and urge very strongly that water-dependent uses in the NMBZ requiring a shoreline location to access the River be given significant priority over land-based activities. In our opinion, there are alternatives readily available for those land-based activities, and they can reasonably be made compatible with a slight increase in numbers of boathouses on the shoreline. We note in particular that proposed collegiate boathouses would serve student athletes who live on nearby District campuses and would be arriving on foot or by bicycle to these locations. The presence of these boathouses in the NMBZ would not add significantly to the volume of vehicular traffic on Water/K Streets or interfere with bike and pedestrian uses.

Given our experience with both rowing and paddling sports in the region, we would say that rowing is the most underserved in terms of facilities. Team rowing shells average 40 feet up to 65 feet in length. They are made of materials that degrade if exposed to the elements for long periods, and are not easily carried on a daily basis to a launch area. In contrast, the Washington Canoe Club has a relatively small number of competitive paddlers at all age levels. The WCC facility is complemented by rental facilities and private racks at Jack's Boats, Thompson's and Fletcher's. Rowers have only Thompson's or Potomac Boat Club, both at capacity or greater. For these reasons, we do not support using site A or C for a new canoe/ paddle sport-only(i.e., canoe, kayak, paddleboard, dragon boat) facility, believing that those users can readily be accommodated at existing facilities, in particular by a restored Washington Canoe Club, which owned and operated by NPS.

The National Park Service has conducted a substantial number of studies of where and how to add more rowing boathouses. We believe this Feasibility Study needs to put in place a strong assumption of the viability of new rowing facilities at each of the 4 new locations (A, C, D, and E) and restoring and expanding use of WCC for paddling at site B.

In the future, we would encourage the Service to consider renovations and expansion opportunities at the Thompson's Boat Center, including better use of surface parking and underused grassy and gravel areas along Rock Creek Parkway for new boathouses. We also think the Service could creatively rethink the current mix of passive and active uses of waterfront in West and East Potomac Parks where more opportunities for paddling access could easily be accomplished with the addition of relatively low cost floating docks or put-in ramps cut into the existing seawalls. However, for the moment, we urge the Service to settle on this NMBZ and allow long-overdue and reasonable requests for new rowing boathouses to proceed.

Thank you for the opportunity to comment.

Sincerely,
Erik Meyers, President, Potomac River Sports Foundation

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 41**

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Status: New Park Correspondence Log:
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Correspondence Text

Hi and thanks for the opportunity to comment. I may submit additional comments later.

1. I'm very supportive of the non-motorized boathouse zone along the Georgetown waterfront.
2. I do have a concern that the scope of the zone is too limited. I would like to see it extended from Memorial Bridge upriver to the fall line.
3. I noted on one map that the Mount Vernon trail was shown, but not the Potomac Heritage Trail on the Virginia side. The PHT extends from Key Bridge to Chain Bridge. It should also be shown on the map for completeness.

Thank you.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 42**

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Correspondence Text

Dear Sir/Madam,

I would like to voice support for the NPS plan for further analysis for development of a non-motorized boathouse zone along the Georgetown waterfront. The rowing community is desperately short of resources in the DC area - with Thompson Boat Center being the last constructed boathouse over 50 years ago. At the time, there were only 3 school rowing programs in the area and that has expanded tenfold since then, but with no additional boating areas.

I would strongly encourage further review and development of the sites to support non-motorized boating areas along the Potomac.

Yours faithfully,
Nick Davies

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 43

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Status: New Park Correspondence Log:
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Notes:

Correspondence Text

I have been rowing in the Washington DC community for almost twenty years. Rowing is one of the highlights of my life. It is how I start most days in a city with two rivers but not much activity centered around the rivers except if one has the privilege to be on one of them.

There has been increasing demand on the rowing community. My boathouse always maintains a waiting list for interested rowers. Establishing another boathouse would alleviate the wait some rowers must sustain to enjoy being on the river on a regular basis.

The rowing footprint is an environmentally responsible one. We are interested in sustainability for the environment and enjoying the gift of the river and wildlife. And it also contributes to maintaining a healthy lifestyle.

I hope the Park Services will see its way to permitting additional facilities for rowing and other non-motorized activities. Thank you for considering my comments.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 44

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/19/2013 Date Received: 05/19/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to express my strong opposition to the proposal to build a large boathouse inside the C&O Canal National Historical Park.

This beautiful public park and the flora and fauna that live within are already facing a range of serious threats linked to their proximity to developed urban areas. Building a large public structure inside the park would further compromise this already at-risk area.

There is no justification for allowing further private development within the C&O Canal National Historical Park. Any new structures inside the park should serve the public at large and be operated by our National Park Service.

Situating team-rowing facilities inside the C&O Canal NHP would subject the park's delicate ecosystem to a daily onslaught of additional noise and human activity. Any new facilities for multi-person racing hulls should be created outside the park and the public area it protects.

I support and urge you to adopt the "low density" scenario as it is the only one of three described in the study that protects the natural resources of the park as well as scenic views.

A large, intrusive private structure such as those described in scenarios 1 and 2 has no place in this extremely important and all-too-rare public space. It would further compromise and threaten natural resources in the park and boost congestion on the already crowded Capital Crescent Trail.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 45**

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/19/2013 Date Received: 05/19/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Sirs and Madames

I am against the use of the US Parkland for any purpose that does not permit the general public to participate in its use or the right to move on and off the property. The Georgetown U wants to build a private boat house for the use of its private members and to exclude the general public. Shame on Georgetown U.

Let Georgetown U build its boathouse to fit the land it already owns or on land it can purchase from non Parkland holders.

Georgetown U is using influential attorneys and self interest groups to wear down the supporters of the public interest. I hope they are not successful and I hope the Park Service is strong-willed enough to dismiss them and stand up for the general public and the citizen users of the C&O Canal and the C&O canal trail

Sincerely,

Robert D. Rakes

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 46**

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/19/2013 Date Received: 05/19/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Hello,

I agree that a non-motorized zone on the Georgetown Waterfront would help promote more usage of the water by more people. I think that motorized boats provide recreational activities for few where canoes, kayaks, rowing boats, stand up paddle boards and other craft let more people enjoy the water with less impact to others. In addition, non-motorized craft also create less environmental impact and are quieter.

The use of motorized launches are useful to coach non-motorized craft, perhaps they can be powered by electric motors to lessen the environmental impact.

Sincerely,

Sean Durkin

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 47

Author Information

Keep Private: No
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Organization: WeCanRow DC
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/19/2013 Date Received: 05/19/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

WeCanRow DC (WCR) is a volunteer directed, not for profit, educational and support organization offering breast cancer survivors an introduction to the sport of sweep rowing, and continuing recreational and competitive rowing opportunities. Our organization rows out of Potomac Boat Club and we strongly support the approval of a nonmotorized boathouse zone along the Georgetown waterfront. Nonmotorized boats, such as Rowing shells, offer participants moments of peaceful enjoyment on the river surrounded by gorgeous scenery and abundant bird life. Motorized boats disrupt the peace of the environment and they disturb the water for nonmotorized boats. Even though no-wake zones have been designated, some boats do not honor this restriction. Also, the motorized pleasure boats anchored along the Georgetown waterfront near the boathouses block traffic and obstruct views of other nonmotorized boats crossing a course. This is a dangerous intrusion.

Please designate a long stretch of the Georgetown waterfront as a nonmotorized zone.

Thank you,
Tina Cleland
President, WeCanRow DC

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 48

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/19/2013 Date Received: 05/19/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I favor the accommodation of more rowing, relief from crowding at Thompson's and construction of more capacity to enjoy the Potomac River. I work in DC and treasure the gift of the river as a respite from the city to access nature so close at hand. I support any action to this end.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 49

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/19/2013 Date Received: 05/19/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

WeCanRow DC is supporting medium density development of the Georgetown Nonmotorized Boathouse Zone. We are concerned about parking issues in all scenarios, but this is most serious for the high density development scenario. The low density scenario does not develop Site A which is calling out for a boathouse.

The medium density option will increase the capacity for indoor training and outdoor recreational and competitive rowing as well as storage of rowing shells larger than singles.

Thank you,
Catherine F. (Tina) Cleland
President, WeCanRow DC

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 50**

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/19/2013 Date Received: 05/19/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am for it.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 51**

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/19/2013 Date Received: 05/19/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have rowed the DC area since 2005. I support the 2 second plan/medium density for development because parking for anyone who uses any of these rowing venues is parking.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 52

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/20/2013 Date Received: 05/20/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Reference is made to the questions for the Park Service submitted as a comment on 5/16/13 (Comment ID 856255-53024/32). Here's another question for the Park Service.

7. I understand that the Park Service has entered into a two-year concession contract with B&G Outdoor Recreation, Inc., that is currently operating at Site D as Key Bridge Boathouse. Would this contract preclude relocating Key Bridge Boathouse from Site D to Site C, now or after two years? Please amplify

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 53

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/20/2013 Date Received: 05/20/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Reference is made to the questions for the Park Service submitted as a comment on 5/16/13. Here's another question for the Park Service.

7. I understand that the Park Service has entered into a two-year concession contract with B&G Outdoor Recreation, Inc., which is currently operating at Site D as Key Bridge Boathouse. Would this contract preclude relocating Key Biidge Boathouse from Site D to Site C now or after two years? Please amplify.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 54

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/20/2013 Date Received: 05/20/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form

Notes:

Correspondence Text

As a new rower, I find current accommodations extremely crowded and therefore favor the development of additional sites to provide more capacity.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 55

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/20/2013 Date Received: 05/20/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The waterfront should be reserved for it's rightful residents: rats, homeless people, and garbage. Why on earth should we clean it up with a pristine boathouse that will help DC build a waterfront to rival Philadelphia and Boston?

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 56

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/20/2013 Date Received: 05/20/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The low density plan is feasible for providing much needed boating facilities for the public and universities. Other plans will certainly receive strong opposition from the public.

Site E is ideally located for new boathouse construction. It has never been the subject of open public review. Site A, in the C&O National Historical Park, must be protected from development--attempts by NPS to consider private development have been hotly contested by the public and many organizations. Such opposition will certainly continue and will no doubt succeed in the end.

I note that NPS still considers "proposals for one or more land exchanges for boathouses." If such an exchange is made, the TRUE VALUE of the properties to be exchanged must be comparable--in contrast to earlier notions regarding Georgetown University's miniscule sliver of riverbank upstream proposed in exchange for an exceedingly valuable property in the Park.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 57**

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/20/2013 Date Received: 05/20/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am a kayaker who owns her own kayak and would like to speak in favor of a public car-top launch site in the nonmotorized boathouse zone. Many paddlers, such as myself, own our own kayaks and store them at our homes. Therefore, in conjunction with such a launch site, parking close to the launch site is absolutely necessary. Kayakers could apply for annual parking permits for a limited fee, so that the lot would not be used for general Georgetown Waterfront parking.

This concept seems to be in keeping with Development Scenario 2 - Medium Density, assuming that the boat launch described for Site A and the Parking described for Site C would be available for kayakers who are not members of the Washington Canoe Club.

Kayaking members of the public really only need: 1) a very inexpensive launch site (even a sandy beach will do); 2) parking nearby that does not cost \$25/day; and 3) and toilet facilities.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 58**

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/20/2013 Date Received: 05/20/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Though I live in Washington State, I've been a user of the C & O Canal NP for a number of years.

I strongly oppose the projected boathouse that Georgetown U. wishes to build on a portion of the Park and towpath.

Why can't GU build the boathouse downstream from the Park? And why should a private entity be allowed to take valuable recreational land from the general public?

My concerns will also be transmitted to my Senators and Representative.

Thank you.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 59**

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/20/2013 Date Received: 05/20/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a former rower and rowing coach for both Georgetown University and Potomac Boat Club, I wholeheartedly support the general conclusion of NPS's Feasibility Study for the Nonmotorized Boathouse Zone on the Georgetown waterfront - that future rowing boathouses should be located on the Potomac River in Georgetown. While I might quibble regarding whether the boathouses should be at the eastern end of the Zone or west of Key Bridge (my preference), the most important point is that new boathouses be permitted on the Potomac in Georgetown.

My reasons for supporting additional boathouses in the Zone include:

- Rowing has a long and storied history on the Potomac, dating back well over 120 years;
- During the past 120 or so years, other boathouses once dotted the Georgetown waterfront, and many were found within the Zone;
- The popularity of rowing at all levels on the Potomac in Georgetown - high school, college, club - and for both recreational and competitive purposes - has grown exponentially over the last 25 years, but boathouse space has not increased, severely straining existing facilities;
- Space at existing facilities in Georgetown - Thompson's and Potomac - is so limited that shells are stored outdoors, exposed to both the elements and possible vandalism;
- More boathouses will provide even greater access to the sport for enthusiasts and newcomers of all ages and income levels; and
- The beauty of the sport adds to the aesthetic appeal of the waterfront in Georgetown.

The need for additional boathouse space is acute. I enthusiastically support the Study's conclusion that future rowing boathouses should be located on the Potomac River in Georgetown.

Sincerely,

Peter J. Bautz

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 60

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

COMMENTS OF THE WASHINGTON CANOE CLUB ON THE GEORGETOWN WATERFRONT NONMOTORIZED BOATHOUSE ZONE FEASIBILITY STUDY ? MAY 2013

The Board of the Washington Canoe Club appreciates the careful consideration of the many years of input and many viewpoints on this zone, which are for the most part well reflected in this final feasibility study. Our comments:

- 1) We generally support the Low Density scenario.
- 2) We appreciate the prominence the study gives to the restoration of the historic WCC; all three development scenarios list this. We believe, though, that the appropriate term for the future of the WCC is "restoration" of this nationally-recognized historic structure, not "reconstruction" which used in the study.
- 3) We are concerned that the sensitive natural, historic, and cultural resources within the C&O Canal NHP be fully protected. Only the Low Density scenario assures this. The Medium and High Density scenarios would allow for some development upstream of WCC.
- 4) Congestion and conflicting uses at the trailhead Capital Crescent Trail and the Aqueduct Arch currently create a logistical nightmare and serious safety concerns. . The Low and Mid-Density solutions begin to address these concerns, but the High Density solution would exacerbate the issue by building additional boat houses and introducing more users west of the Arch.
- 5) The study needs to acknowledge that vehicle access and parking for the WCC for special events and boat drop-off

are essential to club viability. We support the parking proposed in the Low and Mid-density options. Even a modest amount of new parking would help alleviate a critical shortage for those users of Jack's, PBC, and WCC (and any new facilities) for which public or self-propelled transportation is simply not an option. NPS should also be working with the city (for both the short-term - during the duration of the Feasibility Study - and long-term) to make additional parking available along Water St.

6) Though we do not favor either high or medium scenarios, we support the concept of more daily boat rental space in site A/ However, we do not believe additional private boat storage at the proposed facility is needed as WCC, PBC, and Thompsons each offer and will continue to have considerable capacity to meet this need.

7) WCC would like to see a substantial public bathroom facility included as part of the final design/plan, similar to the installation at Fletcher's boathouse. For many years, right up to the present, WCC is the default bathroom facility for users of the Capital Crescent Trail and other waterfront users, straining our limited facilities (which are currently just one porta-john).

8) We are pleased that all three scenarios insure that recreational use of the Potomac corridor by a diverse user group ? paddlers, high school and collegiate rowing programs, and bicyclists and pedestrians - will be improved.

9) We are very disappointed to see on p. 21 so few of our recommendations for paddling facilities (which we submitted to NPS on 3/29/12 as our comments on the NMBZ Study) included in the list of "Desired Features of Paddling Facilities". There were at least 8 significant points we raised which are not reflected here and should be, to give full picture of what is need in paddling facilities. We would be happy to resubmit those.

10) We continue to think that the absence of Thompsons Boat Center from this study and consideration of boating facilities on this part of the Potomac is a serious error; to make this study comprehensive and realistic, the capability of the Thompsons site (including possibly constructing a larger facility) is essential

Corrections and Question:

- P 10 (also p. 47) ? the report incorrectly states "?Washington Canoe Club (the building and land are owned by the NPS)". The WCC does not dispute the ownership of the land, but the ownership of the building remains in question. NPS and WCC have been cooperating on a couple of projects recently while leaving the issue of building ownership not fully resolved.

- P 26 ? the report incorrectly states that the WCC structure was built in 1896. WCC records and history date the beginning of construction on the structure as 1904 or 1905; some accounts have the building completed in a year or two, others list the building as being completed in 1915.

- P. 27 - Correction needed: the photo on page 27 is probably not the WCC as: a) the building has not turrets, which we believe were part of the original architecture, and b) the building was built between 1904-1915, well after the "1890's" listed in the caption.

- Page 60 - We are confused by the statement on p. 60 (as part of the "medium density" scenario): "Site A could be developed as an expansion of the operation of the Washington Canoe Club structure with parking and drop-off provided on Site C for both sites." WCC has always operated as a volunteer run community paddling club. What change in operation is contemplated? Have conversations occurred, or will they occur, with WCC on what this option might mean? Will WCC have input into a decision on this?

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 61

Author Information

Keep Private: No

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Organization:

Organization Type: I - Unaffiliated Individual

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 05/21/2013	Date Received: 05/21/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 62

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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 05/21/2013	Date Received: 05/21/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Thank you for the opportunity to comment. I participated in the rowing program at Georgetown in the 1980's and it was a formative experience for me, not only from an athletic perspective, but it gave me a unique appreciation of the

waterfront, the Potomac River and the surrounding wildlife. After reviewing the Feasibility Study, I like all sites (A, C, D and E) identified for rowing boathouses. I also support designating the Nonmotorized Boathouse Zone and proceeding as quickly as practicable to designate sites for both Georgetown University and George Washington University. Georgetown University's history on Georgetown's Potomac River shoreline dates back well into the 19th century and is a defining element of the university's character. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone, so it seems as if this issue can be resolved without delay. More study after 8 prior studies and 30 years would be unwarranted and wasteful.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 63

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Sir/Madam

"I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I strongly support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. I am a rower, having rowed for Georgetown as well as to the present day. Boathouses most definitely enhance the character of a city while having a minimal/low intensity impact upon the environment. Look at cities such as Philadelphia, Boston, and London as prime examples. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted. Both projects are also very positive for the economic and jobs environment, as you have at least two Universities ready to spend significant funds creating new sustainable infrastructure. It is time to move forward, without delay.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 64

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The purpose of these comments is to support the proposed approval of additional rowing facilities as proposed by Georgetown University. Rowing provides an excellent opportunity for high school and college students in the Washington, D.C. area and the proposed facility would enhance these opportunities for these young people with little or no adverse impact on the river, the park land or the park users.

As a former member of the Potomac Boat Club and as a former rowing coach for both JEB Stuart H.S. and Georgetown University, I am personally familiar with the location and the activities at the existing rowing facilities. I am a registered Professional Civil Engineer in Washington, D.C. and received a Master's Degree in Water Resources Management from Catholic University.

The approval and subsequent development of the proposed additional rowing facility in the Key Bridge area would enhance the recreational opportunities for many people with virtually no adverse impact on the land based users of the Park Facilities. The students using the facilities would not cause any significant increase in vehicular traffic or parking demand since almost all of the students would walk or cycle to the boathouse.

I encourage the NPS to approve the proposed rowing facility for the benefit of the youth and with no significant adverse impact on the Park or the users of the land based facilities.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 65

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Organization Type: I - Unaffiliated Individual

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Correspondence Information

Status: New Park Correspondence Log:

Date Sent: 05/21/2013 Date Received: 05/21/2013

Number of Signatures: 1 Form Letter: No

Contains Request(s): No Type: Web Form

Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Boathouses add life and beauty to a urban waterfront area, as is seen by examples in Philadelphia, Boston and many other waterfront cities. Please allow Georgetown and other organizations to bring that renewed life to the Potomac river waterfront area. As a former member of the Georgetown University Rowing Team, I experienced first hand the joy and beauty of rowing on the Potomac River. As a recent resident of the District of Columbia, I am impressed with the transformation that has occurred at the Potomac Riverfront Park in Georgetown. I know that the addition of a beautiful and functional boathouse will be a welcome additional to that ongoing transformation, and would in no way contend with the mission of the National Parks Service in preserving the natural ecosystem and ecology.

Please allow the Georgetown University Boathouse plan to go through unabated. The delay is hurting the students, the University and most importantly the community.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 66

Author Information

Keep Private: No

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sites for Georgetown University and George Washington University. The historical basis of Georgetown University on Georgetown's Potomac River shoreline dates back well into the 19th century. Georgetown and George Washington have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. Given that there have been eight prior studies consuming approximately thirty years time, further studies would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 68

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I support the Boathouse Zone concept. Do not have enough of a background to weigh the relative merits of the discrete sites in the Zone. Whatever site the Service designates in the Zone is fine.

I run on the Towpath and canoe on the Canal. I grew up in Philadelphia, where Boathouse Row on the East River Drive is one of the centerpieces of the Schuylkill riverbank.

Now that the Waterfront Park is in place on the Potomac, the Zone would be a welcome next step.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 69

Author Information

Keep Private: No
Name: P Heifetz
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear National Park Service:

I graduated from Georgetown University in 1987, the same year that the feasibility of a boathouse began to be assessed in earnest. I was a member of the crew team all four years, and I felt an immense bond with the river and its surroundings during that time. I am very pleased to hear that this study is finally complete. Although I am no longer resident there, I wanted to comment that all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses are excellent and would be a very important and eco-friendly addition to the waterfront. I strongly support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 70

Author Information

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Rowing and other nonmotorized boats is growing every year in the DC area, and the current boathouses are over capacity. The establishment of this zone and boathouses for Georgetown and GW will help create more space that is desperately needed for people to enjoy the area along the Potomac in a way that benefits the entire community and city- for people affiliated and not affiliated with the universities.

As someone who has rowed for Georgetown, coached for multiple programs in the DC area, and been a resident who has enjoyed the Potomac, Canal paths and more- this would be something that would great enhance the area and provide enjoyment for a number of people. In no way would this detract from use of the canal paths and other areas for anyone- the general public will benefit.

This has been studied thoroughly and it is now time to act.

Thank you for your consideration.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 71

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am a former Georgetown rower (1997-2001). It was the beauty of the Potomac and the appeal of spending time out on the river and along its banks that attracted me to rowing in the first place. I was told early in my time at

Georgetown that the boathouse would be completed by the time I finished at Georgetown. Clearly this is not the case. As great as my experience was with Georgetown crew, it would be much better for future generations of rowers to have a new boathouse. This would only add to the beauty of the Potomac.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 72**

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

30 more years of study of this issue -- seems excessive. I am in full support of adding boat houses to the Potomac for both universities. like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 73**

Author Information

Keep Private: No

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Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To Whom it May Concern,

I am an alumni of Georgetown University and former member of the University's varsity heavyweight crew team. Rowing at Georgetown was an incredibly positive experience for me and I am writing to express my support for moving forward with building a boathouse for Georgetown.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Thank you for your consideration.

Brian Gallagher
Georgetown MSB'10

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 74

Author Information

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Boathouse Zone. More studies after 8 prior studies and 30 years would be unwarranted.

As a resident of Georgetown for four years, it has been remarkable to see the waterfront transform from a forgotten piece of the city into the wonderful park it is today. Please continue the advancement and development of this treasured piece of our nation's capital. I support permitting Georgetown University to swap its existing valuable shoreline property for a site in the Nonmotorized Boathouse Zone.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 76

Author Information

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 77

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am a long time resident of the District of Columbia who is an active user of the Capital Crescent Trail for biking and walking. I am very concerned that a new private development will have a negative effect on the trail and the C&O Canal Park more broadly. This is a unique feature of our city, one that offers a wide range of people a place of quiet and beauty and recreation. Please do not allow it to be compromised. I do not support ANY new private development within the C&O Canal Park. I would only support a carefully considered facility that serves the general public and which is operated directly by the NPS or a well vetted concessionaire.

Thus the "Low Density" scenario is the only one of the three scenarios on the study that I support.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 78

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

During my years as student-athlete rowing at Georgetown I took great pride in representing my university, my DC community, and the great traditions of rowing on the Potomac. It's not always the quietest water, but with DC's incredible landmarks and architecture it is certainly a beautiful place to row.

I believe Washington DC's Potomac waterfront would be significantly further improved if more boathouses were authorized for construction in sites A, C, D, or E (as indicated in the study).

Philadelphia's Boathouse Row has positively defined and purposed the Schuylkill River for generations. Washington DC should do the same and allow Georgetown and GW to build boathouses on the Potomac without further delay and more studies. Both universities are willing to exchange valuable waterfront property they own to build and operate within the sites controlled by the National Park Service.

Please allow our universities to build on these sites and compete on the national stage: I have every confidence that Georgetown and GW will represent the District of Columbia community well.

Best,
Erik Hess

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 79

Author Information

Keep Private: No
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Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am a former student and rower from Georgetown University, SLL 82, and there has been talk since I was a student, over thirty years ago, of building a boathouse for crew members. I think it is about time studies were over and a boathouse is built.

This seems like a long time to wait.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Sincerely,
Christine L. Bray

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 80

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

From 1990 to 1992, I rowed for Georgetown University out of Thompson boathouse. My rowing experience at Georgetown had many positive outcomes including many life-long friendships, good physical and mental health, the pride of accomplishment, and the fellowship of being part of a team.

Having rowed in high school in Pittsburgh, PA and on many other water bodies up and down the east coast at various collegiate regattas, I can say without hesitation that the Potomac is one of the best non-motorized boating rivers, both in terms of water and wind conditions as well as sheer beauty.

Rowing has a long and storied place in the history of Washington, DC and Georgetown in particular. That history should be celebrated and enhanced, and current recreational demand met, through the designation of the Nonmotorized Boathouse Zone and the selection of the high density alternative.

After 30 years of study, the NPS should move forward on this designation and development and not delay action any further.

I would also encourage the NPS to undertake a land exchange with Georgetown University so Georgetown can build a boathouse within the Nonmotorized Boathouse Zone and the NPS can acquire an important upstream site and associated easement from Georgetown University.

Thank you for your consideration of these comments and again, I encourage selection of the High Density alternative.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 81**

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 82**

Author Information

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Status: New	Park Correspondence Log:
Date Sent: 05/21/2013	Date Received: 05/21/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

I rowed at Georgetown University when I attended as an undergraduate student. My experiences as a rower are some of my most treasured memories of university and I fully support any plan that allows GU and GW students to continue rowing.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Sincerely, Alison Dilworth

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 83

Author Information

Keep Private:	No
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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 05/21/2013	Date Received: 05/21/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

As someone who has gone through Thompsons boat center as both a collegiate and high school rower, I know the place quite well. As with anyone who loves something, it brings me great joy to see the increasing popularity of the

sport in Washington. New programs seem to be growing to sizes never imagined, taking kids off their coaches and putting them into a boat where they learn about teamwork and how to push themselves past anything they thought physically possible. It seems obvious that it is in everyone's interest to not impede the growth of such a wonderful sport in our city. Why prevent kids from experiencing the outdoors because there are too few boathouses to row out of? Granted, my viewpoint is biased, but I see so much potential for the development of a fantastic waterfront atmosphere in Washington that would bring to joy and benefit to many. From what I have heard, this is the 8th study that has been put together. This doesn't, to me, seem to be the best use of valuable park service resources. Please give myself and my high school friends the opportunity to better use the Potomac as a way to interact with nature in the concrete jungle that we seem to be living in today.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 84

Author Information

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 85

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I was in the College when we started the rowing program in 1963. It is a great sport and it has been a great program for the University. I still remember the crowd when the varsity rowed against Ratzburg, the German crew who were the defending Olympic Champions.

Thus, when the University, about 20 plus years ago said that they wanted to raise money for a Georgetown Boathouse, I was a supporter. I hope than whenever it does get built folks will remember that I contributed \$25,000.00 for the Women's lockers. That seems like a very long time ago and I can appreciate that the National Conservancy and others were rightfully concerned back then that such "boathouse" be done properly.

Given the fact that there have been seven or eight studies to arrive at the current proposal, I do not believe that we need another. I believe that the University is willing to work within the framework outlined in the current study and I would certainly love to see a Georgetown Boathouse in my lifetime.

Respectfully submitted,

Vincent E. Gallagher
College 65

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 86

Author Information

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Contains Request(s): No

Type: Web Form

Notes:

Correspondence Text

The comments in this letter are in support of the proposed Georgetown Waterfront Boathouse Zone. The planning and comments for this concept for many years has been extensive and well thought out by many knowledgeable individuals.

Since the 1960's, I have been a rower and a coach on the Potomac River and have witnessed, as has the Park Service, the enormous growth of recreational and competitive users of the River. This growth quickly filled the old Gallagher's Lumber Yard (Swedish Embassy) with shells. That space has been eliminated in the face of huge growth, participation and interest. Congestion at the Thompsons nexus has created much wasted time and unneeded aggravation to our local River users. All of these thousands of River users are totally water dependent. The study did not fully take into account a high priority for water dependent users while non-water waterfront users have gone from planning to completion during the thirty plus years of NPS studies for water dependent users. River users have experienced growth and loss of space during the past thirty years. It is time for the NPS to take action.

The Study does not address the concept that the Boathouse Zone actually needs to be larger for the needs of the current users, not to mention the future users. The student groups that will largely use these boathouses and they use bicycles and walking as a mode of transportation and create no parking issues.

It is well past the time for the NPS to stop being part of delaying the creation of more boathouses and take positive supportive actions. There is extensive public demand represented by real people attempting to use the river in an uncomfortable and congested environment.

Sincerely,

Frank Benson

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 88

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No

Contains Request(s): No

Type: Web Form

Notes:

Correspondence Text

Some background: My parents met and married in Washington, I was born in Washington, I lived there while attending Georgetown and after graduation. While I lived in the city I rowed for Georgetown, canoed to the Watergate concerts and hiked along the canal.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating a Nonmotorized Boathouse Zone and proceeding as quickly as possible to specify sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone.

There have been eight over the last thirty years. I don't think more are necessary.

Thanks for your consideration.

Sincerely,

Townsend Walker

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 89

Author Information

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Correspondence Information

Status: New
Date Sent: 05/21/2013
Number of Signatures: 1
Contains Request(s): No
Notes:

Park Correspondence Log:
Date Received: 05/21/2013
Form Letter: No
Type: Web Form

Correspondence Text

Hello,

I wanted to write and share my opinion regarding the Georgetown Nonmotorized Boathouse Zone Feasibility Study.

I rowed in the Varsity program at Georgetown University in the fall of 1998. One morning on the way to practice, I was injured in a bicycle accident very close to Thompson Boat Center. The injury was career ending and I ended up in the hospital for 7 nights. During my stay in the hospital, I'll never forget the visit from a foot surgeon where amputation was discussed. Thankfully the doctors were able to spare my foot, and I spent the next 9 months in intensive physical therapy.

The fact is if Georgetown University had it's own boathouse closer to the university, I would have traveled a shorter distance biking to practice in the mornings. Less distance traveled on a bicycle that morning would have unequivocally lowered the risk of injury en route to practice.

As a general safety concern, when looking at this study, I can't help but think about the other student athletes who may have been injured en route to Thompson Boat Center in the past 30 years of studies, and the others who may be injured in the future from delays as a result of unwarranted, additional studies.

Consequently, I wanted to voice my opinion that I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. For the safety of Georgetown student athletes, more study after 8 prior studies and 30 years would be unwarranted.

Sincerely,
Marc Rosenkoetter
(Georgetown class of 2001)

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 90

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
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Notes:

Correspondence Text

As an past Georgetown rower, jogger, outdoor lover, and community member, I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted. Their presence in these areas would only add to the beauty and character of the Potomac shoreline without disrupting the frontage.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 91

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I support development of boathouses for the Key Bridge area. I rowed for for Georgetown in the 1960's, returned to Washington after college, and have lived here for 39 years. I live in the neighborhood and am an almost daily user of the canal and the towpath. It is important not to dealy construction any longer.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 92

Author Information

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Status: New Park Correspondence Log:

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Number of Signatures: 1 Form Letter: No

Contains Request(s): No Type: Web Form

Notes:

Correspondence Text

I want to express how important it is that we move forward quickly and with no further delay to designate sites for boathouses for Georgetown University and George Washington University. Having lived and worked in the Georgetown area for over ten years, and as a user of the canal path on a regular basis, I am in full support of moving forward with the project.

As many have mentioned, both Boston and Philadelphia have multiple boathouses in use on less water space and have been able to strike a balance between the community and those interested in boating activities, and we should be able to do the same. The overflow of rowers out of Thompson's Boathouse was exacerbated by the construction of the Swedish Embassy several years ago, and this strain continues to grow.

In regards to the size of the boathouse, it is important that any boathouse built needs to be built with generations to come in mind. The aforementioned boathouses that occupy the banks of the Charles and Schuylkill rivers have stood for nearly a century, and this project too should be able to stand the test of time, accommodating crews for years to come. After 30 years of discussion and debate around the construction of a new boathouse on the Potomac, I see no further reason for delay.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 93

Author Information

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Status: New Park Correspondence Log:

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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

"I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted."

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 94

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

My daughter was a recruited rower for Georgetown for all 4 years of her time at school from September, 2009 until May 2013. She was named Captain her senior year. We, as parents, would greatly appreciate a boathouse close to the Georgetown campus. Currently, she has to leave campus and travel through deserted streets very early in the morning and late in the evening. I believe she should be able to row in a facility that is part of Georgetown instead of having to share with multiple people and schools. They have the funding and have been trying to get this accomplished for 30 years. It would enable Georgetown to recruit better rowers if they had their own boathouse. Every school they compete with in the country has their own boathouse (with the exception of George Washington U). No other rowers have to share their boathouses with other clubs and schools.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the

Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Please give these rowers their own boathouse.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 95

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Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a former student of Georgetown, former resident of Washington D.C. and now a frequent visitor to the District for work, I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University.

Boathouse sites for these universities would provide the beginning of a beautiful waterfront similar to Philadelphia's famed Boathouse Row, where rowers launch their boats alongside runners and cyclists utilizing the adjacent trail.

The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Both universities and the constituents that currently utilize the Capital Crescent Trail should be able to find a solution that will allow for the universities to alleviate the current overcrowding at Thompson's Boathouse, and do so without restricting access to commuters, cyclists, joggers, and hikers that enjoy the trail today.

Please feel free to reach out to me for further comments or questions.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 96

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

As a Georgetown resident for over 5 years, I support and approve the complete list of sites (A, C, D, E) indicated in the Feasibility Study for rowing boathouses. I am also in favor of designating the Nonmotorized Boathouse Zone and expediting the designation of sites for Georgetown University and George Washington University. Both universities have more than adequate Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. It would seem that additional study, following some eight prior studies and three decades would be clearly unneeded an spurious.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 97

Author Information

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Correspondence Text

I am a graduate of Georgetown, and was deeply involved in Rowing in the late 1960's and early 1970's. I am strongly in favor of having Georgetown build it's own boathouse, and have followed closely the efforts and developments of the past 25 years or more in hoping to establish it's own boathouse along the Potomac. This comment is in favor of proceeding with the carefully thought out plans for a Georgetown Boathouse. I am excited that this may come to fruition in the next several years. I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 99

Author Information

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Status: New Park Correspondence Log:
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Notes:

Correspondence Text

I offer a unique perspective on rowing on the Potomac River. I am from a rowing family -- 6 of my siblings and I rowed for Washington-Lee High School, Potomac Boat Club (PBC) and/or Georgetown University. I rowed for all three. I have also coached Women's Rowing at several locations(on the Potomac, the Charles River - Boston, and the Orange River - FL) cited in focus groups as comparators for boat traffic and etiquette. As a management consultant I have seen the values and strategies team sports instill implemented in the workplace. There are very few athletic sports that require the dedication, dependency, teamwork, and interrelationships rowing demands.

I strongly support the Nonmotorized Boathouse Zone at any of the proposed sites - A, C, D and E. Knowing first-hand

that portion of the Potomac, I believe it to be some of the safest, most accessible shoreline along the Potomac. Even if one is experiencing rough water, when winds kick-up unexpectedly while out on a row, that stretch of shoreline is easy to access and permits some of the safest docking. Issues of etiquette exist on every waterfront, and right of ways could easily be discussed/shared/implemented along that stretch for all boat traffic. Traffic patterns and river etiquette are part of the annual update at other University's with rowing programs.

There has been a sustained, high demand for additional rowing facilities for decades. I can personally recall PBC having no space for additional shells as far back as 1975! The issues have been studied, and focus groups have been held. I am writing to encourage a "can do" attitude toward the development of the Nonmotorized Boathouse Zone and the swift designation of sites for both Georgetown University and George Washington University.

When I began rowing in 9th grade at Washington-Lee High School it changed my life. Writing to ensure other student-athletes have the same opportunity is the least I can do.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 100**

Author Information

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Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
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Correspondence Text

Thank you for the opportunity to comment on this Feasibility Study for the Nonmotorized Boathouse Zone on the Georgetown waterfront. I coxed and sculled for Georgetown University from 1978-1982, and coxed for the Potomac Boat Club, starting as an absolute novice. I continued to compete in rowing for a total of 14 years, including as a graduate and masters rowing competitor, for the Cincinnati Rowing Center and the Milwaukee Rowing Club. I have two sons who rowed in high school in Cincinnati, one of whom rowed for his university in Philadelphia. I am currently engaged in the formation of an adaptive rowing program on the Great Miami River in Hamilton, Ohio, to allow people with spina bifida and other physical challenges to row in safety.

Both sons were Boy Scouts in Cincinnati Troop 6, one of them an Eagle Scout, so in addition to rowing, we have

hiked, kayaked, and paddled many great waterways throughout North America.

Based on my 35 years of rowing, hiking, kayaking, and other paddling, I can report a couple of things. First, much learning can be had on and around the water. That learning can include good sportsmanship, devotion to others, safe boating, and the development of deep environmental concern for waterways, wetlands, and shorelands. While an undergraduate at Georgetown, I had a relationship with the Potomac River and developed an appreciation for its importance to the District of Columbia, which I simply could not have enjoyed without rowing on it.

Second, the popularity of rowing, kayaking, and paddling continues to grow, especially rowing. While in the late 1970s there were scores of high school, junior, college and masters, and adaptive rowing programs, there are now hundreds and hundreds of them across our great country. This growth includes more undergraduate students at George Washington University and Georgetown University than ever engaged in their rowing programs. As a result, the Thompson Boat Center, where I learned to cox and scull, is oversubscribed. Our public leadership should work to provide practical and easy access to the Potomac River rowers, canoeists, and kayakers, so they can participate in these great sports to educate and develop themselves in this way.

Aside from the fact that many Olympic athletes have trained and raced on the Potomac River, many others have developed themselves as people on the Potomac, too. A couple of days after the earthquake in Haiti in January, 2010, I was contacted by friends in Cincinnati who had been in the process of adopting two orphans from a creche in Port-au-Prince, Haiti. One of my first calls was to one of my Georgetown boatmates, who had spent his career with the State Department to seek his guidance as to how to get these two kids, and 103 others from this creche from rubble and unsanitary conditions in PAP to their adoptive parents in the USA. My work led to me to a woman who worked for the Department of Homeland Security, who worked tirelessly to see that the children who were eligible for the DHS's humanitarian parole to the US, received it. I later learned that this DHS employee had rowed in Cambridge, MA for Radcliffe College.

Leaders in Greater Boston and Philadelphia have managed to accommodate the increase in popularity of rowing in their communities by approving and facilitating the construction of new boathouses over the last couple of decades, including the Boston University Boathouse, and Community Rowing, Inc. on the Charles and the Saint Joseph's University and Saint Joe's Prep Gillen Boathouse right along the Schuylkill River racecourse in Fairmount Park in Philadelphia. The leadership in Washington, D.C., including the National Park Service, should continue to have the vision to do the same.

I like all the sites (A,C, D, and E) shown in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as practicable to designate boathouse sites for Georgetown University and George Washington University, including exchanging their Potomac shoreline property for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after some 8 prior studies spanning some 30 years, seems unwarranted.

Thank you for considering my comments.

Respectfully,

Tim Garry, Jr.
Georgetown College, '82 (American Studies)
Cincinnati, Ohio

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 101**

Author Information

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

May 21, 2013

Mr. Peter May
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

RE: ANC3D support of the Low Density Scenario by NPS presented in the feasibility study to implement a non-motorized boathouse zone along the Georgetown waterfront

Dear Mr. May:

Advisory Neighborhood Commission 3D reaffirms its support for protecting the Chesapeake and Ohio Canal National Historical Park from private development-this time in reference to the non-motorized boathouse feasibility study that the National Park Service commenced. The boundaries of our ANC include the Capital Crescent Trail; the C&O Canal; the tow path; and the Potomac River almost up to Key Bridge. We have for years actively opposed any activity which would compromise the integrity or ecology of this treasured national Park.

Our Advisory Neighborhood Commission has gone on record with regard to ensuring the public trust of this Federal parkland. We urge the National Park Service to preserve the wooded area-the tidal floodplain just upstream of the Washington Canoe Club-land that belongs to everyone. We favor open accessibility to the property and its stewardship by the National Park Service.

At its properly-noticed public meeting on May 1, 2013, held at the American University, School of International Service, Room 333, Washington, DC 20016, with a quorum present at all times, Advisory Neighborhood Commission (ANC) 3D voted 6-0-1 to support the position of the Defenders of the Potomac River Parkland ("Defenders") and to

support the "Low Density Scenario" that does not involve intrusive development harmful to the C&O Canal National Historical Park. Three of our Commissioners Districts include the affected areas, as described above, and we have great confidence and respect for the hard work and analysis of the Defenders.

Along with enjoying the C&O National Historical Park for its opportunities for running, hiking, birding, bicycling, and boating-with Fletcher's Boat House a neighborhood amenity-our community participates in removing invasive species, conducting bird censuses, and monitoring runoff and floods. We care about this park.

The green space of the C&O National Historical Park is precious to our community. We value its character and quality, recognizing the restorative effect of nature-peace and quiet and woods and water. The historic achievement of Justice Douglas, decades ago, in preventing the conversion of the land in the nation's capital to a highway is a legacy that we seek to ensure.

We support and appreciate the conservation mission of the National Park Service, which we believe will be enhanced with the Low Density option.

Sincerely,

Penny Pagano
Chair, ANC3D

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 102

Author Information

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Correspondence Information

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Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline

date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Additionally, I would add that I lived in Washington DC 1/2 my life. I used many of the trails for running, biking and even the northern Potomac area for rock climbing frequently. We should support all reasonable positive athletic uses of our outdoor space.

Currently, I live in Suzhou, China, and the boathouse here is nicer than anything I had while I was at Georgetown. The DC area deserves landmark buildings like those in Philly and Boston that help to accentuate the positive character of the city.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 103**

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am an avid user of the C&O Canal NHP. I take a great personal interest in the park and support it as a volunteer on multiple programs in the park. I visit all sections of the park on a regular basis and appreciate it as a priceless cultural and natural resource.

I am not in favor of private development within the park. The park is a resource for all to use, and dedicated private use of any part of it is not consistent with that goal. Exclusive dedication of a section of the park not appropriate; any resources or concessions should be the use of all park visitors.

Team rowing facilities should be outside of the C & O Canal NHP. Use of special rowing equipment or multi-person shells would be disruptive to other park visitors in an already congested area.

I am in favor of the Low Density scenario in the study. This is the only scenario that offers a fair compromise and

preserves the cultural and natural resources of the park.

Thank you for the chance to offer my opinion.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 104**

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted. I graduated 45 years ago and I would like to see something happen before I die.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 105**

Author Information

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

A nonmotorized boathouse would be a welcome addition to the Georgetown Waterfront. The study makes it clear that Thompson Boat Center does not meet the needs of the many rowers who wish to row on the Potomac. A new boathouse would both enhance the waterfront and provide the necessary facilities for the community's many rowers.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 106**

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Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I support designating the Nonmotorized Boathouse Zone and a site for Georgetown University. I am a Georgetown alum and a former member of the Georgetown Women's Crew team. It was a formative experience for me and taught me both leadership and teamwork skills. It also was the beginning of lifelong friendships and an appreciation for the Georgetown waterfront. When I arrived at Georgetown, our team heard that Georgetown was planning a boathouse and we were so excited. The current facility was crowded and unclean. The bathroom stalls didn't lock and there was no ventilation during winter workouts so the dirty mirrors would fog up as we sweat. We were students, we were athletes and we were members of the Georgetown community. But we were training in a facility that was inadequate and certainly more crowded than neighboring waterfront boathouses.

The rowers who will row out of this boathouse will care about the waterfront as much as any of the dissenters commenting here. They will know the view from under Key Bridge and they will become stronger teammates and members of the Georgetown community. After graduating many of them, like me and several of my teammates will work and live in DC, Maryland or Virginia and will still care about the Georgetown Waterfront. Like me, they will visit the restaurants when the weather gets nice, and cheer for their Hoyas when they race. And like me, they will rent kayaks from one of the other boathouses and bike along the canal. Allowing Georgetown to build a boathouse means more people will care about the waterfront, not fewer.

After decades of delay, a boathouse facility is overdue. Georgetown rowing isn't a faceless entity. It has my face. It has my teammates' faces. It has the faces of this year's rowers and next year's and the year after that. And we care. We care about the waterfront and we care about Georgetown rowing. They are not mutually exclusive. What is good for Georgetown rowing can also be good for the waterfront, if you let it.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 107**

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Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

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**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 108**

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

As a former rower from Georgetown (class of 1984), I can attest to the value and education of my rowing experience. The "coming of age" experience and camaraderie I gained by rowing daily on the Potomac river as a Georgetown student are my most favorite memories. The rowers are using the river in the right way and learn the importance of hard work, team work and perseverance in the face of exhaustion and all that the river and the elements can throw at you. Please find a way to preserve the invaluable tradition of student competitive rowing by insuring there is a long term, permanent solution and home for our boathouse on the Potomac.

This problem is solvable. Lets all work together to get it done in the spirit of cooperation and mutual respect for each other.

Respectfully,

Adam G Clemens
BSFS Foreign Service
Georgetown Class of 1984

Hoya Saxa!

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 109

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Notes:

Correspondence Text

In Spring of 2012 a Master Thesis was presented at Virginia Tech School of Architecture for the repurposing of a Potomac River aquaduct which aimed at providing new access points to the river as well as accommodating bikers, hikers and environmentalists. It avoids capturing land on the DC and Virginia banks for private and restricted use. It was awarded a school prize for design and integration of multiple uses into a single structure. It appears to be a possible solution for the many competing interests who have given voice to the current concepts and may broaden the discussion to consider a new infrastructure. It might at least bring a new concept to the debate. The designer, Erik Kramer, is now employed as an architect with the San Francisco firm EightInc. They have provided much of the design work for Apple and other Pacific Rim companies. (see kramer@eightinc.com for access to url renderings)

The general concept would be to rebuild the 1840's bridge pilings that originally connected the C&O canal with the Virginia shore and form a low level structure that would connect the two shores up river from Key Bridge but between the Potomac boat house and the canoe club. At each of the abutments which are now 12' underwater a variety of structures would be built to house racing shells, other non-motorized craft, coffee house, viewing platforms, etc.

We know that many of the early renaissance towns used bridges in similar ways. This concept opens up access to a larger cohort while still providing much needed utility to the universities that bring intellectual energy and life to our town.

The concept appears to bring three primary benefits:

1. It provides "new found land" to build on. Uncontested at this point, at least.
2. It broadens the user base.
3. It might even provide new tax revenue to the City.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 110

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Date Sent: 05/21/2013 Date Received: 05/21/2013
Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

I rowed at Georgetown in 1967.

That experience and my return to the Potomac to row as well as canoe since that time has been an important part of my life.

I reviewed the NPS study and I support the Nonmotorized Boathouse Zone as designated by the Feasibility Study.

This will enhance the opportunities for many future rowers including students at Georgetown and GW to make this wonderful river a part of their lives.

Please move as quickly as possible to make this happen.

Sincerely,

John Curran MD

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 111

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after eight prior studies and 30 years would be unwarranted. Since I personally benefitted from rowing at Georgetown University I hope that the NPS can move quickly from this point to safeguard this important and historic use of the shoreline.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 112

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

As a Georgetown University graduate, former member of the crew team, and resident of Virginia I fully support the building of a new boathouse and public recreational use facility near the Key Bridge.

Despite the studies identifying only invasive species of plants, soil that is not habitable for reptiles or amphibians and that the area is not inviting for birds or many wildlife- I understand why other residents may want to preserve this wooded area defined as site A.

I also see historical value in preserving site B. There is no overstating the complexity and risks in doing anything more than preserving the Washington Canoe Club in place.

The other sites of C, D and E are the best compromises to solve the very real problem of overcrowding at Thompson's Boat Center and lack of access for the public to launch craft into the Potomac.

This process has drawn on far too long, and enough studies have been done. It is time to compromise and agree on the solution of building at least one new boathouse for the universities who will use the facility daily and year-round, as well as create an occasionally-used public access point on sites C, D and/or E.

Sincerely,
Joe Sallette

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 113

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

I strongly support designating the Nonmotorized Boathouse Zone and moving forward to identify sites for university boathouses. I rowed at Georgetown University 30+ years ago and still marvel at the strength and grace of crews on the water each time I return to Washington, DC. The NPS has before it an opportunity to help create along the shore of the Potomac something to rival the beauty and dignity of Boathouse Row in Philadelphia. The time to act on this

opportunity is now.

There is plenty of room for everyone and for multiple uses of the river and the shore. That has been crystal clear for at least as long as I have rowed on the Potomac. The issue of university boathouses has been studied and studied and studied over decades; the choices have been examined exhaustively, and further study will not tell us anything new.

I urge the NPS to move forward on shoreline property exchanges with Georgetown and George Washington and help to begin an exciting new era on the water.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 114**

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Notes:

Correspondence Text

All sites indicated in the Feasibility Study for rowing boathouses make sense. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University.

The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 115**

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Notes:

Correspondence Text

I fully support the concept of a Non-motorized Boathouse Zone and think that all the sites suggested (A, B, C & D) are viable options. Georgetown has been attempting for over 25+ years to replace their boathouse which once stood on the banks of the Potomac back in the 19th century. The University has land to swap based on an understanding with the NPS which goes back at least 25+ years. In that time rowing has continued to flourish and the Thompson Boat Center is overflowing with teams and individuals. This is limiting access to the river because of the overcrowding at Thompson's and hurting the performance of the GU crew. The only way to alleviate the over crowding and allow the programs to reach their competitive goals is to allow each university to build it's own facility in the non-motorized zone. These buildings would greatly enhance the waterfront (think Boathouse Row in Philadelphia) and allow more access to a healthy and green activity for all DC citizens. The time for studies is long past (GU has spent enough money on EIS studies mandated by NPS already). The 25+ year continued persistence of the DC area rowing community generally and Georgetown U specifically should tell you that we really need this facility and will continue to work to achieve this. Every obstacle has been thrown in our way but none of them have been legitimate reasons for not allowing GU, and now GWU, to build boathouses. PLEASE let this happen NOW. It will be good for all.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 116

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I was happy to see and greatly appreciate the National Park Services's most recent Feasibility Study for the Nonmotorized Boathouse Zone on the Georgetown Waterfront. I have followed this issue for many years and read the current postings from both sides on this website. Clearly there is a lot of controversy about the proposed building of two University Boathouses along the Potomac. I am in favor of the construction of the boathouses.

For full disclosure, I am both a rower and a cyclist. I have enjoyed countless hours on the Potomac both rowing on the water and cycling on the tow path. My belief is that both activities can co-exist without conflict as long as there is proper planning. The supporters of rowing and of the C & O canal probably have much more in common than they have differences. Like many issues today in Washington, the shared common goals are washed out by extremist on both sides.

I truly hope that this issue can be resolved. Two well built and maintained boathouses will most likely enhance the waterfront and will definitely allow for improved non-motorized use of the river. I would like to thank the National Park Service again for their persistence is trying to solve this difficult but important issue.

Pete Moley

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 117

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Georgetown rowing was a wonderful experience for myself and my fellow classmates. I was part of the men's heavyweight team. Being a member of the team was like a second family. I met my wife, a Hoya women's lightweight, at Georgetown. It is a major part of our lives. The one thing missing from our experience at Georgetown was a place we could call our own. Sharing Thompson's boathouse with several other high schools and another college was very difficult at times. Georgetown rowing is consistently in the top 20 nationally year in and year out. The program deserves a boathouse that matches the success on the water. I have been to various rivers and lakes lined with beautiful boathouses, similar to the one Georgetown is proposing to build. Boathouse row in Philadelphia, Princeton's boathouse in New Jersey and all of the boathouses along the Charles in Boston do nothing but enhance the areas they are in.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Thanks.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 118

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Correspondence Text

I am a Georgetown University graduate from the class of 2008 and a proud Hoya rower. I make no effort to disguise my allegiance or feign objectivity in this comment section. I write to give voice to what I feel has been an underrepresented and often misrepresented constituency. While some have aimed to frame the Georgetown Boathouse proposals as intrusions and a damaging blight on the surrounding environment of the Potomac waterfront,

I find this characterization disappointing and shortsighted. The Potomac River was home to me and my crew mates for four wonderful years. My best collegiate memories were made on that river, and the hours and years logged in those shells have coalesced into a strong commitment to the preservation and upkeep of the river's natural beauty. The community of Georgetown rowers wants nothing but the best for the riverfront area. As boaters go, rowers are often closest to the shoreline and to the water itself. Regularly doused by spray and occasionally submerged entirely, our teams want a clean, well-preserved environment. I have vivid memories of my freshman year, when our coach would regularly stop practice up beyond Three Sisters and ask us to take in the surroundings: the gentle waterfall on the Rosslyn shore, the bald eagle perched atop the nearby tree. The appreciation our teams have for the natural landscape of our sport runs deep - as deep or deeper than any other constituency attempting to frame us as a nameless, faceless organizational strong-arm.

Georgetown rowers are some of the hardest working, most dedicated students on Georgetown's campus. They understand the opportunity they have to challenge themselves and compete nationally, and they take tremendous pride in the hard work and dedication they put forth. This is why consistently it is the Georgetown rowing team that tops the list of team contributions to Georgetown Athletics. The men and women who go through the program understand the need for proper facilities, the duty they have to support future generations of Georgetown rowing, and the commitment to excellence we all share. The sport and the people who comprise it up celebrate active, outdoor lifestyles. We are fit, friendly, and welcoming to outsiders. I see no reason for tension to exist between the canoeing community and ours, nor is the preservation of the canal bike trail any less important to us. These are important fixtures to the Potomac life that we value highly. A boathouse does not damage these areas nor encroach on others' turf, but it does provide a necessary venue for our team's growth. The current arrangements at Thompson's Boat Center are simply not sustainable. Housing so many different crews, both college and high school, as TBC does, hinders each team and causes frustration at all levels. Without adequate space, crews are forced to practice on top of one another, and the increased traffic flow in and out of one dock space creates a bottleneck. Allowing an additional boathouse will ease this undue burden on TBC while simultaneously allowing national-caliber crews to enjoy the necessary and long-needed facilities. Not only should the local residents and larger Georgetown community celebrate these driven student-athletes and allow them a sufficient place for training, it is my strong belief that the construction of a school boathouse will encourage further outreach to the community, increase the participation in low-profile river activities (nonmotorized boating), and provide a general community gathering point.

The Potomac riverfront stands to benefit aesthetically, as much as by such community enhancements. Opening the doors of this new boathouse to spring weekend learn-to-rows, trash pick-up initiatives, and other open community luncheons are enticing benefits this potential structure allows. I am encouraged by this ongoing discussion and want to endorse building sites A,C,D, and E. I hope we can arrive at a swift resolution and move forward with decisive positive action. We have for too long stalled this action. Let us now build and grow and enhance this beautiful riverfront we all call home.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 119

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Correspondence Text

It is hard to believe that this matter, that of the development of non-motorized boating boathouses, specifically included in the Georgetown Waterfront Park Master Plan already in 1987, has been outstanding for some 26 years. I first arrived in Georgetown as a student, and rower, in 1982. Rowing represented for me and my fellow rowers, both male and female, utter unabridged joy. There is a saying by a Yale Rower from the 1950s: "There is more to life than rowing; but not much." Rowing in the Potomac was deliverance from any and all afflictions and presented one with a feeling of natural harmony even if physically hard earned; this harmony instilled in each rower a feeling of reverence for nature as each rower inevitably experienced so many early morning dawns, all different, and brilliant, exuberant evenings. To experience even one of these early morning or evening sessions is to experience nature's full unabridged glory. This applies to all rowers on the river. This reverence and respect for nature comes with the sport. So it remains, I am sure. Over the years rowing has grown and become more accessible (and more inclusive - a good thing) to young and veteran practitioners alike; all attracted to the sport, memories, camaraderie and surely the pristine location. I believe all rowers, past, present and future, are fully cognizant of the privilege that it is to row in the Potomac and of the natural sanctity of the place. Therefore, I think we can all understand those who seek to ensure that such natural sanctity remains for our own offspring and those of others. It is a noble calling and it seeks, like us rowers, to preserve for posterity what that place is like - but that place is also, and has been for so many years (centuries, believe or not), and without an iota of doubt, a place for rowing. To prevent the development of new updated boathouses, in any of the locations so designated in the study so suggested by the NPS after so many studies and consultations (which are all essentially acceptable), is to negate the Potomac its full utility and usage, rightfully earned by so many men and women over so many years. Further, the proposed few world-class boathouses will not detract but in fact enhance the place, aesthetically and functionally. There will be more orderly enjoyment. So, in conclusion, I urge all who oppose the development of much needed boathouses to acknowledge that rowers are, like you, "custodians of a place" that we all wish to preserve for all to enjoy, now and in the next century to come. I also urge all involved to accelerate the process of a final decision as delay represents a profound injustice, surely a waste of time and resources, and a disservice to rowers, all proud custodians of the Potomac.

PEPC Project ID: 39727, DocumentID: 53024
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Status: New	Park Correspondence Log:
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Contains Request(s): No	Type: Web Form
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Correspondence Text

I am in full support of designating a Nonmotorized Boathouse Zone, allocating the spaces for rowing boathouses, and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Adding additional space for rowing boathouses will solve a severe overcrowding of the existing Thompson Boathouse, which serves both university, high school, and community needs. Georgetown has shown a clear desire to work within the NPS framework to address community concerns, and is committed to constructing a boathouse that will both address a university and community need.

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

I've spent many enjoyable mornings rowing out on the Potomac, and it has brought me into contact with the city and with nature in ways I never would have explored otherwise. Study after study has been undertaken on this boathouse zone, and now it is time to stop delaying and to approve a site. More people need to have the opportunity to enjoy the river, and not from the cramped and inadequate facilities of Thompsons Boat Center.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. Also, of particular note, Georgetown University can trace it's roots on Georgetown's Potomac River shoreline date back well into the late 1700s. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted and a waste of money, resources and time.

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 124

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Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted and completely unnecessary.

PEPC Project ID: 39727, DocumentID: 53024

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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 126

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Correspondence Text

I think that all of the sites mentioned in the study(A, C, D & E) for boat houses. I would be supportive of moving to choose sites from GWU and Georgetown U. It's time to take action on this important project rather than continue to assess what is clearly a good idea.

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

Enough is enough. Georgetown University is a staple of the community and has been dragged through enough red tape. Eight studies!!! Wow! Look at boathouse row in Philadelphia. It is gorgeous and highlights the river and surrounding nature nicely. I read through the study and do not see any reason to not approve this project. Unfortunately, it appears the project has been delayed for such a long time due to affluent neighbors flexing their political and monetary muscles. Georgetown University deals with its neighbors with respect and consideration. I do not like the we were here first argument. People should be nice to one another no matter the circumstance and respect people's rights of a peaceful quiet environment. However, Georgetown needs a new boathouse and the proposal seems very appropriate to me. I am always open to hearing other perspectives but the Georgetown argument, as of now, seems like a very strong case. Good luck with the process and I hope the Canoe club will see this as a positive mutual benefit rather than someone encroaching on their private secluded space.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 128**

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Correspondence Text

Hello,

I am writing in regards to the NMBZ survey conducted and recently released by the NPS. As a Georgetown rowing alumnus, current Potomac Boat Club member, and current high school coach out of Thompsons Boat Center, I write today with a strong interest in continued development of facilities on the Potomac River in Georgetown. I fully support structures being built on all available sites (A, C, D, and E). Having read the entire report, I do not fully agree with the assumption that site A only supports a small boat facility. It would be a great service to the rowing community for both Georgetown and George Washington Universities to be able to build their planned boathouses. It will clear space and alleviate crowding at TBC for the high schools there. I appreciate your consideration.

Regards,
Joe Ledvina

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 129

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am an alumnus of Georgetown University (COL '08). I support all the sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University.

I know the historical importance of the crew team and its effect on Georgetown. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone.

I have also lived in Cambridge, Massachusetts. I have seen the beneficial, synergistic effect having a boathouse on the river has added to the environment. It is neither a blight nor a hindrance; on the contrary, it is a historic addition to the river grounds.

More study after 8 prior studies and 30 years would be unwarranted.

[Please keep my personally-identifiable information private]

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 130

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

I support sites A, C, D and E indicated in the Feasibility Study for rowing boathouses and the designation of the Nonmotorized Boathouse Zone. I support proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. As a former student and rower at Georgetown University, I can attest that the Georgetown community has had a positive presence on the Potomac River shoreline dating back well into the 19th century. Both Georgetown and GW universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years should be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 131

Author Information

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I urge the development of a responsible rowing center or centers in the NM zones identified in the report. The need for these facilities is well documented. The level of bona fide responsible stewardship that the collegiate and private rowing groups bring to the Potomac shoreline is also evident. As a rower from 1965-68, I recall the industrial uses that served the needs of that era. We now find a different set of needs, and the ability to construct appropriate rowing facilities should be given all required permits, now.

Issue the permits, please. VTY, Thomas F. Bullock

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 132

Author Information

Keep Private: No
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Gonzaga College High School Crew strongly supports the addition of boathouses along the Potomac. Other cities (Boston, Philadelphia) have embraced the addition of boathouses along their historic rivers, and in these locations, boathouses add to the richness of the area.

Given the decades spent on this topic, it is astonishing that not one single boathouse has been constructed. It is time to start acting.

We strongly support the highest density alternative.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 133

Author Information

Keep Private: No
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Correspondence Information

Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 134

Author Information

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As I interpret the document, the designated Nonmotorized Boathouse Zone is an ideal location for a college rowing boathouse with Georgetown University in the background. The picturesque area is already being greatly enhanced by the park development on the other side of Key Bridge. It's a favorite area for my family to visit on trips to DC. A college crew boathouse would add even more to the ambiance of the area.

All sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses meet with my approval. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. After 8 prior studies over 30 years, more study is clearly unwarranted.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 135**

Author Information

Keep Private: No
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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To Whom It May Concern

Whenever thinking about projects like this I think it is helpful to view it as a cost/benefit analysis. In this case it appears to me the benefits greatly outweigh the cost opponents. Developing a boathouse row facility not only greatly enhances the interest level in the area but benefits the thousands of rowers and their supporters and bystanders who will be making use of the enhanced facilities. So much of the great historical art depicts city rivers scenes full of life with active river activities. Rowing, canoeing, and paddle boats offer a terrific non-polluting, and quiet way to enjoy one of our nations most beautiful rivers. This is a unique opportunity to open up the river to many more people as opposed to "protecting" it for the privileged few. The Washington boat club has their space and do not want anyone else to share it. I think that after 8 environmental studies over the past 25 years, we can make a decision on this. The "cost" of the project will be to upset those privileged few who object to any and all expansion and the benefit is to the many thousands of people who will have a greatly enhanced experience and be able to more fully enjoy the Potomac.

Thank you for your consideration of my letter of support to move this project forward. Sincerely, Theodor Kundtz

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 136

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 137

Author Information

Keep Private: No
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Correspondence Information

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 139

Author Information

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Sites A, C, D and E in the Feasibility Study for rowing boathouses should be allowed. I support the Nonmotorized Boathouse Zone and feel that sites for the Georgetown University and George Washington University boathouses should be quickly designated.

Georgetown has been rowing on the Potomac dating back to the 19th century. The universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone.

Both universities have always shown great respect for the river and its shores; they will certainly serve as great marshalls, captains and protectors of the Potomac. The feasibility study provides clarification that the proposed sites would serve well for the non-motorized boat houses, and there will be no better tenants than Georgetown and GW.

Further studies after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 140

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I applaud the NPS for completing this study as it will be helpful to have more guidance and structure for land use and recreational opportunities in this popular areas.

I respectfully request that the area east of 34th street also be considered for structures. If that isn't possible I urge your adoption of the low impact scenario. The reasons for my recommendations:

1. The part of the C&O Canal NHP included in the feasibility study is rich in historical assets, including the towpath and the ruins of the Alexandria Aqueduct, and these features need to be the focus of the area.
2. This portion of the canal park is environmentally vulnerable and includes scenic wooded shoreline that must be preserved to reduce shoreline erosion. Accessible well designed boating facilities will help in this regard.
3. This part of the canal park is extremely popular but very narrow, presenting a danger of crowding along the canal towpath and Capital Crescent Trail, so moving new structure away from this area is the preferred alternative to avoid accidents and conflict.
4. Areas downriver from the canal park are entirely suitable for new boating-related structures and afford better vehicular access.

The C&O Canal National Historical Park belongs to everyone, not private interests - so I do not support new private facilities within the study area.

Thank you for this opportunity to comment.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 141

Author Information

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Status: New Park Correspondence Log:

Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 142

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 143

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 144

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form

Notes:

Correspondence Text

I fully support programming the Nonmotorized Boathouse Zone in a manner that promptly allows the designation of sites for Georgetown University and George Washington University. After numerous previous studies stretching over several decades, there is simply no need for further study at this point. Georgetown's multi-century rowing tradition on the Potomac and George Washington's likewise admirable rowing program are limited today by the lack of adequate facilities on the river. The feasibility study makes clear that development of new boathouses can be accomplished without any serious adverse impacts and the universities are both willing and able to develop the sites and provide valuable shoreline property in exchange for designated sites ? there is simply no justifiable reason to continue to delay this process.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 145

Author Information

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

"I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted."

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 146

Author Information

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 147

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form

Notes:

Correspondence Text

I strongly support designating the NMBZ and all sites indicated. I believe the process has gone on too long. Eight studies I count is sure to be enough data and show of support of the idea and facilities as well as the feasibility. The Washington DC, Potomac River, Georgetown University and GW histories are intrinsically linked. Each University has brought rich resources to the District of Columbia and seems willing to swap valuable river shoreline property for the NMBZ.

While challenges linger I have no doubt they will be resolved in a manner that enhances the Potomac River shoreline, the District of Columbia and the citizens of the surrounding areas.

Please designate the NMBZ and the sites for the GW and Georgetown University sites.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 148

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form

Notes:

Correspondence Text

I rowed for Georgetown from 2007-2011 and think that talks of building a boathouse have gone on long enough! We have the money, we have the space, now why can't we work together to build a place where the legacy of Georgetown Crew can continue to grow and flourish and to the best of my knowledge, not be at the detriment to the environment. Give us the tools to succeed!

Speaking of tools...the TBC erg room just doesn't cut it, especially during the winter. Come November when the days start getting cooler, the docks are pulled, the water is turned off and all that remains is the Georgetown Rowing Team to train in a 20 degree room for 4 months and use a rarely cleaned outhouse. If we were lucky we might sneak into Starbucks before practice. We all rejoiced when the days started to warm because that meant running water, rowing

on the water, and restraining yourself from pushing all the millions of highschoolers into the water!

I don't think it is asking too much for a Division 1 University team to want to distinguish themselves from the masses and create a place that allows athletes to focus on what's important - going fast.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 149

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be bullshit.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 150

Author Information

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As the parent of a rower at Georgetown University, I have followed carefully the evaluative process for a new non-motorized boathouse zone on the shore of the Potomac at Georgetown. I have recently taken the time to review the most recent feasibility study carefully. Sites A, C, D and E seem to be proximate to recreational areas, sensitive to protected areas, and publicly accessible. Having visited the area on numerous occasions, I think sensitively-designed boathouses would add a positive improvement to the area.

I believe in rowing. It is a sport that has meant so much to both of our boys' growth and development for the past six (6) years. It is clean, and it inspires leadership skills and hard work. There are few things I have seen in our nation's capital more beautiful than a crew team gliding up the Potomac under the Key Bridge with the Washington monument in the background. Boathouses facilitate that.

Most rowing teams-both high school and college-have dedicated boathouses. It is surprising to me that two prestigious Washington universities, both of whom have had roots in college rowing going back for decades and who compete nationally, operate without dedicated boathouses. I don't know of any other teams in the Eastern Association of Rowing Colleges who don't have one.

It is my understanding that Georgetown U and GWU each has riverfront property to exchange for one of the sites identified in the study. I urge you to move forward now to make these improvements to the Potomac shoreline.

Thank you for your consideration.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 151

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 152

Author Information

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Correspondence Information

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Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am among the crew that brought this fine sport back to Georgetown in 1958. From that date we have been seriously discussing the need for a boathouse of our own and most recently, the last 25-30 years, have taken it to the point of meeting and fulfilling all the inquires, studies, survey etc. etc. We are now asked to await yet a 9th study. I believe

that another study after 8 prior and 30 years would be unwarranted.

Please let us bring this to an end and allow there fine young men and women to continue their sport in a facility long overdue.

Thank you for your consideration.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 153**

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I would be in favor of any of the sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University.

Georgetown in particular has strong historical ties to the river and this shoreline. And both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone.

I graduated from Georgetown in 1999, and at that time an acceptable arrangement for constructing the boathouses was long over due. Now that I live in Philadelphia and see the vibrant high school, college and post-collegiate rowing community on boathouse row, I see what the Potomac is missing. It would be wonderful for the universities and the area for these boathouse to be built in the near future.

It seems to be inefficient and overall unwarranted to call for additional study as eight (8) prior studies have been completed plus 30 years of work.

PLEASE DO NOT SHARE PERSONAL / IDENTIFYING INFORMATION / CONTACT INFORMATION PUBLICLY.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 154**

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Friends at the National Park Service,

You may wonder why someone from Florida feels entitled to comment on this subject, but I was born in Washington D.C., spent my earliest years in the DC area and middle school at Sidwell Friends. My father, Don Cadle, was one of Georgetown University's first rowing coaches, and I myself rowed on the Potomac back in 1976 (though for Princeton, and against Georgetown and George Washington Universities, I blush to admit).

The Georgetown rowing community has waited a very long time for a good boathouse. The one built in my father's day was adequate when it was first constructed, but has long been overloaded. All the sites indicated in the Feasibility Study would serve the purpose well. I therefore ask that the Nonmotorized Boathouse Zone be designated at last and that sites from among those indicated (A, C, D and E) be assigned to Georgetown and to George Washington. Both these universities are willing to exchange Potomac shoreline property well worth having in return for boathouse sites in a new NBZ.

Those who may end up as neighbors to a new Georgetown or GW boathouse will find that crew people are accustomed to being part of a team and willing and able to work out ways to get along and prosper together. It's not time for another feasibility study, there have been plenty of those: as the old TV show said, "Eight is Enough." The hardworking young people of both universities deserve to be able to continue to pursue their idealistic calling (for rowing is that: no divas need apply) in appropriate surroundings. And crew shells don't leave wakes!

Thanks for letting an old oarswoman (and former Georgetown crew mascot) put in her two cents. I know you have a tough job to do.

Yours sincerely,

Caron Cadle

Gainesville, Florida, USA

currently Berlin, Germany

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 155

Author Information

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Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
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Correspondence Text

I personally like all the sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I heartily support designating the "Nonmotorized Boathouse Zone" and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. It is my understanding that both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. Additional study after 8 prior studies and 30 years would be unwarranted and possibly look to be disingenuous and intentionally delaying the proper decision that should be made, i.e., to designate the sites.

Furthermore, the rowing programs at each University have produced countless individuals who have a keen and longstanding interest in the environment and the Potomac due to their involvement on the water and the waterfront. A new boathouse will strengthen and further continue that byproduct of rowing. Please designate the "Nonmotorized Boathouse Zone" and proceed as quickly as possible to designate sites for Georgetown University and George Washington University rowing boathouses.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 156

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 157

Author Information

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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted."

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 158

Author Information

Keep Private: No
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Status: New Park Correspondence Log:
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Contains Request(s): No Type: Web Form

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Correspondence Text

To whom it may concern:

I'd like to say thank you for the opportunity to comment on the latest study of the feasibility of a new boathouse on the Georgetown Waterfront. It means so much to me and my team, the Georgetown University rowing program, and I hope that my correspondence, though one among hundreds of others, may shed some light on Georgetown University's stand.

When I moved in for my freshmen year at Georgetown University, I had no idea what rowing was. Somehow, I found my way to Thompson's Boat Center for my first crew practice and since then, I have unregrettably dedicated countless hours to the program. I previously called the Georgetown University rowing program my team but they are much more than that. They are, as cliché as it sounds, my family. We are a family because we are Hoyas and we represent one of the greatest cities in the world. Georgetown University is not a faceless and domineering institution to my family as it may seem to those that live around it. We proudly row for Georgetown University, a school purely invested in developing men and women for others.

Rowing has been a part of Georgetown's identity since its founding in 1876. It is and always will be a part of Washington DC's culture. My crew family and I have spent more hours on the Potomac River than most Washington DC residents will in their lifetimes. It makes perfect sense that such a substantial fixture of this city and in the lives of thousands of Hoyas throughout history have a place to call home. A boathouse is the home away from home for every rower.

Currently, our "home" is Thompson's Boat Center. As an optimist, I see TBC as having "character" and as a place I will look back on in 20 years as the decrepit - excuse me - shithole I spent 4 years hanging around with all my brothers. TBC lacks water supply to the bathrooms half of the school year and air conditioning. We have two boat bays that we must share between the lightweight men's, heavyweight men's, lightweight women's, openweight

women's, and - most inefficiently and inconveniently - local high school teams. Our erg room is a tiny worn-down room with only enough space to accommodate one of our four teams at a time. It is no way to house a competitive rowing program let alone a permanent aspect of Georgetown University's and Washington DC's identity.

When you see Georgetown University pushing for this boathouse, it is not an exercise of the school's muscle. They are fighting for the interests of an underdog. I hate to say it, and a new boathouse would undoubtedly be catalytic of our turnaround, but that's what we are. To quote a poll on row2k.com from the beginning of May 2013: "Georgetown Lightweights deserve the win. They've been through 6 coaching changes in the past 4 years, don't have their own boathouse, and are constantly pushing to overturn their underdog status. If that's not resilience, I don't know what is. My vote goes to the G130s hands down." I pray that that anonymous opinion can soon be popular opinion.

If you go to Philadelphia, Princeton, or Boston, you will see cities proud of their rowing culture evident in their simple but highly efficient and beautiful boathouses. Their pride is reciprocal to the immense pride rowers have for, not just their schools but also, their cities. Us Hoyas chose to attend Georgetown University because we love Washington DC. We spend infinite hours on a death machine called an erg, we get hungry, and we brave some awful weather conditions because when we're crushing it on the Potomac on an absolutely gorgeous day, it is all worth it. We value and respect the beauty and the health of this city more than most think we do.

Now, you wake up in the morning and endure the rush hour to work for what? To survive, and - if you're lucky - to feel that intrinsic pride of success. Rowers are the same. Rowers will wake up at 5:00 in the morning and bike to the boathouse for another session of pain and struggle before class, for a hard-fought success that may or may not come. We are full-time students, full-time Hoyas, full-time athletes and truly full-time citizens of Washington DC. Though we may not be as fast as we were in previous years, the Georgetown University rowing program will never cease. We will never give up but it doesn't help when an entire city pushes us down. I think 8 studies over the past 30 years have provided all the information necessary. On behalf of my team - my family - and all the Hoya rowers before me, all I ask for is empathy when making your decisions.

Thank you so much for your consideration.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 159**

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Type: Web Form

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Correspondence Text

I have been a District of Columbia resident for over 40 years and my wife and I often visit the area under consideration. I also served as a staff attorney for the Environmental Defense Fund and represented that organization in certain legal proceedings involving the construction of facilities on the Potomac River. I think that the development of boathouses in the area under consideration would be a positive development and I support the creation of a Non Motorized Boathouse Zone and the prompt approval of sites for Georgetown University and George Washington. The activities of rowing teams would add to the recreational and other hedonic benefits associated with the best use of this area. Boathouse Row in Philadelphia has become an iconic destination and increases the appreciation of an environmentally protected river zone.

It is important that the sound and sustainable development of the Potomac move forward so that the public appreciation of this historic resource will continue and strengthen. For that reason, promptness in the approval process is desirable in light of the fact that boathouses really present no negative impacts on the zone.

It is also important that the District of Columbia continue to experience sound development of in-city locations so as to encourage more residency in the District, less urban sprawl, and less fuel consumption in commuting. Undue delay in this regard has the effect of driving more and more activities out to the distant suburbs and producing unsustainable sprawl. In this connection, boathouses would produce a more vibrant and interesting environment in this area and would enhance the continued development of Washington as a city which is attractive for residents,

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 160

Author Information

Keep Private: No

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Correspondence Text

I support all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for the Georgetown

University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Yours truly,
Albert A. DiFiore
Georgetown University
Foreign Service 1961
Law 1964

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 161**

Author Information

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Status: New Park Correspondence Log:
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Correspondence Text

All of the sites recommended in the Feasibility Study for rowing boathouses are acceptable. I believe that a designated Nonmotorized Boathouse Zone would be very beneficial to the city of Washington, DC and its citizens- all of its citizens. The shoreline area should be opened up so that more people may enjoy that area, not just those who belong to the clubs currently located in that area. I would ask that sites be designated as quickly as possible for Georgetown University and George Washington University. Any more studies after the eight that have already been undertaken would seem to be an extravagant waste of valuable resources.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 162**

Author Information

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Organization Type: I - Unaffiliated Individual

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Status: New Park Correspondence Log:
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Correspondence Text

I have been a firm proponent of a Boathouse for Georgetown University for years. Based on this survey, I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. I know quite well that the roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. It is silly to think that more study after 8 prior studies and 30 years would be warranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 163

Author Information

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Status: New Park Correspondence Log:
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Correspondence Text

Dear NPS,

I have been a rower on the upper and lower Potomac since the mid-1970s. Since that time, even though crew has grown in popularity and expanded to numerous new high schools and colleges, there has been very little expansion of facilities on the Georgetown or adjacent waterfront lands. The result has been overcrowding of existing facilities, unsightly sheds and fenced boat yards, and potentially a damper on the total potential growth and recreational use of the river.

As one who still occasionally gets the opportunity to row with friends and colleagues on the Potomac, I wholeheartedly support the implementation of a plan to expand boathouse facilities for non-motorized boats along the Georgetown waterfront. I believe it is long overdue and will promote the sport of crew, athletic capability of our youth (and older ages), and the health and well being of DC and its waterfront.

Very respectfully,
Mark Michalowski

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 164

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Thompson's is overcrowded and both Universities have the means to self-fund buildings which alleviates impact on tax payers.

Thank you!

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 165**

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 166**

Author Information

Keep Private: No
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Washington, DC 20007
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University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted."

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 168**

Author Information

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Status: New Park Correspondence Log:
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Contains Request(s): No Type: Web Form
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Correspondence Text

Seven years ago when I was visiting college on recruiting visits, I was told by the Georgetown coaches, we have millions of dollars pledged to build the boathouse, and I was showed the designs.

In my four years as a varsity athlete at a Division I University, I trained in a shared boathouse with the rest of Washington DC. The rowing community in Washington DC deserves this boathouse to alleviate the stress on TBC. The Georgetown community deserves this boathouse. And the current rowers and squads who currently train countless hours in a building not fit for purpose, deserve this boathouse.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 169**

Author Information

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Status: New Park Correspondence Log:
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Correspondence Text

"I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted."

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 170

Author Information

Keep Private: No
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Status: New Park Correspondence Log:
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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline

date back well into the 1800s. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 171**

Author Information

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Correspondence Information

Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Correspondence Text

"I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted."

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 172**

Author Information

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I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 174

Author Information

Keep Private: No
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Status: New Park Correspondence Log:
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Correspondence Text

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PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 175

Author Information

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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. I rowed for Georgetown for 4 years. I return frequently to DC and always visit the Potomac. I recently returned to the Potomac for a rowing reunion in April 2013. During the rowing reunion, I was pleased to see many user groups enjoying the Potomac including a high school rowing regatta and a collegiate rowing regatta and support the Nonmotorized Boathouse Zone. The roots of Georgetown University on Georgetown's Potomac River shoreline date back to the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Regards, Kendra Follett

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 176

Author Information

Keep Private:	No
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Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 177

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
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Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 178

Author Information

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Correspondence Text

Please let this be the last study of this proposed plan.

The Georgetown University Boat House project has been studied beyond the point of exhaustion, and the time has come to approve the plan and move forward to build it!

Any further delay must raise the question of bad faith obstructionism.

Any of the proposed sites would be acceptable, and infinitely better than more temporizing.

Get it built.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 179

Author Information

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Name: Tom J. Brzozowski
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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 180

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 181

Author Information

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Status: New Park Correspondence Log:
Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 182

Author Information

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Date Sent: 05/22/2013 Date Received: 05/22/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

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Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 183**

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Status: New Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

A former rower, I served as President of Georgetown Rowing Alumni for two years in the late 1980s. I followed the significant efforts of several who preceded me, and did my tiny part as an unofficial advocate in support of the professional staff of Georgetown University and other rowing-related parties who shared a common goal of a rowing boathouse that would include river access for more than just Georgetown.

I offer five observations in an attempt to clear the air and allow for some common sense to rule the day:

1. Environmentalism and Shared Use: All nonmotorized boating supporters have demonstrated a distinct environmental consciousness from the beginning. Why? All were initially concerned that the river might otherwise one day become a motorboat/ yacht mess. Let's not accept any notions that any modern rowing boathouses are bad for the environment; rather, I cannot imagine a better incubator for environmentally-conscious young minds than expanded access to rowing. I keep thinking of the experience of rowing past herons by the shore amidst the beauty of the first streaks of sun breaking through the mist on the Potomac. Immersion does not get any better.
2. Access: The sport of rowing continues to grow, especially for women. Access to the uncommon qualities of the protected, upper segment of the DC Potomac river, by all metrics, is drastically limited and begs a long term solution.
3. Precedents: Having observed the construction of boathouses in public spaces, in Boston, for Northeastern University, Boston University, Community Rowing, and an expansion of Cambridge Boat Club in recent years, with

overwhelmingly (dare I say universally?) successful results, I have wondered: Can any of those opposed to the DC boathouse developments cite any precedents that should effectively postpone or even kill the current boathouse initiatives?

4. History: The history of a boathouse row in DC is not fiction; the photographic documentation is archived in the Main DC Public Library, in the Washingtoniana Special Connection. I have reviewed these holdings and encourage all to do the same. The DC boathouse row once was an uninterrupted structure that connected Potomac Boat Club to the Canoe Club, notwithstanding the old bridge base. These photos are not online, as far as I am aware. By the way, there was a boathouse row photo, circa 1920, hanging on the wall upstairs in the 1789 restaurant for many years, and might still be there.

Website for Washingtoniana Collection: <http://dclibrary.org/node/2289>

5. Neighbors: A regrettable part of the picture before us is the apparent lack of cooperation between colleges, and perhaps worse on the part of the Canoe Club and the C&O Canal Association toward fair discussions about shared uses of river access and win-win scenarios. Unfortunately, the gutter sniping carried on by some Canoe Club types about rowers has been simply an accepted fact of life for rowers for decades. I would ask Canoers: How many people actually have access to the Potomac via your club? How many of those are women, youth, minorities, adaptive types, or the underprivileged? Comparing numbers might inject some fairness to sets of "talking points" out there. As to the C&O Canal Association, they have not been fair on this topic. I would ask: Have any of their members ever experienced a regatta day in shared use waterfront parks in Philadelphia, Boston, Camden, or New York?

During my volunteer days, I was once promised an opportunity to develop an unofficial dialogue with the C&O Canal Association by one of their senior officials, after we had a positive preliminary discussion and it seemed a common vision was eminently possible. But after too many attempts, I realized the offer was purely perfunctory. I could relate, but I was crystal clear when I related to the official that rowers knew that the C&O Association's policy, that they welcomed a boathouse farther downstream was just fine, was effectively a knife being applied to our kidneys.

I regret having to share some of this, but I feel that it is time to stop the nonsense and declare misinformation off limits. Rowing has been proven, over more than 100 years, that it is the best and most environmentally sound continuous anchor use of the upper DC Potomac. New boathouses will allow many thousands who have been unfairly locked out of adequate river access for too long, especially women and the underprivileged. The use is historically grounded. The upper DC segment of the Potomac was once one of the most prized rowing venues in America. It could be again. The prospective Georgetown and George Washington boathouses will enhance the experiences of all who share the area. Stop the nonsense and get it done.

PEPC Project ID: 39727, DocumentID: 53024

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No one has more respect and concern for the health of a river than a rowing crew. The net effect of a rowing crew on any body of water is positive for the health of the waterway and its surroundings, and the Potomac River is no exception. Rowing crews clean up tons of debris from the Potomac River each year. Team members and coaches are extremely alert to any unhealthy conditions in the waterway or along the shoreline. The rowing crews on the Potomac survey the navigable waterway many times a day from the immediate vantage point of the waterline. They see things that no shore-based observer can perceive, and they take action. In addition to their daily diligence, they typically conduct seasonal clean-up tasks after heavy surges of the river. A modern facility along the Georgetown waterfront will eliminate most of the vehicle traffic that any team members currently use in order to get from the campus area to the Thompson boat center. A Georgetown facility near the Key Bridge will convey a visible commitment of the university toward the health of the river, the canal, and the park.

The NPS and other parties appear to be doing their utmost to show due diligence and analysis of all points of view. This is certainly important, but there is a point of diminishing returns and a risk of "analysis paralysis" if the authorities decide to undertake yet another new study. The studies and meetings have been going on for about 3 decades now. Please proceed with designation of the Nonmotorized Boathouse Zone, and set the conditions for a new boathouse to proceed.

Thanks again for posting the report, and for providing this opportunity to offer comments.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 186

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Status: New Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for

designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

I am in favor of all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. Having rowed at Georgetown for four years in the early 1960s out of the Thompson Boat House, I remember looking longingly at the area above Key Bridge and dreaming of how nice it would be to have a real boathouse row similar to the one found on the Schuylkill River in Philadelphia. It would be a land use in keeping with the historical nature of river and the adjacent river banks on the Georgetown side of the river. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted."

PEPC Project ID: 39727, DocumentID: 53024
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline

date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

**PEPC Project ID: 39727, DocumentID: 53024
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am strongly in favor of the move to create a non-motorized boathouse zone. This will enable the Georgetown and GW crews to vastly improve the quality of their training and afford them opportunities for better performance on the national scale. It will free up more space at Thompson Boat Center to allow for more teams to gain a foothold on the Potomac and expand the sport of rowing. It will also help develop a better relationship between the community and the river and foster a culture of sport and well-being among members of the community.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 191**

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Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses.

I support designating the Non-motorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Non-motorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Thank you for your consideration.

Mary Beth Haberkorn

PEPC Project ID: 39727, DocumentID: 53024
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Date Sent: 05/23/2013 Date Received: 05/23/2013
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The statement on page 46 that NPS has not agreed with DC Water on the placement of a tunnel drop shaft in the vicinity of CSO 028 should not be interpreted to imply that the concept has been rejected. It has not yet been studied

in detail, presented or evaluated.

**PEPC Project ID: 39727, DocumentID: 53024
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Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The plan presented as scenario 1 would be in conflict with proposed DC Water CSO Control facilities for the Potomac in the vicinity of CSO 028. A building on Site C would be in conflict with the proposed tunnel drop shaft, diversion structure and associated pipelines. Also depending on the final tunnel alignment it is likely that the future buildings on Site A and C under scenario 1 would be located directly above the tunnel.

**PEPC Project ID: 39727, DocumentID: 53024
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Status: New Park Correspondence Log:

Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I was a rower at Georgetown for four years and am looking forward to returning for my 25th reunion later this month. The Potomac is a beautiful river to row on, but the Thompson facility has become too crowded and congested. The waterfront would actually be enhanced, both aesthetically and practically, by the development of rowing boathouses on any of the sites (A, C, D, and E) indicated in the Feasibility Study. Not only would this alleviate the traffic at the Thompson location, the universities have a vested interest in making sure that any development in these new sites would be attractive and consistent with the natural beauty of the river and its environment.

I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Rowers returning for reunions like to go out on a Saturday morning row while we are in town. Although it will be nice to see friends and fellow rowers from throughout the years, I sincerely hope that this will be the last major reunion I go to where we launch from Thompson's. The study results are in, the discussions have happened, and now it's time to move ahead and create the facilities that the Potomac deserves.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 195

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Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date from the mid 1800's. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I support the Low and Medium Density Plans, which would establish a Car-top Boat Launch Area and Visitor Parking at Zone C with parking solely for public use: no reserved private (or established kayak club) parking.

I also support a shorter boat dock structure at Zone C, if there is to be one at all. The current Low and Med Density plans display a ~200' boat dock that spans the entire waterfront at this site. This is too long.

Thank you for allowing the voices of recreational and sea kayakers to be heard.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 197

Author Information

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

May 23, 2013

To Whom It May Concern:

Over 30 years ago, I grew up in Virginia, where I attended St. Agnes School in Alexandria and the Madeira School in Greenway. During that time, I learned how to sail on the Potomac River and would jog on a path paralleling the George Washington Parkway. I remember when the Chesapeake Bay Foundation among other community and business organizations focused attention and financial resources toward improving the quality of the water in the Potomac. I recall how the citizens of Alexandria recognized the value of improving the city's waterfront by approving the building of a boathouse, which is now the home of several strong public and private high school rowing teams. Later as an undergraduate and graduate student at George Washington University in the District of Columbia, I continued to enjoy jogging beside the Potomac River watching sailboats and crew boats practicing early in the morning and in the afternoon. I worked in the District during high school and undergraduate and graduate school and wondered why the District of Columbia did not follow Virginia's lead in promoting outdoor recreation on the Potomac because this encouraged people to improve the quality of the water and the shoreline. As a side note, both my uncle and mother attended George Washington University and were active alumni in supporting the university's development resulting in its international influence and prestige.

Now I am a parent of a senior on the Georgetown University Heavyweight Crew Team, which competes at the Division I level. Although he was recruited by several universities including Ivy League schools, he chose Georgetown for many reasons including his love for our Nation's Capitol. He and I had hoped the National Park Service would approve Georgetown's building of a boathouse that would attract student-athletes with Olympic potential to come to study and train at Georgetown. Rowing is celebrated internationally like Americans celebrate football, basketball, golf, and ice hockey. Designating an area on the Potomac River to nonmotorized use for boathouses will encourage recognition of our Nation's Capitol as an attractive venue for international training and competition on the Potomac.

I understand that there have been eight studies over 30 years resulting in the most recent Feasibility Study. I like all of the sites (A, C, D, and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. Georgetown University's connection to the Potomac River's shoreline dates back well into the 19th century.

For all of these personal, environmental, and historic reasons, I encourage you to proceed as soon as possible to

designate sites for Georgetown University and George Washington University.
Sincerely,
Laura R. B. Broughton

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 198**

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Contains Request(s): No Type: Web Form
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Correspondence Text

PETER C. MCGUIRE
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May 23, 2013

Mr. Peter May
Assistant Regional Director
US Department of Interior
Washington, DC 20240

Re: NPS Feasibility Study for Development of Potomac River
PEPC Project ID 39727

Dear Mr. May,

I started living in Georgetown in 1965. I loved the Potomac but the shoreline at the time north of Rock Creek was a disgrace. The only sane individuals that would venture to the area were rowers and the very occasional adventuresome hiker. Not until the mid 1980's with the advent of private development sensitive to public access did the shoreline become the haven for recreation that it is today. I have reviewed the NPS Feasibility Study and heartedly endorse the High Density Alternative. This alternative is a sensible approach to preserving, yet enhancing this shoreline with the potential for maximizing recreational use for the largest segment of the area population, very similar to the paths taken by the New York Harbor development and the Presidio of San Francisco. I have also read with great interest the public comments of those that oppose further development. While they are obviously sincere in their concerns, those concerns are misplaced and their references to lofty ideals of preservation are simply out of touch with how preservation really is achieved.

Very truly yours,

Peter C. McGuire

Former resident of Georgetown, now retired to St Petersburg, FL.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 199**

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Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I support the Low and Medium Density Plans, which would establish a Car-top SUP Launch Area and Visitor Parking at Zone C with parking solely for public use: no reserved private (or established kayak club) parking.

I also support a shorter boat dock structure at Zone C, if there is to be one at all. The current Low and Med Density plans display a ~200" boat dock that spans the entire waterfront at this site. This is too long.

Thank you for allowing the voices of SUP paddlers to be heard.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 200**

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Notes:

Correspondence Text

I am a local sea kayaker who values the Potomac River and its tributaries.

I support the Low and Medium Density Plans, which would establish a Car-top Boat Launch Area and Visitor Parking at Zone C with parking solely for public use: no reserved private (or established kayak club) parking.

I also support a shorter boat dock structure at Zone C, if there is to be one at all. The current Low and Med Density plans display a ~200" boat dock that spans the entire waterfront at this site. This is too long.

Thank you for allowing the voices of recreational and sea kayakers to be heard.

**PEPC Project ID: 39727, DocumentID: 53024
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USA
E-mail: sbethke@rcn.com

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear NPS,
I enjoy the water sport of sea kayaking. Most recreational paddlers have minimal needs to enjoy our activities.
- Parking for vehicles.
- Access to the water.
A sandy beach is even better for us than a boat ramp. Grass is okay if the waters edge is not muddy and has a firm bottom.
That is the complete list.
An additional amenities are: a bit of green space, a port-a-potty, and a trash receptacle.
It is difficult to understand that the National Park Service would even consider a plan for the Georgetown waterfront that does not include public access for recreational paddlers. The waterfront is public land, yes?
Thanks for the many good things that you do to care for our national resources and make them available for all of us to enjoy, today and tomorrow.
sincerely,
steve bethke

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 202

Author Information

Keep Private: No
Name: Bat Seymour III
Organization: Georgetown Rowing Association
Organization Type: I - Unaffiliated Individual
Address: 15026 Stephens
 Eastpointe, MI 48021
 USA
E-mail: bat@bbctitle.com

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I fondly remember my days rowing on the Potomac as an undergraduate at Georgetown University at the end of the 80s. Rowing provided a genuine way to appreciate the beauty of the Potomac, from the serenity and relative isolation North of Key Bridge to the view of the monuments to the South. This intense enjoyment of nature as a practical matter would not have been accessible through another means as a college student in the District of Columbia. This passion has carried through to this day as someone who works to preserve, enjoy, and enhance my local watersheds. Increasing access will grow the number of people that truly care for the quality of the Potomac and other waterways.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 203

Author Information

Keep Private: No
Name: Howard G. McClintic
Organization: DC Resident; Potomac(k) Paddler & Sailor
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USA
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To Whom It May Concern:

As a DC Resident, and lifelong Potomac(k) River Paddler & Sailor,

Respectfully and foremost, I want to bring to your attention an architectural rendering of Erik Kramer, a recent Graduate of the GMU School of Architecture The URL for a synopsis of Erik's idea is http://www.ricodsgn.com/images/thesis/erikkramer_thesis.jpg. The full up rendering is very large and may take up too much memory. If you need to be in touch with him, his firm's email is kramer@eightinc.com. His Plan and Rationale are well worth seriously reviewing and strongly considering -- his Vision is compelling!

Otherwise, I want to associate with this general proposition:

"I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted."

I am grateful for your consideration and re-emphasize your review of Mr. Kramer's thoughtful as well as creative Proposal for the development of the Georgetown and corresponding Virginia waterfronts as embodied herein http://www.ricodsgn.com/images/thesis/erikkramer_thesis.jpg.

Most sincerely yours,

An Avid Veteran Lifelong Paddler, Sailor & Waterfront Enthusiast, Resident of NW DC

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 204**

Author Information

Keep Private: No
Name: David Wilson
Organization:
Organization Type: I - Unaffiliated Individual
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Baltimore, MD 21236
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear NPS,

I sea kayak and am responding to the Georgetown waterfront issue.

Most recreational paddlers have minimal needs.

- Parking for vehicles.
- Access to the water.
- A sandy beach to launch from

Additional amenities might include a port-a-potty.

It is difficult to understand that the National Park Service would even consider a plan for the Georgetown waterfront that does not include public access for recreational paddlers. Isn't this property public land?

Thanks for listening.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 205**

Author Information

Keep Private: No
Name: Mihail Popov
Organization: Chesapeake Paddlers Association
Organization Type: I - Unaffiliated Individual
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USA
E-mail: mihail_popov@yahoo.com

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear NPS,

I enjoy the water sports such as canoeing, kayaking, rowing, and standup paddling. (SUP). Most recreational paddlers have minimal needs to enjoy our activities:

- Parking for vehicles,
- Access to the water.

A sandy beach is even better for us than a boat ramp. Grass is okay if the waters edge is not muddy and has a firm

bottom.

Additional amenities that are nice to have are a bit of green space with picnic tables/grills, bathroom/running water or a port-a-potty, and a trash receptacle.

It is difficult to understand that the National Park Service would even consider a plan for the Georgetown waterfront that does not include public access for recreational paddlers. The waterfront is public land, yes?

Thanks for the many good things that you do to care for our national resources and make them available for all of us to enjoy, today and tomorrow.

Sincerely,
Mihail Popov

PEPC Project ID: 39727, DocumentID: 53024 Correspondence: 206

Author Information

Keep Private: No
Name: elizabeth marancik
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I support Scenarios for Low and Medium Density plans, which will establish a Car-top Boat Launch Area and Visitor Parking at Zone C.

With a shorter boat dock at Zone C.

I definitely am in favor of public access for non-motorized boats on the Potomac

PEPC Project ID: 39727, DocumentID: 53024 Correspondence: 207

Author Information

Keep Private: No
Name: Matt Lavin
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Poughkeepsie, NY 12601
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 208

Author Information

Keep Private: No
Name: Philip B. Miller
Organization: Philip B. Miller Associates
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form

Notes:

Correspondence Text

I am writing in support of designating the Nonmotorized Boathouse Zone and would like the sites indicated in the Feasibility Study be designated for Georgetown University and George Washington University at the earliest possible time.

Both universities have a long heritage on the Potomac river and have valuable shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 209

Author Information

Keep Private: No
Name: Kenneth M. Hamilton
Organization: Chesapeake Paddlers Association
Organization Type: I - Unaffiliated Individual
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Sykesville, MD 21784
USA
E-mail: khamilto@umd.edu

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Borrowing from Steve Bethke's comments (which I agree with):

Dear NPS,

I enjoy the water sport of sea kayaking. Most recreational paddlers have minimal needs to enjoy our activities.

- Parking for vehicles.
- Access to the water.

A sandy beach is even better for us than a boat ramp. Grass is okay if the waters edge is not muddy and has a firm bottom.

An additional amenities are: a bit of green space, a port-a-potty, and a trash receptacle.

It is difficult to understand that the National Park Service would even consider a plan for the Georgetown waterfront

that does not include public access for recreational paddlers. The waterfront is public land, yes?

Thanks for the many good things that you do to care for our national resources and make them available for all of us to enjoy, today and tomorrow.

Additional comments:

As an American Canoe Association (ACA) Kayak Instructor and member, I support increased public access to the Potomac River for self propelled watercraft.

K. Michael Hamilton
University of Maryland

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 210

Author Information

Keep Private: No
Name: Kate Finnerty
Organization:
Organization Type: I - Unaffiliated Individual
Address: 470 N. Thomas St. #315
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E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 211

Author Information

Keep Private: No

Name: Curt Weinstein
Organization: Former Georgetown Student CAS '84 /Rower
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

It has been nearly 30 years since I rowed on the Potomac and it is shocking to me that the discussion around the siting of a boathouse has gone on for those 3 decades. The river is an amazing resource that should be made accessible to the GU and GW crew teams. I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 212

Author Information

Keep Private: No
Name: Rachel Pacheco
Organization:
Organization Type: I - Unaffiliated Individual
Address: Philadelphia, PA 19103
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No

Contains Request(s): No

Type: Web Form

Notes:

Correspondence Text

Hi, I am a frequent rower and kayaker of the Potomac. I live in Philadelphia which has a thriving boathouse community which is a huge asset to the city and a source of pride for residents and tourists alike. I believe the Georgetown waterfront would benefit immensely from a boathouse zone.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 213

Author Information

Keep Private: No

Name: N/A N/A

Organization:

Organization Type: I - Unaffiliated Individual

Address:

Arlington, VA 22201
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:

Date Sent: 05/23/2013 Date Received: 05/23/2013

Number of Signatures: 1 Form Letter: No

Contains Request(s): No Type: Web Form

Notes:

Correspondence Text

I am both an alum of Georgetown University and The George Washington University. I am also a resident of Arlington, VA and work in Georgetown. As an alum of these universities I fully support their endeavors to provide their students with the best resources and equipment possible to be successful. As an area resident, I fully support the plans allowing these boathouses to be built. At the end of the project, the Georgetown waterfront will be as iconic as other famous rivers, just like Boathouse Row in Philadelphia and the waterfront on the Charles River. Most importantly, as a former rower of Georgetown University, I wholeheartedly support the plans for any of these sites (A, C, D, and E). Georgetown crew has been a second family to me ever since my first day on the Potomac, over ten years ago. The sport, unlike any other, fosters teamwork, discipline, perseverance, integrity, and dignity. My old

coach used to say, "rowing is not about winning medals; it's about building character," and Georgetown crew does just that. The student athletes who call the Potomac "home" would appreciate, respect, and care for their new space because it is their home away from home and the space that will teach them some of life's most important lessons. The university has been working diligently for over 30 years to make this dream a reality and it's time to find a resolution.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 214**

Author Information

Keep Private: No
Name: Susan VanHaften
Organization: C&O Canal Association
Organization Type: I - Unaffiliated Individual
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Arlington, VA 22205
Arlington, VA 22205
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I strongly believe that there should be no new private development within the C&O Canal National Historical Park. The Park was established for the enjoyment of all people, and any facilities within the bounds of the Park should be open to all and operated by the National Park Service.

Of the proposals presented, only the Low Density Proposal protects the natural, historic, and cultural resources of the C&O Canal National Historical Park. There was a long and hard-fought battle to establish the Park in the first place. Justice Douglas was right when he said "It is a refuge, a place of retreat, a long stretch of quiet and peace at the capital's back door."

This study will lay the groundwork for future decision making. It's critical that we get it right now, and do what is necessary and right to protect the Park for future generations. Should planning for a non-motorized boathouse zone proceed, the only option that makes any sense is the Low-Density Option.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 215**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Mount Pleasant, SC 29464
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 216

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Arlington, VA 22201
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E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form

Notes:

Correspondence Text

As a lifelong area resident (MD, DC, and VA), I have watched the debate about the Georgetown waterfront go on for my entire adulthood. The older I get, the more childish opposition to building boathouses on the Potomac seems, and it appears to me that opponents of the boathouses have employed the adult version of a temper tantrum to deprive other members of the wider community the opportunity to enjoy rowing and other activities on the Potomac.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses, and I think the high density plan makes sense as more and more people move to Washington. Furthermore, despite the obvious opposition, many other cities with rivers have beautiful boathouses lining those rivers, so it seems to me that vehement opposition to the same thing in our nation's capital seems excessive. After decades of debate, it is time to move forward!

Furthermore, I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century, and it remains one of the most prominent members of the local community. Much ire has been directed at the universities, but both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

In conclusion, enough is enough. The Nonmotorized Boathouse Zone is long overdue, and we should no longer cater to a vocal few special interest groups who do not want to share the shoreline.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 217

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Kensington, MD 20895
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E-mail:

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 05/23/2013	Date Received: 05/23/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 218

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Having a non-motorized boathouse zone would be very beneficial to the large and growing paddling community in the Washington DC area. i support the proposed use.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 219

Author Information

Keep Private: No
Name: Laura Beaufort
Organization: TBC
Organization Type: I - Unaffiliated Individual
Address: Washington, DC 20009
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am a DC native and have been rowing out of Thompson boat center for almost 15 years. I rowed at TBC as a high schooler at Wilson High School and later as a member of TBC's club. The boathouse is exceptionally crowded, and some schools that would like to start programs are unable to because of the space Georgetown takes up at the boathouse. I support Georgetown's new boathouse. It would be a wonderful addition to a part of the city that is underutilized.

Sincerely,
Laura

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 220**

Author Information

Keep Private: No
Name: C. Michael Tarone
Organization: Lawyer
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Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please hear me out.

I rowed at GU 50 years ago (and I incorporated The Canoe Club).

I have been on waterfront as a rower 50 years, practice in town and love Georgetown and our city. I want bikers,

hikers, canoers, boaters of all kinds to enjoy our rich heritage on the Potomac. I ask you to deal fairly with the GU crew boathouse, since we are among those who love use this great river.

Please approve the Feasibility Study for Georgetown and GW. If you do, you will enhance and preserve the usages of non-rowers. The uses are consistent and complimentary but at this time, crew has been denied facilities it needs that will not interfere with others. I ask you to approve the non-motorized zone, such as sites A, C, D and E.

Boathouses will make the waterfront and be as important as Boathouse Row in Philadelphia.

If you delay, it will be justice denied, and it would play into the hands of the wrong interests with the wrong intentions.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 221**

Author Information

Keep Private: No
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E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

All sites in the study are acceptable. The Georgetown crew team is the strongest band of brothers on campus and as alumni. Please proceed asap to designate sites for the boathouse. Thanks

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 222**

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:

Newtown Square, PA 19073
USA

E-mail:

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 05/23/2013	Date Received: 05/23/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

As a current Georgetown rower, I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 223

Author Information

Keep Private:	No
Name:	Michael T. Altman
Organization:	
Organization Type:	I - Unaffiliated Individual
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Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 05/23/2013	Date Received: 05/23/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form

Notes:

Correspondence Text

Correspondence Text

As a Potomac River boater for over 20 years, I have spent many peaceful and memorable times in the "no motor" zone north of the Memorial Bridge. I respect and understand the desire of those wishing to maintain the shoreline and calmness we all associate with that portion of the River. I believe that the addition of boathouses for rowers, including for my alma mater, Georgetown, would enhance the atmosphere already present by virtue of the sport and tradition represented (which, after all, is solely powered by the quiet exertions of those manning the oars!), and would make the City of Washington a greater presence and venue in this world-class sport. We are a world-class city, but if you compare our facilities in this specific regard with those of Boston, and Philadelphia, for example, we are lacking measurably. I believe there are options for swapping land with the NPS that should be seriously considered if the specific approach suggested by Georgetown is not acceptable. This kind of use will enhance the vision of the Potomac as a recreational asset and complement recent improvements in the visual aspects of that portion of the river such as the park adjacent to our outdoor restaurants and the nearby docks.

PEPC Project ID: 39727, DocumentID: 53024

Correspondence: 225

Author Information

Keep Private: No
Name: Diane Greer
Organization: Georgetown University
Organization Type: I - Unaffiliated Individual
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USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 05/23/2013 Date Received: 05/23/2013
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Thank you for the opportunity to comment on the Georgetown Nonmotorized Boathouse Zone Feasibility Study. I support the more intensive uses of Sites A, C, D and E in the nonmotorized boathouse zone and urge getting the boathouses approved and built as quickly as possible. Thirty years of study is long enough.

I'm a Georgetown University alumna and a women's crew alumna, having rowed by freshman and sophomore years. Crew was important to me. It took someone who had never participated in sports before and made a modest athlete out of her. Pushing my physical limits, teamwork, discipline, and accountability have benefited me as an adult. Going to bed by 11:00 p.m. in the dorm so you could get up at 5:00 a.m. and run down to Thompson's Boat Center to be on the water by 6:00 a.m. also took dedication. And watching the sun rise over the Potomac, especially through the arches of Key Bridge, was awe inspiring, and sometimes a small reward after a hard piece.

My first concern is the Georgetown University boathouse, but there is an overall need for more space for George Washington University and the high school crew programs. This includes space to store shells, equipment and launches, dock space, parking, and locker rooms. Some of my teammates had 8:00 a.m. classes and had to go to class in wet, sweaty clothes. My coaches both had full-time day jobs. A place to shower and change would have been wonderful for all of them.

In my opinion, the data in the feasibility study support the high and medium intensive uses of Sites A, C, D and E. I was also surprised to read that the land that makes up these sites is fill material from decades ago and that plants and any water bodies on them are not native but came later. To me, that means that construction of boathouses for rowers in the Georgetown nonmotorized boathouse zone would not be destroying the environment. At the same time it would be contributing to an invaluable experience for students.

Again, thank you for the opportunity to comment.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 226**

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Correspondence Text

To whom it may concern:

I am writing in support of development of a future boathouse on each of the sites indicated in the Feasibility Study. I would strongly urge the NPS to move quickly to grant approvals for Georgetown University and George Washington University to make use of these respective sites.

I was a rower at Georgetown for three years from 1991 through 1995. It represented an incredible growth experience for me and my time with the rowing team helped to make me who I am today. The bonds I formed with my fellow teammates lasts today as does my affection and identity with the Potomac. As a rower, my teammates and I would not only take care to limit our own impact - but frequently would fish out trash and debris we would find on and near

the river as we would work out each day. The river and shoreline are deeply embedded into the rowing experience and proceeding with a responsibly designed boathouse would preserve both the tradition of rowing on the Potomac and provide this experience for generations to come.

Discussions regarding this project has gone on for decades. After 8 prior studies, yet further study will likely yield little to no benefit. This project will enhance the Potomac river experience and it will create an environment to support future leaders.

Best regards,

Erich Hoefler
VP, Corporate Development & Innovation
Choice Hotels International
Georgetown University, BSFS, Class of 1995

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 227**

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Correspondence Text

I support the Low and Medium Density Plans:
- A Car-top Boat Launch Area
- Visitor Parking at Zone C (with parking solely for public use: no reserved private parking.

I also support a shorter boat dock structure at Zone C than the current Low/Med Density 200-foot dock.

Thank you for allowing the voices of recreational and sea kayakers to be heard.

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

Sirs,

I have watched this process as an active WCC member and now a father of 5 young children who hasn't paddled in years but still spends most weekends in the C&O Canal NHP. The Canal Park is a National treasure and the NPS must put the Canal and preserving it ahead of the new recreational opportunities that the river provides.

Accordingly I prefer the low density option. However, I think the best use for site C, regardless of what option is selected for other sites is the parking lot/public ramp option. That will be exceedingly popular and wouldn't effect the sight lines, or endanger the Canal.

I was very concerned that I was unable to find the maximum roof line heights of Site A and Site C in the study. I don't believe they were articulated, nor the ramp heights. Frankly, if true (I may have missed them, and thus I apologize) this is suspicious given the tremendous history of this issue. Accordingly, I believe Superintendent Farris was correct on April 9th, 1996 when he dictated that the height at Site A would be the same as WCC and no higher. The NPS mission of protecting scenic views must not be violated and designs of boathouses have been shown that would both allow boat storage and not be above WCC at Site B. The final study needs to be updated to reflect the heights that NPS believes are appropriate for the public to provide comment on. This should not be left to zoning or future discussion as it's a critical element of the trade space. It maybe the a one story boathouse at Site A is also a viable option if it doesn't encroach on the canal embankment or the Bike trail.

VR
Larry

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 229

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Correspondence Text

I believe that additional studies are unwarranted. We have already had 8 studies and 30 years of delays. It is shameful how others have intervened and played politics to prevent Georgetown University and The George Washington University from getting their own boathouses.

I think all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses are great. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and The George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone.

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

Dear Sirs:

As a member of the Georgetown University community for many years, and as a former rower, I strongly support designating the Non-motorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. I would be supportive of any of the sites (A,C,D and E) indicated in the Feasibility Study. Let's get on with it. We have been studying it for over thirty years, and have done numerous environmental and feasibility studies. It is time to provide a safe and well conceived space for rowers on the Potomac.

Sincerely,
Edmond D Villani

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 233

Author Information

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Dear NPS,

Please consider the needs of car-top recreational users as you redevelop the national park lands along the Georgetown waterfront.

Kayakers, canoeists, and SUP users need a place where we can unload vehicles, prepare our watercraft, and launch our watercraft. A sandy beach would be ideal for launching. If that is not possible, then a low dock would work.

Car-top users also need access to parking. Water Street used to have 4-hour meters. A few years ago, they were changed to 2-hour meters. Paddlers often desire more than two hours on the water. Please bring back longer term parking meters on Water Street.

Car-top users also need facilities, at least port-a-potties. Rest rooms with running water, picnic tables, and grills would be nice for post-paddle picnics near the launch area. Bikers using the nearby trails could also use such an area.

Thank you for considering the needs of all waterfront users.

Sincerely,

Caroline Labbe

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 234**

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Georgetown University
Comments on National Park Service
2013 Non-motorized Boathouse Zone Feasibility Study

Georgetown University is pleased to offer these comments on the Non-motorized Boathouse Zone Feasibility Study (Study) from the National Park Service (NPS). Georgetown is the oldest institution in the DC area that currently sponsors the sport of rowing. Recreational use of the river (boating and swimming) by Georgetown students has been a regular activity since the school's founding in 1789. In 1876, Georgetown students organized their first intercollegiate rowing team and built a boathouse on the riverbanks beneath the University in what is today the Non-motorized Boathouse Zone (NMBZ). In fact, the University has owned or leased several boathouses in the NMBZ since that time. As the longest continuous recreational user of the Potomac River, we welcome the continuing work of the NPS toward expanding rowing facilities on the Georgetown waterfront.

Since the National Park Service initially proposed the NMBZ more than twenty five years ago, the University has consistently been committed to developing a boathouse within the NMBZ in a reasonable and environmentally sensitive manner. We look forward to collaborating with NPS to develop greater access to the river for non-motorized boating in the immediate future.

BACKGROUND

The recently released Study references 1987 as the starting point for studies of this section of the Potomac waterfront. In fact, two years earlier, in 1985, the NPS conducted a study identifying "growing interest in non-motorized boating, particularly rowing, in the Washington D. C. metropolitan area" and acknowledging sufficient demand to sustain several additional boathouses along the Georgetown waterfront. In 1992, when the NPS proposed that the University consider constructing a boathouse in the area designated as Site A in the Study, we began working in good faith toward that end, including entering into a preliminary land exchange agreement for Site A in 1998. Based on that collaborative work and the land exchange agreement with the NPS, the University has invested significant resources in developing architectural plans, pursuing Zoning Commission, Old Georgetown Board, National Capital Planning Commission, and other local and federal approvals, and funding the 2006 Environmental Assessment for a boathouse on Site A.

Furthermore, the Study references the fact that the University owns a parcel of land within the C&O Canal National Historic Park about one mile upriver from the NMBZ as well as an easement to use the Capital Crescent Trail to access that property. However, the Study fails to point out the benefits of proceeding with that land transfer and extinguishing the easement which, in anticipation of the exchange, we have used very judiciously over the years. Likewise, the Study gives scant attention to the importance of freeing up space at Thompson's Boathouse that would result from permitting construction of university boathouses within the NMBZ. More than fifty percent of indoor storage space at Thompson's is consumed by university programs.

This background is important to provide context for our comments on this Study. Our commitment to develop a boathouse that will address NPS and community priorities, help expand rowing opportunities to populations who have not had access, and meet the needs of the University's men's and women's rowing programs remains steadfast. It is our intent to continue collaborative efforts through this process to finally fulfill that vision.

GENERAL COMMENTS

The Study's Executive Summary rightly notes that ". . . there is likely not sufficient developable land within the non-motorized boathouse zone designated in the Georgetown Waterfront Park Master Plan to accommodate all user demand." In light of that stark reality, Development Scenario 1 ? High Density is the only scenario suggested that could reasonably be viewed as consistent with the long-established vision for the NMBZ, especially when factoring in the continuing growth in demand. To opt for either the Medium or Low Density Scenario would significantly limit the ability of the NPS to meet the demand for non-motorized boating facilities documented over nearly thirty years which was the premise behind the work of the last three decades.

Having said that and given the growing demand for rowing opportunities, we are concerned that this most recent Study minimizes the desirability of Site A as a location for the construction of a university rowing boathouse. Discounting that site unduly limits the ability to meet demand for rowing facilities. We are also concerned that there may be other agreements in effect that could limit flexibility with regard to the use of other proposed sites, thus diminishing options critical to achieving the goals of this process. On this point, we would also note that the Study references the demand for rowing storage and paddleboat storage in the same breath, as though the demand is equal. The record does not support this.

The Study mentions that the idea of moving the Washington Canoe Club to Site A was both supported and opposed in the public workshop. However, in light of the state of disrepair of the Washington Canoe Club facility which is, according to the Study, "not habitable by the club or others," we would echo the suggestion made by a representative of the National Trust for Historic Preservation that relocating and restoring that facility on Site A could protect the historic Washington Canoe Club while benefiting the overall development of the NMBZ. Such a move would ensure that the Washington Canoe Club remains adjacent to undeveloped terrain upriver and could encourage external support for stabilization and restoration work which is clearly needed. At the same time, this type of creative approach could result in a reconfigured site sufficient to accommodate a rowing boathouse -- utilizing Site B and a part of Site C without the constraints on design necessitated by required sewer line access.

The Study frequently refers to the desirability of preserving the natural and historic resources and cultural landscape of the waterfront, particularly west of the Aqueduct abutment. However, despite the Study's inclusion of photographs that depict the commercial and boathouse uses of that section of the riverfront, the Study fails to acknowledge that the University has owned or leased two boathouses west of the Aqueduct over the years. Furthermore, the Study excludes the Georgetown University buildings and the urban backdrop of the Rosslyn skyline, both of which are very much part of the landscape and cannot be ignored in assessing the urban to wilderness transition.

While the Study conceptualizes future boathouses as functional warehouse storage facilities for shells and boats and other related purposes, we believe that the planners of the Georgetown Waterfront Park and the National Capital Planning Commission had a much more holistic and aesthetic vision of the NMBZ and the shoreline when the NMBZ was conceived as an extension of the Waterfront Park.

In light of the historic use of the entire designated NMBZ for commercial and warehouse facilities consistent with the mercantile purposes that led to construction of the C&O Canal, construction of suitably designed boathouses similar to those along the Schuylkill River Boathouse Row in Philadelphia would be architecturally appealing and appropriate to the historic character of the area. Indeed, with some necessary modifications to more fully meet the growing

demand for non-motorized boating facilities, adopting the High Density Scenario could result in development that would remain consistent with the original intent of the NMBZ as well as bring the greatest benefits to the waterfront and to the community.

The Study lists "protection of threshold between urban and wilderness area" as one of the desired features for trail facilities. The C&O Canal Park (184-miles long) and the Capital Crescent trail (11 miles long) overlap and intersect with the NMBZ for approximately 1,100 feet of river frontage. Especially since preserving the natural scenic qualities of the Palisades was an original goal in setting NMBZ's upriver boundary and given the space constraints in the NMBZ, we believe that this transition from urban to wilderness does not need to occur entirely within the NMBZ.

The difficulty of parking in and around the NMBZ is properly identified in the Study; however, the Study does not adequately reflect the reality that university boathouses, which would be accessed in large part by students on foot or bicycle, are well suited to minimize parking needs.

Finally, we believe that all future boathouse facilities on the Georgetown waterfront ought to serve the greater community in different ways that fit with the mission of those operating them. Georgetown University is committed to guiding our students to be "women and men for others." This spirit is not only evidenced in extensive local, national, and international service engagements, but also by the work of our student-athletes with underprivileged youth in the DC area. It is our vision that a Georgetown University boathouse will provide important new opportunities for Georgetown rowers to help serve those with an interest in the river, especially among young people in the District of Columbia who have not had an opportunity previously to engage in rowing.

TECHNICAL COMMENTS

From a technical basis, the University is concerned that information included in the Study's Table 4 on Site Development Potential needs re-examination. The table indicates that the allowable FAR for Sites C, D and E is 1.8 FAR; however, the Zoning Regulations only allow 1.0 FAR for boathouses. Section 931.2 of the Zoning Regulations states: "In the W-1 District, the floor area ratio of all buildings and structures on a lot shall not exceed two and five-tenths (2.5), not more than one (1.0) of which may be used for other than residential purposes. The floor area ratio of public recreation and community centers shall not exceed 1.8."

Thus, 1.8 FAR would only be allowed for public recreation and community centers. The Zoning Regulations define public recreation and community center as: "An area, place structure, or other facility under the jurisdiction of a public agency that is used for community recreation activities." The type of boathouses envisioned for Sites C, D and E are boathouses to accommodate university and/or high school programs, and, thus, do not meet that definition. The change from 1.8 FAR to 1.0 FAR is significant in that it will result in a much smaller development potential for Sites C, D and E. The gross floor area numbers in Table 4 for Sites C, D and E will be reduced by almost half.

In addition to the reduced FAR allowed by right, there are already many other constraints on all five sites, including access issues, setbacks from the water, from the Key Bridge and Whitehurst Freeway, and from the Aqueduct and C&O Canal. Beyond that, parking, flood plain, utility, sewer and land ownership issues could significantly diminish the ability of a university or universities to put in place boathouses sufficient to meet the needs of already established rowing programs.

CONCLUSION

We reiterate our continued commitment to working collaboratively, both with the National Park Service and with others who have an interest in developing a workable plan for a well-designed NMBZ. To that end, it is critical that, following the May 22 public meeting, the National Park Service define a credible timetable for concluding the NMBZ Environmental Impact Statement (EIS) without further delay. As the Study makes clear, nearly three decades have been consumed by successive studies. The public and various interested parties deserve to know that, at long last,

development can get underway. To avoid further delay, we would urge that the EIS be designed to avoid the necessity of subsequent site-specific Environmental Impact Statements. Site-specific design issues can, instead, be dealt with in the context of subsequent reviews and approvals required from the National Capital Planning Commission, the District of Columbia Zoning Commission, and the Old Georgetown Board.

**PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

I was a rower at Georgetown from 1999-2003. I have spent the last ten years in the military. The lessons in teamwork and perseverance that I learned rowing on the Potomac River have been invaluable to me as I lead Marines in combat and training. I look forward to moving back to DC and resuming running and hiking along the river. Collegiate crew is part of the community of Georgetown and the Potomac River. The culture and experiences that scholastic and college rowers enjoy on the river are a vital part of the local community, and of the nation.

Three decades of study are more than enough to understand the situation. It is time to make a decision and move forward. Georgetown University's connection to the Potomac River shoreline has been established for over 100 years. Georgetown University and George Washington both have shoreline property that can be exchanged for designated boathouse sites within the designated Nonmotorized Boathouse Zone.

I believe all four sites, A, C, D, and E, work for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and designating sites for Georgetown University and GW University as soon as possible.

The beneficiaries of these boathouses are harder to see and to hear than the opposition. That's not because the rowing alumni are living all over the country and the world. That's because the real beneficiaries are not people, they are the larger Georgetown community and the nation.

Respectfully,

Tyler Holt

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Correspondence Text

Thank you for the opportunity to comment on the Georgetown Nonmotorized Boathouse Zone Feasibility Study. As a Washington D.C. resident between 1981 and 1989 and a former Georgetown rower and rowing coach I am acutely aware of the centrality of the Potomac River and its environs to the District and many of its citizens. When I arrived at Georgetown in 1981 I was struck by the beauty of the Potomac River and surprised by the fact that it was not host to a more vibrant rowing community such as exists in other great cities of the eastern seaboard such as Philadelphia and Boston. In fact, rowing aside, fewer citizens of the District appeared to visit the riverbank, take advantage of all it had to offer and appreciate its majesty than I would have expected and than I had seen in other cities around the world that are similarly blessed.

Rowers on the Potomac have been active and caring part of the River and of the community for well over a century. The rowing programs at Georgetown and at George Washington have reached out into the community and opened up the sport, and thus the River, to parts of the D.C., Maryland and Virginia community that never considered a day on the Potomac as a part of their lives, despite the fact that this jewel was so close to their front doors. Well designed and environmentally thoughtful boathouses on the designated sites would add to, not detract from, the natural beauty of the shoreline and, as importantly, expand that outreach into the surrounding communities. To deny such access based upon the complaints of a privileged but vocal chorus strikes me as shockingly undemocratic in a city such as Washington D.C.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline

date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

Thank you for this opportunity.

Neil Lawrence Lane
Georgetown University 1985; Georgetown Law 1989
President
Georgetown Rowing Association

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Correspondence Text

After all these years, it is time to move forward. I support the designation of site for Georgetown and George Washington in the Non Motorized Boat Zone.

Robert E. Crowley

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Correspondence Text

The low density options is the best among those offered in the feasibility study. For me, two principles are at work:

- 1) We need to avoid construction of facilities on Sites A, B & C which will generate traffic and inhibit people's enjoyment of the Capital Crescent Trail and the C&O Canal towpath.
- 2) No private development should occur within the C&O Canal National Historical Park.

I have no objections to the Medium Density or High Density plans for Sites D & E.

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

As a nonmotorized boating enthusiast, lover of the local natural environment, and captain of a program that is always seeking new paddlers and people interested in getting on the water, it is wonderful to see the Park Service proposing ways to help more people take advantage of the tremendous recreational, competitive, and natural resource that is the Potomac River here in DC. It is great to see that all three scenarios involve what seems to be a public-use building on the vacant, concrete-paved, and ugly lot between Key Bridge and the west end of Georgetown Waterfront Park. My enthusiasm is not dimmed by the following concerns about these plans:

First, to undertake planning for the NMBZ without coordinated planning for Rock Creek Park, Thompson Boathouse, and the Arlington, VA shore of the river seems almost literally narrow-minded. How can invested stakeholders, including the NPS, determine what plan is best to meet the demand for nonmotorized access to the river while only considering a small portion of the waterfront and agencies involved?

Second, the plans need to better account for the transit needs of those who would use the facilities proposed, especially in the high-density scenario. Given that people are currently parking (illegally) on the grass lot next to the Aqueduct that would become a building in this scenario, the number of effective parking spaces in the area would effectively be decreased in this scenario, while the demand for usage and parking would increase -- yet the the illegal parking currently happening in this lot shows that there is already insufficient parking to meet current needs. Public parking spots on K/Water Street are consistently stuffed, and the 2-hour city meters do not allow for the length of time that many people spend on the water at a stretch. Even if a person can find a parking spot, and can return from the water to feed a meter over a long excursion or workout, these parking spaces are nearly a quarter mile or more from all but Site E. As an environmentalist, I believe in the use of mass transit, but mass transit options in this area of Georgetown are, to put it bluntly, terrible. The closest Metro stop is Rosslyn, across the river in VA (and a 15-20 min. walk from the NMBZ that involves at least one flight of stairs to cross the C+O canal); the next closest is Foggy Bottom, a longer and uglier walk away that involves crossing the pedestrian-unfriendly intersection of the Whitehurst freeway with K and Rock Creek Parkway; the two buses that come close to this area (intersection of Wisconsin and K/Water) are the D5/6 and Circulator, both of which are locals that run very slowly through crowded streets in the after-work hours when the facilities proposed would see most of their weekday use. The high-density scenario, in other words, provides access to the water, but no way to take advantage of this access for people who do not live within walking distance of the NMBZ, because public transit in this area is so poor. As an aside, it was surprising and disappointing to learn at the open house that Park Service officials were not already aware of these facts.

As a person who values the isolation and near-wilderness that the river upstream of the NMBZ currently offers, the development of Site A -- even as a car-top beach launch -- is discouraging. Sites D and E are already either already utilized or under-developed; focusing development on these sites, converting site C into parking with car-top launching, and leaving Site A undeveloped would seem to provide the greatest access to the greatest number of people while not disturbing or destroying "wild" parkland. If there is a car-top launch at a Site C parking lot, why would a further launch site need to be constructed at Site A, where pass-through foot traffic would disturb operations at the Washington Canoe Club (the concrete apron is used as a social space, as well as a mustering area for practice and boat loading and unloading from vehicles), and which would require the development of currently undeveloped parkland?

I submit that the development of car-top launching at a Site C parking lot, with intensive development of sites D and E, would maximize both people's access to the river and their ability to make use of that access, while preserving currently undeveloped land.

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 240

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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

I feel that all sites (A, C, D and E) indicated in the Feasibility Study are suited for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted. As a former Georgetown rower, I feel this is something that would not only benefit the univeristy but also the community.

PEPC Project ID: 39727, DocumentID: 53024 Correspondence: 241

Author Information

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Notes:

Correspondence Text

Audubon Naturalist Society (ANS) uses the C & O Canal National Historical Park as a classroom for our environmental education programs.

ANS is a member of the Defenders of the Potomac River Parkland coalition. We completely support their statement on the Georgetown Nonmotorized Boathouse Zone Feasibility Study.

Thank you for the opportunity to submit comments.

Neal Fitzpatrick
Executive Director

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 242

Author Information

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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

If I correctly understand the purpose for which you are seeking public input, NPS is asking for comments on the feasibility study, but not for public comments on the ultimate decision that NPS will eventually make on this waterfront zoning. So I'll limit myself to deficiencies that I noticed in the study, which should be corrected before this study is used as a basis for a formal alternatives analysis.

1. The specification of the three choices is seriously flawed, because the "medium" option is much more similar to the high-density than the low-density option. The most fundamental question on which the three options differ, is the extent to which a pristine riverfront will be replaced with boathouses-possibly private boat houses.

a. The high scenario is reasonable: All Five sites.
b. The low scenario is reasonable: only develop the site farthest away (site A) while leaving B and D as-is.
c. The obvious middle ground would be to develop sites A and C, while leaving B and D as-is, while leaving E pristine. Perhaps one might intensely develop site D. That would represent the normal expectation of a middle ground, in that the patchwork of boat houses and undeveloped lands becomes more intensely developed, while the boundary of pristine lands remains the same.
Thus the medium-density option would be more properly labeled as the "sprawl option": One could just as easily get the same level of development by infilling the portion that is already developed, but instead NPS would place a structure in the pristine area.
The fact that NPS would develop site E before having intensely developed B and C suggests that NPS is less interested in preserving the environment and serving the public, than providing a development site convenient to Georgetown University. The feasibility study should forthrightly state that serving Georgetown University is the primary objective of the medium density scenario having been specified so as to develop site E rather than C.
2. The feasibility study should more clearly explain the implications of developing sites D and E on the layout and use of the Capital Crescent Trail. Too little detail is provided for one to understand the ramifications of either.
3. The scenarios should not merely provide a final footprint, but should also consider the timing. In particular, one would assume that sites D and especially E are the most problematic as far as public amenities are concerned. Therefore, the feasibility study should consider a staging which re-develops sites A, B, and C first, before deciding whether that is enough, or whether D should also be developed.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 243**

Author Information

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

<p>If I correctly understand the purpose for which you are seeking public input, NPS is asking for comments on the feasibility study, but not for public comments on the ultimate decision that NPS will eventually make on this waterfront zoning. So I'll limit myself to deficiencies that I noticed in the study, which should be corrected before this study is used as a basis for a formal alternatives analysis.

1. The specification of the three choices is seriously flawed, because the "medium" option is much more similar to the high-density than the low-density option. The most fundamental question on which the three options differ, is the extent to which a pristine riverfront will be replaced with boathouses-possibly private boat houses.

a. The high scenario is reasonable: All Five sites.

b. The low scenario is reasonable: only develop the site farthest away (site A) while leaving B and D as-is.

c. The obvious middle ground would be to develop sites A and C, while leaving B and D as-is, while leaving E pristine. Perhaps one might intensely develop site

d. That would represent the normal expectation of a middle ground, in that the patchwork of boat houses and undeveloped lands becomes more intensely developed, while the boundary of pristine lands remains the same.

Thus the medium-density option would be more properly labeled as the "sprawl option": One could just as easily get the same level of development by infilling the portion that is already developed, but instead NPS would place a structure in the pristine area.

The fact that NPS would develop site E before having intensely developed B and C suggests that NPS is less interested in preserving the environment and serving the public, than providing a development site convenient to Georgetown University. The feasibility study should forthrightly state that serving Georgetown University is the primary objective of the medium density scenario having been specified so as to develop site E rather than C.</p><p>

2. The feasibility study should more clearly explain the implications of developing sites D and E on the layout and use of the Capital Crescent Trail. Too little detail is provided for one to understand the ramifications of either.</p><p>

3. The scenarios should not merely provide a final footprint, but should also consider the timing. In particular, one would assume that sites D and especially E are the most problematic as far as public amenities are concerned.

Therefore, the feasibility study should consider a staging which re-develops sites A, B, and C first, before deciding whether that is enough, or whether D should also be developed.

</p>

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Notes:

Correspondence Text

I attended the open house on May 22. I prefer the highest density approach, as the need is great. While parking would be nice, more important would be a loading/off-loading area from the road, especially for those whose boats are not stored at one of the facilities (such as regatta participants). Really good to see a kayak/paddling etc facility - better for both shell-users and kayakers, etc. Also, having a separate facility for them would mean that they could operate out of Thompson's as the other boathouses are built, and then move into their facility when Thompson's new life begins.

In that regard, I believe that NPS should include in its RFP for Thompson's a requirement that the new operator remodel or - preferably - tear it down and create a new facility that would be up to the standards of the rest of the Georgetown waterfront. Naturally, including such a requirement would necessitate a more generous contract for the new operator, but would be worth it for the resulting enhanced experience for the long-suffering boating community. Public/private partnerships have been well-tested and extremely successful. The public is more than willing to help financially on these projects; the Park Service should not hold boating enthusiasts hostage to an interminable process.

SO! - let's get on with it! This whole process has been excruciatingly slow. There is huge demand for non-motorized boating in the Washington area. The time for study is over; I hope that NPS will put this decision on a "fast-track" basis.

Thank you.
Jonda McFarlane

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 245**

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I applaud all the effort by the NPS that went into the Feasibility Study, and I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to approve sites for Georgetown University and George

Washington University. I have lived in the area since I came to Georgetown University in 1964. Despite the negative characterization of the University in some of the other comments, I know that Georgetown rowing has benefited many thousands of rowers over the years and that the rowing team has always been a positive influence in an area along the Potomac that for decades was seriously neglected. I am also the father of a rower at the premier rowing high school in the area, TC Williams, and have seen first hand how the presence of private boat clubs in Philadelphia and Boston add to both the scenic and cultural resources of those cities. I am persuaded by the insightful comments from the Yorktown High School crew parents and coaches that the approval of the Georgetown and GW boathouses will greatly increase the availability of safe and accessible rowing facilities for local high school rowers and provide a more appealing venue for races. If you want to see first hand how the presence of rowing facilities benefits the residents of the area, stand along the shoreline with hundreds of others in Georgetown or by the Kennedy Center on some weekend and watch the high school and college races in Spring and Head of the Potomac in the Fall. The time for analysis is over. Let's get this done.

**PEPC Project ID: 39727, DocumentID: 53024
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

I spent the year of 2012 studying this section of the potomac in an attempt to design a public feature that would include a boathouse. Siting was as much a struggle for me as it seems to be for the Georgetown guys. After a few months of trying to place a building on land, I came across the idea of using the extant aqueduct bridge structure to build a number of piers that would house different programs: cafe, swimming hole, mooring, boathouse, to name a few. And it would do it all while providing bikers and hikers a connection across the potomac, and the city of washington a connection to the water. Maybe you guys should take a look at it, as it contains forward-looking solutions to this problems, as well as a great gesture towards the public and nature.

The abridged sheet is here:
http://ricodsgn.com/images/thesis/erikkramer_thesis.jpg

The full thesis is here:

http://ricodsgn.com/images/thesis/erikkramer_thesis_h2odc.pdf

Hope it can spark some conversation!

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 247**

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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

I visited the site of my friend Erik's water project in 2011 and was impressed with the idea. Maybe a little more than what you are trying to do, but worth a look.

The abridged sheet is here:

http://ricodsgn.com/images/thesis/erikkramer_thesis.jpg

The full thesis is here:

http://ricodsgn.com/images/thesis/erikkramer_thesis_h2odc.pdf

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

My name is Fred King. I am an alumnus of Georgetown University, class of 1966.

I am comfortable with sites A, C, D and E indicated in the Feasibility Study for rowing boathouses.

I fully support designating the Nonmotorized Boathouse Zone and proceeding as speedily as possible to designate sites for Georgetown University and GWU. Both universities have extremely valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls with the designated Nonmotorized Boathouse Zone. There have been 8 studies and a 30 year delay.

More delay is inexcusable.

I have appreciated Georgetown University's rowing tradition on the Potomac River and her banks dating back into the 1800's. My ancestor was actually Georgetown's founder. I began my own rowing career there in 1962 and still row and compete today with the New Orleans Rowing Club. Just as Georgetown has produced National, Olympic and World Rowing Championships, many of our former rowers have gone on to coach all over the U.S. and we ourselves have produced such champions. I want to see this program continue.

Thank you,
Fred King

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 249

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

On behalf of the Washington Kayak Club's 500 members, I can say that paddlers don't need a dock or any other expensive facilities. All that paddlers need is PB&J -- and, like the sandwich, it's simple: Parking; a Beach, or access to the Bank; and a John.

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 250**

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have been involved/following the boathouse saga since 2004. I attended many meetings as a member of Georgetown's crew team and have remained involved since my return to Washington DC in 2011. It is disappointing that after more than 30 years and 8 prior feasibility studies, a resolution that grants Georgetown and GW land for a boathouse has not been reached. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate these sites.

-CJ

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 251

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Status: New Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
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Status: New Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

PEPC Project ID: 39727, DocumentID: 53024
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Date Sent: 05/24/2013 Date Received: 05/24/2013
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Notes:

Correspondence Text

Thank you for this opportunity to express my support for the the development of a Nonmotorized Boathouse Zone along the Potomac River, west of the new Georgetown Waterfront Park. Due to the high and growing demand for recreational access to the waterfront, as well as the overcrowded conditions at Thompson Boat Center and the very long wait by area universities for individual collegiate boathouses, I strongly support the HIGH DENSITY proposal. As part of the High Density Development, I want to state my strong support for the development of a collegiate boathouse for the use of the George Washington University (GW) at what is identified in National Park Service studies as Site E, immediately west of the Georgetown Waterfront Park and east of Key Bridge. As stated in many previous studies and reports such as the January 25, 2007 NCPC Staff Report, Site E has long been promised to the George Washington University and GW deserves to have this site for development of a boathouse for use by the university's rowing and sailing programs. The complications associated with determining the location of a boathouse for neighboring Georgetown University (GU) should in no way delay or impact the approval of GW's boathouse facility at Site E. It is important to note that Site E is the location closest to GW's main campus in Foggy Bottom. The proximity of Site E to the Waterfront Park and Washington Harbour will be very advantageous to GW as it hosts the popular George Washington Invitational rowing competition each year. I also support the use of a site in the proposed boathouse zone for use by Georgetown University for a collegiate boathouse. Site A or one of the locations west of Key Bridge would be close to the Georgetown campus and therefore make the most sense for that university. I have no problem with the two universities making their boathouses available for use by the public and high school rowing and sailing teams. Again, I urge the National Park Service to approve the HIGH DENSITY proposal for boathouse development, with separate facilities serving George Washington and Georgetown universities. Thank you.

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

As a Masters rower, skuller, and parent of a Washington Lee High School rower, I appreciate all of the work to date. One major concern is the apparent lack of coordination with the Arlington County and Vicinity Non-Motorized Boathouse Facility EIS
<http://parkplanning.nps.gov/document.cfm?parkID=186&projectID=13418&documentID=48320>. Facility development

on the Georgetown Waterfront should be closely coordinated with NPS proposals for the Virginia side even if (2) administrative units of the NPS are separately doing assessment work. It is critical to assess the impact of new river access and facility development and use on the Virginia side of the Upper Potomac in conjunction with actions to be taken on the opposite side of the river, especially because there is strong interest in construction of facilities in Rosslyn across from Roosevelt Island. The alternatives described do not address this. Another significant concern is the need to rehabilitate and update facilities at Thompson's Boathouse, which is also not addressed in the EIS but relevant to use of the Upper Potomac River. Thompson Boathouse should be a showcase for the Nation's Capitol, with heat and running water year-round and public access for a wide range of users including the handicapped. Capital investments/improvements of all sites should address year round use, solar power as well as LEED certification at all facilities. Thank you very much for the opportunity to comment.

**PEPC Project ID: 39727, DocumentID: 53024
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I wholeheartedly support the development of NMB facilities in the areas identified in the Feasibility Study. Limiting access to the river is not a viable option to promote the non-motorized use of the river. The development of one or more of the identified sites should permit public access and promote programs designed to teach boating skills, water safety and enable further opportunities to pursue recreational and competitive boating activities.

The evaluation of the proposed NMBZ should consider address options to ease congestion at Thompson Boat Center. One or more of the proposed sites should consider a facility to promote water sports modeled after the mission of the Community Rowing Inc. located in the greater Cambridge, MA area.

In addition to the five sites identified in the Feasibility Study, I support the consideration of a future Arlington Boathouse on the river's Virginia side. The feasibility study conducted in 2002 resulted in a decision by NPS to carry

that study forward as an environmental impact statement (EIS). It is recommended that that the Arlington Boathouse EIS could be evaluated in conjunction with a decision to proceed with an EIS of the site options identified in the current Feasibility Study (Sites A, B, C, D and E).

I commend the NPS for their diligence to complete the Feasibility Study and look forward to further progress leading to the development of additional boathouses and other types of NMB access to the river.

Thank you,

Gregory Love

**PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 256**

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Here is a great link to a thesis project that could be great for this area:

Abridged Version:
http://ricodsgn.com/images/thesis/erikkramer_thesis.jpg

Full Thesis:
http://ricodsgn.com/images/thesis/erikkramer_thesis_h2odc.pdf

Best,
Eric Bruyette

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 257

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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

A friend of a friend recently passed on a graduate student thesis project to bring water culture to DC. I was super impressed by the project and think it could provide not only a boat house, but create a thriving community and culture around the Potomac. It felt fitting and worth mentioning as you begin your feasibility testing. Below is a link to the thesis project title H20DC.

http://ricodsgn.com/images/thesis/erikkramer_thesis.jpg

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 258

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The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone.

As an alum of Georgetown University, 4-year varsity rower, and former captain of the lightweight women's program, I understand the cultural power of Georgetown's rowing program, its dedication to the Potomac community, and its need for its own boathouse. The student-athletes dedicate so much of their time, energy, and spirit to rowing and to the University. They have reached great results, despite not having a boathouse comparable to other top programs. The plans for a new boathouse would bring the program to the next level and allow the dedicated student-athletes to fully realize their potential.

The Potomac community would benefit as well. Being a Philadelphia native, I grew up surrounded by the beauty of boathouse row. With the addition of a Georgetown boathouse, the Georgetown waterfront could enhance its appeal, allowing rowers and non-rowers to enjoy the water, trails, and views.

PEPC Project ID: 39727, DocumentID: 53024 Correspondence: 260

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Correspondence Text

These comments are submitted on behalf of the Board of the Coalition For the Capital Crescent Trail (CCCT), our 2500 members, and many thousands of Capital Crescent Trail (CCT) users to express our thoughts on the Georgetown Waterfront Park Non-Motorized Boathouse Zone Draft Feasibility Study, released on April 20, 2013. The CCCT appreciates your consideration of our concerns as you move forward toward the final version of the Feasibility Study. It is the CCCT's understanding that the Feasibility Study will provide guidelines for devising a coherent and viable development plan for boating & boathouses along the Georgetown Waterfront between 34th & Water Streets NW and a point approximately 1100' upriver from the Key Bridge. Without question, one of the most significant challenges in developing boating opportunities in the section of the proposed Non-Motorized Boathouse Zone (NMBZ) upriver from the Aqueduct Bridge is the impact of those developments on the heavily used Capital Crescent

Trail (CCT). As the Feasibility Study notes, a Trail Use Survey was conducted in 2006, which determined that there were approximately a million annual user visits to the CCT in the study area, and that number has grown in the years since the survey was completed. This level of trail usage, combined with the narrow width of the NMBZ, the natural setting upriver from the end of Water Street, and space limitations for diverse user groups passing through the arch of the Aqueduct Bridge, create serious challenges for any study attempting to discern appropriate boating/boathouse usage.

We support many of the concepts developed in the Draft Feasibility Study, but we have reservations concerning some of the proposals put forth in the three scenarios presented in the document. We like the idea of separating rowing and paddling facilities at the Aqueduct Bridge, as presented in the Low & Medium Density scenarios, with rowing facilities located downstream along Water Street, and paddling facilities located upstream along the CCT. Given that the CCT is a component of the C&O Canal National Historical Park (C&O NHP), the approach of locating private facilities, such as university boathouses, outside the park, is to be applauded. As we have said many times, any development along the CCT should be for the benefit of the public, and must be mindful of negative impacts on trail users. We were also happy to see that the scenarios which called for a building on Site A recognized that it should be scaled back quite a bit from what had previously been suggested for that site. The reduction from a building with a footprint of 18,000+ sq. ft. to one with less than 8,000 sq. ft., and similar in scale to the existing Washington Canoe Club (WCC) building, is consistent with our view of what that site could physically accommodate. Of course, the details of how such a facility would be used are critical in determining impacts on trail users, so we cannot possibly indicate approval of such a building without the particulars that would accompany a detailed proposal. In the High Density scenario, the scale of the building on Site C seems much too large for that site. The "shadow" footprint is in excess of 13,000 sq. ft., and, at the suggested three stories in height, its total square footage comes in at approximately 40,000 sq. ft. Further, its designation as a rowing facility in the High Density scenario makes the separation of rowing & paddling activities less clear cut. In the High & Medium Density scenarios, the use of Sites D & E for university or high school rowing facilities appears appropriate. Their location on Water Street, along with the urban and industrial character of this section of the NMBZ, make them a better fit for the larger, more intensely developed boathouses required by such programs.

Unfortunately, all the good suggestions made in the study could be undone by one significant flaw ? in the Medium & Low Density scenarios, vehicular traffic is allowed, and possibly encouraged, from the end of Water Street, through the Aqueduct Arch, and into the C&O NHP. In the High Density scenario the study suggests that space constraints preclude on-site parking, but it does not address how paddle craft operating out of Site A, or rowing/paddle craft out of Site C, will get from the end of Water Street to those two sites. In the Findings section of the Executive Summary, the study notes, "People recognize a need to address circulation and transitions between Capital Crescent Trail and Water Street, NW and to consider how the many users in the non-motorized boathouse zone would interact." Absent a detailed plan of how such traffic would be managed, it is our opinion that increasing vehicle usage beyond the western end of Water Street will only move the circulation and transition issues from the street and into the C&O NHP. Of course, any development plan allowing vehicles west of Water Street will have to protect the safety of trail users, which includes both separation from vehicles, and maintaining the usable trail width of 10' pavement, with 2' soft shoulders on either side. In addition, any vehicular access and parking west of the terminus of Water Street must be tightly managed. The current illegal parking situation on Site C is an illustration of what will happen if strict rules are not enforced for vehicles entering the C&O NHP. We note that there are two existing boating facilities on the Potomac River in the vicinity of the proposed NMBZ ? Thompson's Boat Center, and Fletcher's Boathouse ? which have large parking lots, and allow public launching of various non-motorized watercraft, so why not keep all motorized vehicles ? watercraft & automobiles ? out of the C&O NHP? Any public boathouses sited inside the C&O NHP could be for individuals renting long-term storage space for their boats, or for daily rental of boats to the public, who could walk or bike from available public parking in Georgetown to the NMBZ sites.

Finally, we would like some clarification of the following line found in the Conclusion section of the study, particularly

the portion we have italicized:

"The scenarios represent generalized approaches to siting facilities within the zone from high density to low density; smaller facilities or a facility with a different purpose could also be developed..."

Does that mean, for example, that the recommended use for Site A in the High & Medium Density Scenarios for paddlecraft could be changed in a future development plan to a university rowing facility? Please explain what you mean by "different purpose".

We look forward to working with you to achieve the best possible outcome for trail users and boating advocates within the NMBZ.

Sincerely,

Ron Tripp
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I support a) designating the Nonmotorized Boathouse Zone and b) proceeding as quickly as possible to designate sites for Georgetown University and George Washington University.

Both of these universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone.

Georgetown University has deep roots in the community, with a rowing tradition dating back to the 1800s. As a good neighbor the University has worked with NPS and other stakeholders to seek a solution that benefits everyone who uses the area's resources-resident & visitor alike, including the ever increasing number of area high school rowing programs.

As one of those long-time heavy users of these river and shoreline resources (60+ years) and a neighbor (40+ year resident of the east end of the Palisades) in my opinion building these boathouses in the designated boathouse zone can only enhance the Potomac River waterfront in Georgetown, will not impinge on usability of the area for others, will make space for some of our area high school programs (some of which have had former Georgetown crew as coaches), and as mentioned provide NPS other desirable shoreline property in exchange.

A life-long resident of DC, I have always taken advantage of what DC has to offer in all its guises. In particular I love DC's natural resources and am drawn to our rivers, and the hiking, biking & boating opportunities along the shoreline and the Canal. We raised our children to have the respect and love for the same things and they in turn are passing that along to their children. We as a family are good stewards of the river and keenly aware of how fortunate we have been and continue to be to have this jewel nearby.

I would love to see the Georgetown (and the GW) Boathouse(s) finally built. I can support all of the sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. After 30 years and 8 prior studies, to spend additional time and money on more study would I believe be unwarranted.

I welcome the university boathouses and the rowers along my river and know that they too will be good neighbors and good stewards.

**PEPC Project ID: 39727, DocumentID: 53024
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My name is Gretchen Ellsworth. I have been a rower for twenty years on the Potomac, before that I directed high school regattas in the Washington DC area for five years and led my high school's crew boosters for several years. Throughout that time I have seen the expansion in popularity of rowing as a sport from high school students through septuagenarians.

I have also am a founding member of the board of directors of the Friends of Georgetown Waterfront Park, which has supported the role of rowing and paddling on the waterfront steadfastly since its inception

The most obvious point , not highlighted by the report, is that sports that are conducted on the water intrinsically need direct access to the water from the adjacent shoreline. This is not true of other sports and recreation which may well value the river, as they should, for esthetic and contemplative purposes Rowers do not wish to dominate the shoreline, but we do strongly observe the need for several more points of access, with the storage and program facilities to make that possible.

I think our goal should be access to the river, which Philadelphia's Schuylkill and Boston's Charles encourage over the look-but-don't?touch lack of access to the Hudson and East Rivers surrounding Manhattan.

In addition, the report alleges that the Site A is an environmentally sensitive area, which the facts do not seem to support. Further, NPS officials have told me that here are people/groups who strongly want to maintain the shoreline west of the Aqueduct Bridge as a kind of "rural" or "unspoiled" area. For this to happen the Washington Canoe Club would have to be removed. Yet everyone, myself included, wants that historic structure to stay. I would submit that the "urban" area begins well before the Aqueduct Bridge, and that a transition zone from wide open Capital Crescent Trail to shared areas of parking, pedestrian and motor vehicles is much needed for safety. There is room on Site A for a university boathouse, with its access to trailers across a right of way passing in front of the

There is a great need to reach compromises, to improve a number of unkempt and unsightly stretches of the waterfront and find ways to accommodate the many different users of the lands adjacent to the waterfront.

Gretchen Ellsworth

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As a Washington, DC resident living in the Palisades, I have been rowing on the Potomac River for more than 30 years. I strongly support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. All sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses are appropriate sites.

The single biggest limitation to recreational enjoyment of the Potomac is boathouse space. Thompson's Boat Center now resembles a South African shanty town, with sprawling metal fences protecting open air racks, where boats (and athletes) are subject to extreme conditions and vandalism. The boat ramps are so crowded in the morning and afternoon that it's a hindrance all recreational users who must use the docks.

Georgetown University has sponsored rowing teams on Potomac River shoreline since the late 1800s, and for the last 30 years has been working patiently with the National Park Service and the city to build its own boathouse. Georgetown has participated in eight prior boathouse studies and dutifully following the NPS rules and guidelines, only to see those rules and guidelines constantly change.

Georgetown, like George Washington, has valuable Potomac River shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. It is time for the Park Service to stop dithering and to expedite the development of the Nonmotorized Boathouse Zone so that all rowers and paddlers can access and enjoy the Potomac River.

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I think a great option for this project is the H2ODC plan. This project would be a great way for the public to utilize the water in that area of Georgetown and bring together many times of water sports/activities. Also, by using an existing structure it could be a more cost effective option as well. Creating a cutting edge structure like this could boost the surrounding economy also. A link to the project is below.

http://ricodsgn.com/images/thesis/erikkramer_thesis.jpg

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I recall a thesis project by a Virginia Tech student who proposed this solution:

http://ricodsgn.com/images/thesis/erikkramer_thesis_h2odc.pdf

Best,

Doug Brooks

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Correspondence Text

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. Both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone. More study after 8 prior studies and 30 years would be unwarranted.

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To whom it may concern

I am Mark Pisano a graduate of Georgetown University '64 and a Georgetown Oarsman for three years. I currently am a Senior Fellow at the Price School of Policy at the University of Southern California. I also am Cochairman of the Federal Systems Panel of the National Academy of Public Administration. I previously directed the Southern California Association of Governments, the MPO and COG for Southern California for over three decades.

I have review the Non Motorized Boathouse Zone and its appendices and thank you for the opportunity to comment on the documents. It is clear from these documents and the related references that a great deal of time and resources have been committed to this project over many years. The NMBZ clearly concludes that there are multiple sites that could be used to meet the growing demand for non motorized recreational use. From this array of sites an operative strategy can be developed. The report also summarizes the competing demands and uses that need to be balanced along the front. The report also notes the limitations of environment and historic preservation that must be considered. The report also identifies the next steps that need to be taken to bring forth a solution to a beneficial use of the zone. This body of work is important in moving to the next steps.

What is missing from the report is compilation of the possible resources and organizations that could be brought into the decision-making process to accelerate moving the initiative forward. There are two Universities Georgetown and George Washington that have property and financial resources that could be part of strategy development and decision making. There are other business and government interests that could also become part of the solution. If these resources and capabilities are not identified up front, the next steps that are suggested in the report would contribute to continuing cycles of Master Planning and specific plan modifications all requiring fiscal demands on the National Park Service. In my role of cochair of the Federal System Panel of NAPA, we have been looking at the fiscal stress of the Federal Governmental system and know that the fiscal stress on all governmental systems is great and getting more serious and will continue for a long time. New ways need to be explored to make the planning and decision making of agencies more efficient.

Numerous models and prototypes of finding solutions to integrated solutions of parks, recreation, preservation and education have been undertaken in many agencies including the NPS. Many of these examples have been brought forward to Federal System Panel. These partnership approaches could be utilized in the Zone. I would hope that these resources and approaches are included in the next steps that are taken. I encourage the NPS to proceed in this fashion. It will make the next steps more efficient; it will reduce demands on the scarce resources of the NPS; and most importantly it will yield better decision making and results for the public.

I hope these comments will assist the NPS in moving this initiative forward and am willing to assist in anyway possible.

Thank you again for the opportunity to comment.

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I have been rowing on the Potomac River for 34 years. Since I started the sport has boomed in popularity, and now includes participants of all ages, and from many schools and colleges. The facilities have not kept pace with demand.

I strongly support the development of additional non-motorized rowing and paddling facilities on the upper Potomac along the Georgetown waterfront. In particular, I urge the NPS to move forward with permitting Georgetown University to build a boathouse on Site A.

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Correspondence Text

As a longtime Washington area resident, I have used - and am grateful for - the recreational facilities available here. I support the creation of the Georgetown Nonmotorized Boathouse Zone and permitting area universities to establish boathouses there. This would benefit not only the participating athletes but also the numerous members of the general public who could enjoy a beautiful day on the river taking in the competition.

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I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. I went to and rowed for Georgetown and frequently visit. I am a great fan of the canal and use it whenever I can when in the area. Non-motorized use (and areas) of the Potomac River are highly desirable and should be encouraged. All of the sites indicated in the feasibility study (A, C, D, E) have aspects to recommend them. Many of the disapproving comments are objections to allowing "private" development on NPS land. This is short-sighted. The roots of Georgetown University on Georgetown's Potomac River shoreline date back well into the 19th century. It is my understanding that both universities have valuable Potomac shoreline property to exchange for designated boathouse sites on frontage that the National Park Service controls within the designated Nonmotorized Boathouse Zone.

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Correspondence Text

It is tragic that the park service has denied the people of Washington DC this beautiful and long over-due boathouse for so long. The Georgetown and GW communities have shaped the surrounding areas since their founding for the better. In the case of Georgetown, that was nearly 150 years prior to the founding of the National Parks Service itself. A boathouse once sat not far from the proposed sites. This is a project that will enrich the area, make the waterfront more accessible, safe, and enjoyable for everyone in the community.

I fully support all of the locations (A, C, D and E) indicated in the Feasibility Study for rowing boathouses.

I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University.

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Correspondence Text

(This version corrects editorial errors in my previous submission)

<p>If I correctly understand the purpose for which you are seeking public input, NPS is asking for comments on the feasibility study, but not for public comments on the ultimate decision that NPS will eventually make on this waterfront zoning. So I'll limit myself to deficiencies that I noticed in the study, which should be corrected before this study is used as a basis for a formal alternatives analysis.</p><p>

1. The specification of the three choices is seriously flawed, because the "medium" option is much more similar to the high-density than the low-density option. The most fundamental question on which the three options differ, is the extent to which a pristine riverfront will be replaced with boathouses-possibly private boat houses.

a. The high scenario is reasonable: All Five sites.

b. The low scenario is reasonable: only develop the site farthest away (site E) while leaving B and D as-is.

c. The obvious middle ground would be to develop sites E and C, while leaving B and D as-is, while leaving A pristine. Perhaps one might intensely develop site B. That would represent the normal expectation of a middle ground, in that the patchwork of boat houses and undeveloped lands becomes more intensely developed, while the boundary of pristine lands remains the same. </p><p>

Thus the medium-density option would be more properly labeled as the "medium-density sprawl option": A "medium-density smart growth option" could get the same level of development by infilling the portion that is already developed. Thus, the feasibility study should either specify the more reasonable medium-density option which leaves A pristine, or clearly specify the two alternative medium scenarios with some text explaining why one might be preferred over the other. </p><p>

The fact that NPS would develop site A before having intensely developed B and C-without saying why--leads one to infer both that (a) NPS is less interested in preserving the environment and serving the public, than providing a development site convenient to Georgetown University and (b) but that NPS is trying to hide that preference instead of explaining it. If servicing Georgetown University is so important that it outweighs ordinary smart-growth considerations, the study should forthrightly state this so that members of the public do not waste time suggesting how to achieve the same level of boat house development with less environmental interference. It is not necessarily wrong for a federal agency to provide environmentally pristine land to a private entity; but structuring an analysis so that such an exchange will appear to be the result of selecting the medium option is dishonest. The feasibility study should forthrightly state that serving Georgetown University is the primary objective of the medium density scenario

having been specified so as to develop site A rather than C. </p><p>

2. The feasibility study should more clearly explain the implications of developing sites D and E on the layout and use of the Capital Crescent Trail. Too little detail is provided for one to understand the ramifications of either. </p><p>

3. The scenarios should not merely provide a final footprint, but should also consider the timing. In particular, one would assume that sites D and especially E are the most problematic as far as public amenities are concerned.

Therefore, the feasibility study should consider a staging which re-develops sites A, B, and C first, before deciding whether that is enough, or whether D should also be developed. </p><p>

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1. The specification of the three choices is seriously flawed, because the "medium" option is much more similar to the high-density than the low-density option. The most fundamental question on which the three options differ, is the extent to which a pristine riverfront will be replaced with boathouses-possibly private boat houses.

a. The high scenario is reasonable: All Five sites.

b. The low scenario is reasonable: only develop the site farthest away (site E) while leaving B and D as-is.

c. The obvious middle ground would be to develop sites E and C, while leaving B and D as-is, while leaving A pristine. Perhaps one might intensely develop site B. That would represent the normal expectation of a middle ground, in that the patchwork of boat houses and undeveloped lands becomes more intensely developed, while the boundary of pristine lands remains the same. </p><p>

Thus the medium-density option would be more properly labeled as the "medium-density sprawl option": A "medium-density smart growth option" could get the same level of development by infilling the portion that is already

developed. Thus, the feasibility study should either specify the more reasonable medium-density option which leaves A pristine, or clearly specify the two alternative medium scenarios with some text explaining why one might be preferred over the other. </p><p>

The fact that NPS would develop site A before having intensely developed B and C--without saying why--leads one to infer both that (a) NPS is less interested in preserving the environment and serving the public, than providing a development site convenient to Georgetown University and (b) but that NPS is trying to hide that preference instead of explaining it. If servicing Georgetown University is so important that it outweighs ordinary smart-growth considerations, the study should forthrightly state this so that members of the public do not waste time suggesting how to achieve the same level of boat house development with less environmental interference. It is not necessarily wrong for a federal agency to provide environmentally pristine land to a private entity; but structuring an analysis so that such an exchange will appear to be the result of selecting the medium option is dishonest. The feasibility study should forthrightly state that serving Georgetown University is the primary objective of the medium density scenario having been specified so as to develop site A rather than C. </p><p>

2. The feasibility study should more clearly explain the implications of developing sites A and B on the layout and use of the Capital Crescent Trail. Too little detail is provided for one to understand the ramifications of either. </p><p>

3. The scenarios should not merely provide a final footprint, but should also consider the timing. In particular, one would assume that sites B and especially A are the most problematic as far as public amenities are concerned. Therefore, the feasibility study should consider a staging which re-develops sites E, D, and C first, before deciding whether that is enough, or whether B should also be re-developed, and only after that should A be considered for development. </p><p>

PEPC Project ID: 39727, DocumentID: 53024 Correspondence: 275

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Background about me: I am an avid paddler and cyclist. I currently access the river for kayaking between two and three times per week, and have recently joined the Washington Canoe Club after having kept a kayak at Jack's for a number of years. My bicycle is my main form of transportation. My wife and three young children share these

passions with me.

First of all, I would like to congratulate the Park Service for its commitment to increasing and enhancing access to the Potomac River for safe, healthy, and fun human-powered activity on the water. The Potomac is a unique and beautiful natural resource that deserves to be embraced in this way. Anyone who has had the experience of gliding up the river and watching the city vanish behind in just moments, or watching a beaver lazily swim by (yes, in Georgetown!), or breathing an exhausted sigh after crossing the finish line, understands the importance of this project. Its importance transcends its effect on our individual constituencies. Whether we are rowers, paddlers, or cyclists we all share a love of the river, its natural environment, and active enjoyment of that environment under our own power. Enhancing access will enable more of our youth to participate in rowing and kayaking programs, more local residents to get out on the water, and more of our visitors to know Washington from the river's unique and natural perspective. And further, getting people to use the river in this way can only serve to raise awareness and enhance stewardship of our natural resources, which surely are good things.

Having reviewed the proposals contained in the Feasibility Study released in April 2013, I feel the following are important for the Park Service to consider as it moves forward to the next stages of its planning:

1) I am glad to see public access for water craft emphasized in all three proposals. As a paddler with first-hand experience of the difficulty of gaining safe access to the river for a paddle (particularly with children), this is gratifying. Here are some specific thoughts with respect to development of these facilities

a. Beach access is very desirable for many paddlers, and should find its way into the next planning steps. Getting into and out of canoes and kayaks is more of a challenge at a dock than at a beach. As a one-time professional instructor, I can say this is true for both adults and children. It simply makes the sport more approachable ? particularly for people with mobility challenges. And, speaking as a parent, even if a child is wearing a PFD, it is reassuring to know that their misstep will result in a splash into inches of water rather than a plunge into several feet of potentially fast moving water. Thus beach access makes the river more accessible to those who are new to these water sports and encourages growth for future generations. Of course dock access is also useful and efficient since many types of boats ? such as single rowing shells and kayaks with fixed rudders ? are often more easily launched at docks. Hopefully these are not mutually exclusive considerations.

b. Expanded public and reasonably-priced off-water storage for personal kayaks, canoes, single shells, SUPs, etc. is another important element that should find its way into the next planning steps. This feature encourages routine enjoyment of the river by boaters who are likely to be very committed to the river and its future. Although a rental operation is essential, it does not address the needs of more experienced boaters who generally own boats that are more tailored to their skills, size, and needs. By encouraging the storage of personal boats in the NMBZ, fewer people would need to car-top their boats into the area for launching. This could significantly reduce the demand for parking and car trips on Water Street, since more people would be able to use bicycles or public transportation to get to the area. This is particularly important for younger generations moving into the Washington DC area for whom car ownership is on the decline, and encourages their use of the river. Moreover, the time-cost and hassle of getting a boat to the water is significantly reduced, thus making frequent use more likely.

c. An important element of the Medium- and High-density plans is the proposed construction of a public-access boat house for paddlers, single rowing shells, SUP boards etc. on Site A. But it is not clear that a large monolithic structure along the lines of the Charles River Boathouse in Boston is required for this purpose. For example, a modest structure could suffice to house the office requirements of a public-access rental operation and changing and restroom facilities for boaters. A slightly larger building might also house a meeting room for local clubs and off-water training/lessons, and perhaps a small food concession. A large structure is not the only way to provide boat storage. For example, roofed exterior racks (some examples of which can be found at WCC) could be an alternative. Although

these do not provide as complete weather protection for boats as a building, they have the advantage of being significantly lower in both cost and visual impact. Given the significant sensitivity many commenters have attached to development of this lot, lower impact alternatives such as this should be explored.

2) I am encouraged that all three proposals in the Feasibility Study embrace the continued presence of the Washington Canoe Club. As a new member of this club, I can attest to its uniqueness as an institution. It has a storied history with over a century in its present location and a landmark facility on the river. Its reputation for developing and encouraging youth and world-class athletes, including several Olympians, also places it uniquely in the national paddling community. But, the WCC is not just a racing club. It is a community of water-sports enthusiasts who share a love of the water, nature, the river and a commitment to its future. As the rope swing in the yard and the many child-sized PFDs testify, it is also a club that encourages families and the next generation to get out on the water in a safe and friendly environment. In short, its membership embodies precisely the values that development of the NMBZ seeks to encourage, and it will, no doubt, be a strong catalyst for the future success of the plan. Securing a stable future for the WCC and its facilities deserves a central place in all future planning.

3) A key element that has been embodied in all three of the options presented in the Feasibility Study is separation of paddling and rowing facilities. This is good, and a feature that should be preserved in future planning as a basic safety consideration. Fast multi-seat shells don't mix well in close proximity with canoes and kayaks. This is especially the case for a canoe and kayak rental operation whose users will be unaware of the limitations and needs of rowing teams. Keeping the paddlers to the west and the rowers to the east recognizes this need, and reduces the stress level for all involved.

4) A public canoe/kayak rental facility is probably best located to the West of its current location in the shadow of Key Bridge. Although this location has been used successfully in the past to encourage paddling by many newcomers and casual paddlers, it is not actually ideal for this. This is primarily because it is a dock-only facility located in relatively deep water surrounded by a shoreline with steep walls and rip-rap. The river current in this location is often significant and if one falls into the river there are few safe exits other than the dock. The dock may not even be an option depending on the current; immediately downstream are particularly craggy and steep walls. In short, it is not an ideal spot for newcomers and casual paddlers who do sometimes find themselves swimming rather than paddling. With careful development, the locations at either site A or C would likely offer a more encouraging introduction to the river.

5) Low density development is generally a good idea, and on balance I prefer the low-density option presented in the Feasibility Study. However, I also understand the significant unmet needs of the rowing community. I feel that encouraging more human powered uses of the river ? particularly among the younger generations trained by high-school and collegiate rowing programs ? is good. It secures the future of the river and its stewardship. I therefore feel that if greater density of boat house facilities is required to meet these needs ? e.g. as found in the medium density option ? then I would be happy to see these sites (D & E) used this way. Public access could be consolidated on site C and/or A.

6) As pretty much all users of this area would probably agree ? transportation and parking in this area are a paramount concern that will require careful consideration in the next phases of planning.

a) Steps to encourage access to the NMBZ by bike or public transit would likely relieve some of the inevitable pressure on parking likely introduced by development of this area.

b) As a cyclist, I would like to see a better designed interface for the Crescent Trail, and to have that be connected in a dedicated way to the newly-laid trail in the Waterfront Park. Water Street is one of the most heavily-used bicycle corridors in the city, but with its multiple stop signs, shifting lanes, back-in parking, confused drivers, etc. it is also one of the most dangerous stretches in the city. The NMBZ plan is an opportunity to move forward with the connection of

the Crescent Trail to the rest of the city, and to make the Waterfront Park section of trail more useful so that riders can finally get off of Water Street.

c) Although it is beyond the scope of the NMBZ plan, I would also like to see the trail in the Waterfront Park further connected with the Rock Creek trail.

d) Also, although also likely out of the Park Service's direct control, the creation of better public transportation options to access Water Street could alleviate some of the pressure on the parking and traffic situation.

Thank you for the opportunity to offer these comments.

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Correspondence: 276**

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I wholeheartedly support the development of additional facilities for rowing on the Potomac River. These facilities should be within a no-wake zone of the river and protected from air and noise pollution sources, and high speed water vessels. Because restaurants, parking lots, and grass are important to the Georgetown community I am concerned that the proposed boathouse zone may not end up including many boathouses. If the number of sites is limited the best organizations for boathouses in the proposed zone may be the local schools whose students can access their facilities on foot. But area residents of all ages should have access to rowing facilities too. Access needs to be developed in other areas of the river to accomplish this. Upriver, downriver, and the Virginia shore need to be considered. Downriver sites will need to have the no-wake zone expanded in order to make those sites useable by rowers. There is clear need for more facilities on the river for rowing. Rowing is a healthy activity that should be supported by the Park Service. I look forward to some active support for this from the National Park Service.

PEPC Project ID: 39727, DocumentID: 53024
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Georgetown Nonmotorized Boathouse Zone Feasibility Study

The following is a copy of the letter was approved submitted by the C & O Canal National Historical Park Federal Advisory Commission and submitted to the National Park Service as part of the original EIS for the Georgetown Boathouse in 2008 before the Commission was "sunsetted" by Congress in 2010. The Commission's former members remain active in supporting the mission of the Park.

While the Commission is no longer an official body, it should be noted that points made in the letter are consistent with the "Low Density" scenario presented in the current Georgetown Nonmotorized Boathouse Zone Feasibility Study.

The Low Density scenario also reinforces the former Commission's concern that no new private development be permitted within the C & O Canal National Historical Park and that any new facilities within the park should serve the public and be operated by the National Park Service.

The Low Density scenario is consistent with the mission of the Park and the former Commission to protect the natural, historic, and cultural resources of the Park while providing new boating facilities at a convenient location outside of the Park boundaries.

Thank you for the opportunity to comment.

Sincerely,
Merrily Pierce, Commissioner
Commonwealth of Virginia (2004-2010)

Letter

United States Department of the Interior
National Park Service
C & O Canal National Historical Park
C & O Canal NHP Federal Advisory Commission
1860 Dual Highway, Suite 100
Hagerstown, MD 21760

January 18, 2008

Kevin Brandt, Superintendent
C & O Canal National Historical Park
1860 Dual Highway, Suite 100
Hagerstown, MD 21760

RE: C & O Canal Federal Advisory Commission response to Public Notice by the Department of the Interior, National Park Service, National Capital Region; Notice of Intent to Prepare an Environmental Impact Statement (Federal Register/Vol. 72, No. 231/Monday, December 3, 2007/Notices) regarding a proposal by the National Park Service (NPS) to permit Georgetown University (GU) to build a boathouse within the boundaries of the C & O Canal Historical Park in exchange for a parcel of land upriver owned by Georgetown University.

Dear Mr. Brandt:

The C & O Canal National Historic Park (NHP) Federal Advisory Commission was formed by Public Law 91-664, January 8, 1971 along with the creation of the Park. Its 19 citizen members are appointed for 6 year terms by the governors of the states of Maryland, West Virginia, and Virginia, and by the Mayor of Washington, DC respectively. The Commission meets with and consults with the Secretary or the Secretary's designee on general policies and specific matters related to the administration and development of the Chesapeake and Ohio Canal National Historical Park.

As part of the above referenced process, the Commission submitted comments for the Environmental Assessment (EA) for the Georgetown University Boathouse proposal published in April, 2006 (Attachment 1). One of the Commission's requests included the need for further analysis of the proposed project's impact that could be provided by an Environmental Impact Statement (EIS). The Commission endorses, therefore, the NPS decision to proceed with an EIS. We believe strongly, however, that the EIS must have a much more comprehensive scope than that outlined in the Notice of Intent published on December 3, 2007.

In support of this position, and pursuant to the above notification as part of the requirements for the EIS, the Commission has four general areas of concern with respect to the proposed land exchange and construction of a boathouse on the

C and O Canal NHP: 1) Precedent for exchange of National Parkland involving a private entity, 2) Historic, environmental, cultural, and social impact on the Park, 3) Compatibility of the proposed project with policy and plans, and, 4) Process.

Land Exchange

? The 2006 EA states no net-loss of parkland with the proposed land exchange because both parcels are approximately the same size and the swap could increase positive impacts upstream. The Commission requests a fair market real estate assessment by an impartial agency of parcel 102-114, including its location as a C and O Canal National Historical Park gateway site, and a comparative assessment of the upstream parcel 102-109

purchased by Georgetown University in 1989. The EIS should analyze and disclose any constraints to construction on both parcels.

? Land use remains recreational but construction of the boathouse changes the land use of parcel 102-114 from public open space to private collegiate rowing use. The Commission believes that more people are served ? an estimated 3 million visitors annually - if parcel 102-114 remains public open space compared with the approximately 100 rowers plus many visitors and spectators who would use the same space in private ownership.

? The Commission requests a review of the entire land exchange proposal including: re-evaluation used to justify the exchange, whether it is consistent with the letter and intent of legislation that established the C & O NHP (see policy below), whether it improves the C & O Canal NHP, whether development of GU's upriver property as a team boathouse is actually feasible, and what other options are available.

? The Commission is concerned about precedent. Is there a precedent for exchanging NPS land with a private institution for the exclusive use of that institution? Is there a precedent within the 184.5 miles of the C & O Canal NHP? Please provide this information in the EIS.

? The C and O Canal NHP is a linear park 184.5 miles long running adjacent to the Potomac River from Georgetown to Cumberland, MD. The absence of any significant lateral dimension concentrates use on the narrow towpath already popular with recreational users. The land exchange would remove needed parkland in an historic gateway area with the Capital Crescent Trail and entrance to Georgetown where use is high. The EIS should justify the impact of the loss of lateral parkland at this gateway area.

Historical/Environmental/Cultural/Social Impact

? The boathouse would add a structure in a location that is currently open and vegetated changing the current view shed of the Potomac shoreline. The EA also recognizes that at some point any boathouse becomes a dominant visual element, interferes with existing views and would change the character of the existing view shed. The Commission asks that an EIS address significant impacts on the scenic impact from the C and O Canal NHP as well as the area from Key Bridge, George Washington Memorial Parkway, the Potomac Heritage Trail, the American Discovery Trail, and the Potomac Gorge.

? Under Alternatives A, B, and C, the proposed boathouse is located within three recognized historic areas: Georgetown Historic District, C and O Canal NHP, and the DC ? Potomac Gorge. These three alternatives would have the greatest negative impact on historical assets. The cumulative impact on these resources needs to be considered.

? The Commission believes that the evaluation of impacts on the C and O Canal NHP in the EIS should be made based on its designation and associated criteria as a National Historical Park.

? The Commission requests additional study of the potential impact of construction on sturgeon, other fish, birdlife, and fragile floodplain flora and fauna that are slowly coming back now that the water quality of the river is improving, as well as disruption of habitat and loss of tree canopy.

? The EIS should also consider the increase in the amount of hard fill needed for the project on the shoreline not only for building structural support and erosion control, but subsequent reduction of habitat for wading birds.

? Further hydrological analysis is needed regarding regular and high water flow around protruding docks and dock pilings which other boathouses on the river currently do not have.

? The embankment below the canal should be analyzed for erosion impacts of flood velocity that could undermine its stability.

? The 2006 EA notes that the currently corroding underground 84-inch diameter Upper Potomac Interceptor (sewer) Pipeline would be encased before construction. Temporary repair of aging infrastructure only buys time before an expensive replacement might be needed. The impact of leaks and possible rupture on the C & O Canal NHP and the cost of replacement of the Pipeline in this section, on water quality and health of visitors should be considered now, as well as by the EIS during and after the proposed construction of a boathouse.

? Parcel 102-114 is filled soil and the EA notes that in addition to the soils not being native to the site, they are "slightly contaminated" by heavy metals subjecting the river to this runoff. That runoff will not necessarily be contained or minimized under a built structure. Stability and composition of the soil need further analysis when

considering whether both sites are suitable for construction.

? Parcel 102-114 is impacted by canal water seepage. Hydrology needs to be taken into consideration if parcel is considered as a building site.

? Stormwater management for quantity control has been preliminarily waived by the District of Columbia, Watershed Protecting Division, because stormwater detention during low tide is counterproductive. Runoff sources include impervious building surfaces such as roof, docks, ramps, walkways, and offsite surfaces from the towpath and the CCT. The proposed Boathouse could increase impervious surface by up to 42% not including the 2,500 sq ft dock. Stormwater runoff impacts need further analysis.

? Should the land exchange occur, the EA is silent on who would pay for correcting the DC WASA easement recordation error on a facility that could be impacted by construction, nor are costs estimated for the NPS to negotiate arrangements with DC WASA or the WCC which now also uses part of Parcel 102-114. The EIS should be more specific with respect to expenses incurred by the NPS.

? Odor control has not been successful along the canal. The EIS needs to address this issue at the proposed site.

? The C and O Canal NHP towpath is especially crowded on weekends at this gateway location with the CCT. During GU rowing regattas, now scheduled only during the Spring season, foot and vehicle traffic could increase as rowers cross the canal with boats on trailers and visitors and spectators create additional foot traffic as well. The Commission is concerned about such activity on the ability of visitors to the C & O Canal NHP to appreciate the natural and historic setting that the site now affords and asks that the impact of such additional traffic, both motorized and pedestrian, be further examined.

? Transporting of boats on motorized trailers that can be up to 60 feet long along and across the narrow, busy C and O Canal NHP towpath has the potential for creating additional use of parkland and raises maintenance concerns. The maintenance budget for the C & O Canal NHP continues to be cut by Congress and the Federal Government. The Commission asks that any additional cost for maintenance of the park that would be necessitated by the use of private boat trailers and other equipment and personnel vehicles be estimated and what provision would be made by GU to compensate the NPS.

? GU's regattas are now scheduled only during the Spring rowing season. With a large boathouse at the proposed location, it can be expected that additional events could eventually be scheduled during the summer and fall seasons as well ? peak periods of park use. The Commission asks, therefore, that maintenance and traffic concerns and the potential for interference with park visitors be considered throughout the year.

Compatibility with Policy and Plans

? The C and O Canal NHP was established by Congressional Legislation in 1971 " to preserve and interpret the historic and scenic features of the Chesapeake and Ohio Canal, and to develop the potential of the canal for public recreation." (1995 EA). The EIS should explain how restricting the public from an acre of land benefits the public and public recreation.

? The EIS should be conducted in terms of legislative and policy intent and history for the C & O Canal NHP, the National Capital Park Commission plan to protect and preserve the shoreline of the Potomac River upstream from Georgetown that preceded the establishment of the C & O Canal NHP, the Capper-Crampton Act, the National Historic Preservation Act, and the original and amended Georgetown Waterfront Park Plan.

? Under Alternatives A, B, and C, the proposed Boathouse would be built on exchanged land that is beyond the originally planned limits of the Boat Zone (1150 feet west of Key Bridge) as designated in the 1987 Potomac Waterfront Park Plan. Original Plan language states: "Floating boathouses or boathouses on land would be appropriate provided public boating use of the facilities is always available." (emphasis ours). The EIS should explain how the language is compatible with the proposed project?

? The 2006 EA states that the land exchange has been approved by the NCPC consistent with the Comprehensive Plan for the National Capital stating that the proposed use would not negatively affect the Potomac River Waterfront, the Waterfront Park, or the C and O Canal NHP. The report also notes that the proposed site is under Federal ownership and not subject to Washington, DC zoning controls. The University and the NPS have received approval to designate Parcel 102-114 within the W-O Zone, (new category created in 2002 that permits boathouses and marinas

as a special exception permitted use) once the land exchange agreement is in place and the University gains ownership of the property. Again, the EIS should explain how the proposal provides for continuing public availability for boaters. Please expand on the information provided in the EA?

? The 2006 EA is silent on the US Code with respect to the National Park Service in saying that no activities are to be authorized "in derogation of the values and purposes for which these various areas have been established, except as may have been or shall be directly and specifically provided by Congress." (16 USC Sec 1 - a - 1). The EIS should justify 1) the exchange, and, 2) the proposed Boathouse with respect to US Code.

? The EA is silent on the following NPS and C and O Canal NHP Policies and Plans. The EIS should address the proposed land exchange in light of written policy.

o National Park Service Mission Statement (from The National Park System Caring for the American Legacy) (www.nps.gov/legacy/mission.html)

? "The National Park Service preserves unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations . . ."

? National Park Service also fills the role of "guardian of our diverse cultural and recreational resources; environmental advocate; world leader in the parks and preservation community; and pioneer in the drive to protect America's open space."

o Chesapeake and Ohio Canal National Historical Park Plan (NPS 1976, pages 1, 2)

? "[The Plan provides for] as much outdoor recreation as will not intrude upon or impair the resources which the park was established to protect."

? [The Purpose of the Park] . . . is to provide, in perpetuity, the opportunity for mankind . . . to understand the canal's reason for being, its construction, its role in transportation, etc., . . . to appreciate the setting in which it lies and the natural and human history that can be studied along its way . . . to enjoy the recreational use of the canal, the parklands and the adjacent Potomac River.

? Management Objectives . . . which will be administered in the historical category of the National Park System , are
a) Preserve the atmosphere of past times and enduring natural beauty and safeguard historic remains and natural features

b) Impart to visitors an understanding and appreciation of an historic way of life blended into the natural setting of the Potomac Valley.

c) Develop the potential of the park's recreation resources for safe yet stimulating enjoyment by the visitors within the limits compatible with its management objectives.

? Recognition in the Plan that "the urban need for manmade playgrounds which provide structured recreational facilities can not be met by the Chesapeake and Ohio National Historical Park. Instead, the role of the park is to provide its visitors with a natural and historic environment in which to enjoy such pursuits as hiking, biking, canoeing, camping, horseback riding, fishing, and boating."

Process

? The Commission requests revision of the introductory material presented as background on the NPS PEPC web site concerning the Georgetown University Boathouse/Land Transfer EIS as follows: Add as part of the opening sentence in third paragraph "The C & O Canal NHP was established in 1971 as part of the National Park System." In the same paragraph, amend the final sentence which reads "The proposed Georgetown University Boathouse would be located within this boathouse zone" to "within or partly within this boathouse zone." Fourth paragraph currently reads, "The property would be made available to the University in exchange for prime wooded shoreline property within the C & O Canal NHP and its one-mile access easement along the Capital Crescent Trail that the University owns." It should read "One of the alternative sites is within the C & O Canal National Historical Park. That site would be made available to the University in exchange for wooded shoreline property that is also within the C & O Canal NHP, and for the University's one-mile access easement along the Capital Crescent Trail."

? We request a cumulative impact analysis of all boathouses now proposed for construction/improvement in the designated "Boat Zone" of the Georgetown Waterfront Park Plan.

? The EIS should include a detailed map of all land parcels within the project area including the Georgetown Waterfront Park Plan Boathouse Zone from District of Columbia Land Records that shows parcel delineation and ownership. How much private land is within the C and O Canal NHP? How much private land lies within the Boathouse Zone and in land beyond the designated Boathouse Zone that could be zoned for a boathouse under the W-O provision by special exception? How much public land, if any, has been transferred to private ownership within the Boathouse Zone and beyond since its creation. What other exchanges are planned or could be anticipated in the project area in the future?

? The EIS should justify the need for a comprehensive study as required by NEPA that addresses all of the recreational needs of the waterfront area, including boathouses that could impact the C & O Canal NHP.

? The EIS should also consider alternative sites for the Georgetown Boathouse and the environmental impacts of each alternative site.

Thank you for the opportunity to present our comments.

Sincerely,

Sheila Rabb Weidenfeld, Chairman

**PEPC Project ID: 39727, DocumentID: 53024
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Thank you for the opportunity to comment on the NPS proposals for development of the waterfront. As enthusiasts of human-powered recreation (especially kayaking and bicycling), my family and I are very excited to look forward to better river access with the realization of some version of these plans.

When my family wants to go paddling, we usually have to leave the city. This is because there is no public put-in place suitable for small children. Jack's allows visitors to launch at their dock for a fee, but we have never done it with the kids on account of the strong current and deep water.

To summarize the essential elements of a plan for wider public small-craft access to the river, it should have:

- *both beach and dock launch facilities, so that children and beginners, as well as more experienced paddlers and various kinds of craft, can enter the water safely.

- *a location where current is not normally strong

- *a location where boat paths do not cross with multi-seat rowing shells

- *restroom and changing facilities

- *bicycle parking and day-use lockers to encourage car-free access

- *equipment available for rental, and a facility to support the rental concession

- *secure storage (for rent) for personal boats (kayaks, canoes, single shells, sup's, etc.)

- *a driveway/car access, for bringing boats to and from the put-in and boat storage areas

- *nearby parking

- *a place for people to sit and hang out comfortably on shore, to eat and drink, wait for friends, or relax before or after going on the water.

I would like to make a few observations about the suitability of the proposed developments for these purposes.

First, that only site A offers an obvious possibility of beach entry. Even at site C, the bank is steep and rocky--beach access would probably be more difficult to engineer. For the other items, either site A or C would probably work. But D would not, on account of the Potomac Boat club upstream of it and the deep, rushing current near the Key Bridge.

Second, that a large boat house is not remotely necessary to achieve these functionalities. Storage for watercraft does not require climate control or total weather protection. Sheds or covered racks work as well. I share the misgivings of many who oppose the development of site A with a large boat house, and urge consideration of a lower-impact design that supports access without overwhelming the nearby capital crescent trail and historic canoe club building.

Third, that parking is a serious issue. People need cars to bring their small human-powered craft to the water. Site C, as in the medium and low-density proposals, would be a suitable place for parking to serve users of small-craft facilities at A and B, as well as a boat ramp or dock. It would also serve as a buffer between smaller upstream craft and larger downstream rowing facilities. It is hard to imagine where else parking could be inserted in the plan, and the lack of it would seriously compromise the usability and accessibility of the boating facilities.

PEPC Project ID: 39727, DocumentID: 53024 Correspondence: 279

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As a former C&O Canal Advisory Commissioner, I respectfully advocate the lowest possible density approach to whatever use is approved for the boat zone. We worked relentlessly as a Commission to eliminate private use of public lands and I reaffirm that position. Public land is for public access and use.

**PEPC Project ID: 39727, DocumentID: 53024
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Since I do not know if the submissions of March 30, 2012 will be included in this step, I am including my comments submitted then because any legitimate consideration of changing the nature and character of the C&OCNHP must be based on the mission and purpose upon which this national historical park was founded. As our nation faces an era of increasingly devastating and unpredictable weather events and aging infrastructure failures, the federal government ? and the Department of Interior, in particular -- must lead by protecting and preserving the lands it holds in trust for future generations. That includes rivers and shorelines. The White House is only a few miles from the stretch of the Potomac River where an elite private university plans to

construct a colossal boathouse. No one can foresee what the impact of that development would be when a natural disaster caused by global warming occurs. Has this risk been adequately addressed? The least disturbance to the Potomac River and its shoreline offered by the "Low Density Scenario" will best serve future generations of Americans.

NPS Feasibility Study Submission by Ann Lochstampfor on March 30, 2012

The Chesapeake & Ohio Canal National Historical Park is now at the crossroads of history. The NPS must decide whether to maintain the Park's mission [see below] -- or to allow Georgetown University, one of the Nation's richest, most prestigious private universities, to build a colossal boathouse, primarily for the use of GU students, near the Georgetown gateway to the Canal.

The 34th Street entrance to the proposed boathouse zone is only a 15-20 minute walk from The White House (17th Street side.) This site embraces Potomac shoreline now in a wooded, tidal floodplain area. The NPS has yet to disclose what the "fair market value" of this treasured section of the Park would be -- if it were privately owned. Since the C&OCNHP is funded by all American taxpayers not just those in DC and Maryland, the C&OCNHP is owned by and belongs to all Americans. They have a vested interest in preserving their "National Treasure" for all Americans, present and future. This transfer of the public wealth ? history as well as financial -- to a wealthy private university should not be allowed.

This historic part of the C&O Canal, begun in 1828, should be protected from private development. The sight of a soaring boathouse here would be seen as the "Pyramid on the Potomac" and could not avoid becoming a glitzy tourist destination -- bringing even more traffic congestion to Georgetown.

The sight of a large parking lot crowded with 80-foot-long boat trailers [60-feet for the boat and 20-feet for the trailer cab] would diminish if not destroy the traditional mule-drawn boat rides enjoyed by Park visitors for decades.

In the past, from April - October, a replica 1880's canal boat offered the public roundtrip rides between the 31st Street Bridge and Key Bridge. [The 31st Street Bridge, located one block down from the intersection of 31st and M Streets, is as long as the Canal is wide.]

Although the boat operations in Georgetown are not linked to the Feasibility Study, the future of the public historic reenactment of a vanished way of early American life would be adversely impacted by the activities associated with the boathouse zone.

Another casualty of the proposed privatization of this part of the C&OCNHP would be the lost opportunities to educate tens of thousands of Park visitors annually about the importance of the C&O Canal to Washington's early history in a quiet, little-known section of the city where that history still survives.

Unfortunately, on July 13, 2011, the very old Georgetown boat, the Georgetown, had to be dismantled after a crack was discovered in its hull. The Superintendent recently announced that repairing the damage is too costly and that he has not decided whether to fundraise for a new boat. If the NPS envisions the transformation of the C&OCNHP by private developers, then there may not be a need to raise funds for a new Georgetown boat.

For reasons stated above, I believe the proposed twenty-first century urbanization of a National Historical Park in the heart of the Nation's capital should be denied.

May the guiding spirit of Justice William O. Douglas prevail.

[16USC Sec 1-a-1 (2000)] Public Law 91.064: "to preserve and interpret the historic and scenic features of the Chesapeake and Ohio Canal and to develop the potential of the canal for public recreation, including such restoration as may be needed."

PEPC Project ID: 39727, DocumentID: 53024
Correspondence: 282

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I am writing in strong support of the High Density Development Scenario 1, with the largest reasonable buildings on each of Sites A, C, D, and E, as well as maximum restoration and rehabilitation and improvement of Site B. The development efforts should begin as soon as possible without further study and without further delay, following decades of debate. The study makes clear that there is an incredible amount of demand, continuing to grow, for development and riverfront access around these sites for recreational use. Hence the only question is the level of development. The only sensible answer is maximum development of this tiny portion of a mighty river with largely protected natural coastline in the middle of a large metropolitan area.

The city of Washington exists here today because of the Potomac River and natural port in the river bend at Georgetown. Over time the city lost its natural connection to the river which used to be filled with non-motorized boats exactly in this area. So much of the context of this feasibility study is spent on looking at the neighboring parcels of property that we can lost sight of the big picture. The big picture shows we need to pursue high density development for the following reasons:

1. We are looking at developing nonmotorized boat access to the river ? not for one university or a select few (essentially just expanding the existing situation a little more), but rather making this prized river access available to more of the so many people who have expressed interest.
2. This small waterfront access is one of the only areas in the greater Washington area that has any option of river access (Old Town Alexandria being the other for those from the southeast of the city). Almost all of the rest of the river frontage is protected and inaccessible or otherwise developed. This has to be a solution for the city and the region (including the Virginia side right across the Key Bridge).
3. A few persons have objected because of the impact on the tiniest portion of the C&O Canal area and Capital Crescent trail. Developing the waterfront to the maximum density would make those other resources more rather than less attractive. The lack of parking in any option, together with the promotion of healthy, recreational water access, means we can expect more people to use bicycles to access the area.
4. The expanding for demand at the high school and collegiate crew levels is increasing demand for lifelong interest in rowing and other water sports, and a passion of committed persons to introduce friends to the water on an occasional or less regular basis. Any development other than the high density one will prove shortsighted as demand continues to outstrip supply.

I visited the area yesterday to walk around and examine in light of the Feasibility Study. It is a terrible eyesore throughout which attracts from the beauty of the river, the revitalized Georgetown waterfront, and the parkland

moving upstream. Many people have remarked how unsafe and uncomfortable they feel walking the undeveloped stretch under the Key Bridge. The development needs to start now; not wait for further study.

As to my own background ? as a small child I saw a crew race on a river that I remember to this day. I first rowed at Georgetown, and was on the varsity heavyweight crew for four years. I have continued that passion for over twenty years ? living in Boston, Switzerland, and now again in Washington where I am a member of the Potomac Boat Club and went rowing yesterday. I see virtually every day I am on the water how people along the river edge parkland, from the airport up through Georgetown and past Chain Bridge stop and enjoy watching the boats along the water. Providing more people access to the water enhances the enjoyment not only for them, but also for all the people on the shore, including the walkers and cyclists. I say this also as an avid cyclist who uses the Capital Crescent trail, the Rock Creek trail, and enjoy the national park land. Most people I introduce to the river is not by rowing, but by canoe or traditional rowboat, and sometimes a kayak, and they all wish to come back and to have greater access.

Please let us proceed now with the High Density version of this worthy and long overdue option for the benefit of the city and all of its people.

**PEPC Project ID: 39727, DocumentID: 53024
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May 24, 2013

Mr. Peter May, Associate Regional Director
National Capital Region, National Park Service
1100 Ohio Drive SW
Washington DC 20242

Dear Mr. May:

We wish to thank you and the National Park Service for conducting the feasibility study and for allowing public comment on this important matter. After reviewing the Georgetown Nonmotorized Boathouse Zone Feasibility Study and attending the May 22nd Public Information Meeting, the Georgetown University Student Association (GUSA) has several insights to offer on behalf of university students.

GUSA serves as the formal, elected representative of over seven thousand Georgetown undergraduates. In this capacity, we represent the interests of the men's and women's crew teams, both of which have a significant stake in decisions made by the National Park Service relating to the Nonmotorized Boathouse Zone. We also work closely with other student government bodies throughout the District to advocate for the needs of students.

On the whole, our organization stresses that the National Park Service should prioritize the needs of nonmotorized boat users, and that any decision should expand existing opportunities for such users to a degree to meet the dramatic growth in demand.

Georgetown University students, especially student-athletes, are extremely interested in a new boathouse. The present Thompson Boat Club facilities are extremely overbooked, which not only limits Georgetown rowers, but also the hundreds of high-school rowers from local communities. Therefore, rewarding the interest in a new boathouse for Georgetown University will result in tangible community benefits for all by freeing up significant space at Thompson's. Furthermore, Georgetown students are highly involved in volunteer activities that benefit countless people throughout the District, and GUSA would ensure that this spirit of volunteerism applies to the new boathouse facility. In this vein, when the new boathouse is built, the university has plans to develop programming that will enrich the lives of youth that would not otherwise have had exposure to rowing and other sports, which it cannot pursue within the current restraints of Thompson Boathouse. The university is also exploring programming that would enable members of the Wounded Warriors Program to benefit from the facility as well.

In terms of available sites, after reviewing the alternatives, GUSA firmly believes that the high-density option is the only choice that provides anywhere near adequate space for nonmotorized boat users. Other options fail to take into account the existing high demand for facilities to support rowing programs, and any of them would run contrary to the long term efforts to meet that demand.

Upon review of the high-density option, as currently designed, we are concerned that boathouses which could be located at Sites A and D would likely be too small to accommodate the high levels of demand associated with university rowing programs. Site C, with the divide envisioned as necessary for access to the sewer line in place, also appears impractical. Site E is potentially large enough to accommodate nonmotorized boat users; however, we understand that might be encumbered by a land exchange agreement. All of these factors raise serious concerns that we fear could significantly limit options for Georgetown University to build a boathouse to meet the needs of our long-standing rowing programs for men and women.

Regarding Site B, participants in the March 3, 2012 Public Stakeholder Workshop discussed moving the Washington Canoe Club, which has fallen into disrepair, upstream to or toward Site A. Elizabeth Merritt of the National Trust for Historic Preservation testified at the workshop that the historic integrity of the structure could be preserved if it were moved.

If the Washington Canoe Club were relocated and repaired, a boathouse large enough to accommodate the needs of nonmotorized boat users could then be built on a combination of parts of Sites A and B. GUSA supports this option, as it would make it possible to preserve the historic integrity of the Washington Canoe Club while providing adequate space to meet rising levels of demand for other users.

The Georgetown University rowing program is the oldest program in the city with a rich history of medals at Dad Vails, Eastern Sprints, IRAs, and NCAAs, and its interests need to be taken into consideration when developing the NMBZ. Building a boathouse for Georgetown's programs will not only allow it to thrive but it will open up space and opportunity for programs rowing out of the Thompson Boathouse. Furthermore, through our volunteer efforts, students have a strong positive impact on the community, which would extend to the construction of a new facility. GUSA immensely appreciates the efforts of the National Park Service thus far to keep the public informed on this matter, and we look forward to future cooperation.

Sincerely,

Nate Tisa
President
Georgetown University Student Association

Adam Ramadan
Vice President
Georgetown University Student Association

Jack Devlin
Captain
Georgetown Men's Lightweight Crew Team

Lauren Abrams
Captain
Georgetown Women's Openweight Team

**PEPC Project ID: 39727, DocumentID: 53024
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I currently serve as president of the Bethesda-Chevy Chase High School rowing team, representing 96 student-athletes and their families. We are a co-ed club team and operate as a non-profit corporation, B-CC Crew Boosters, Inc. We are nearing completion of our 19th season and have rented rack space and rowed out of Thompson Boat Center (TBC) for that entire time. Weather-permitting, our team practices on the water every weekday afternoon, both fall and spring.

Due to the impacts of severe overcrowding at TBC, we strongly support expedited planning, development and construction of all the boathouses identified in the NPS NMBZ Feasibility Study's "Scenario 1 - High Density". The data in the study, and the experience of our team and our fellow club teams currently housed at TBC, show that demand for boat storage and river access exceed what would be provided under Scenarios 2 and 3.

Further, we see "Site E" as a logical starting point because its development is included under all three scenarios examined in the Study. "Site E" also has potential for fast-track completion because its location has no impact on the C&O Canal, the Capital Crescent Trail or DC Water facilities.

The Study does a good job of evaluating criteria and presenting options, but it does not put forth a plan of action. We ask that NPS publish such a plan showing all planning, funding, design, and construction milestones and end dates, and that "Site E" be carried as a fast-track component through the process.

We appreciate the opportunity to put these comments into the record.

Respectfully,

Lou Balodemas
President
B-CC Crew Boosters, Inc.

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

May 24, 2013

Ms. Tammy Stidham
National Capital Region
National Park Service
1100 Ohio Drive SW
Washington, D.C. 20242

Re: Nonmotorized Boathouse Zone Feasibility Study

Dear Tammy:

The National Trust for Historic Preservation appreciates the opportunity to comment on the National Park Service's Nonmotorized Boathouse Zone Feasibility Study dated April 2013. The Nonmotorized Boathouse Zone is located entirely within a National Historic Landmark ("NHL")-the Georgetown Historic District. As you know, the National Trust participated in the public workshop regarding the planning process for the Nonmotorized Boathouse Zone on March 3, 2012. And back in 2006, we provided comments on the NPS's Georgetown University Boathouse Environmental Assessment and requested consulting party status for the project under Section 106 of the National Historic Preservation Act ("NHPA"). Our 2006 comments expressed concerns about the inappropriate scale of the proposed Georgetown boathouse and its potential adverse impacts on historic resources.

We are therefore pleased that the NPS commissioned a broad planning study to assess the feasibility of potential uses and development within the nonmotorized boathouse zone ("NMBZ") located along the Georgetown waterfront. A comprehensive approach is more likely to result in a plan that will appropriately guide future development to address the high demand for rowing and other boating activities on the Potomac River, while minimizing and mitigating adverse impacts to the historic resources in the area.

We offer the following comments to assist the NPS and future project proponents in ensuring that the Feasibility Study will enable all parties to develop and evaluate alternatives or modifications to proposed undertakings that would "avoid, minimize or mitigate adverse effects on historic properties." 36 C.F.R. 800.6(a).

I. The Feasibility Study Should Include an Analysis of Options for Redevelopment and/or Expansion of the Thompson Boat Center.

The Feasibility Study focuses on the potential development within the NMBZ, which extends along the Potomac River from 34th Street at the western edge of Georgetown Waterfront Park to approximately a quarter mile upriver of the Key Bridge. Five proposed development parcels were assessed that include two existing historic boathouses/clubs. However, the Feasibility Study fails to assess potential redevelopment and/or expansion opportunities for the Thompson Boat Center site ("Thompsons")-a boathouse owned by the NPS that is less than a mile from the NMBZ. Thompsons is the only boathouse in the vicinity that currently provides open public access for nonmotorized boating on the Potomac River. Therefore, the feasibility of redeveloping and/or expanding Thompsons should be considered in the Feasibility Study, since it directly impacts the magnitude of the unfulfilled needs for nonmotorized boating facilities within the NMBZ.

The Feasibility Study relies heavily on the use, inadequacies^[1] and demands of Thompsons to justify the need to

develop additional nonmotorized boating facilities along the Georgetown waterfront. The Feasibility Study states that "[m]ost boating activity within the NMBZ launches from Thompson Boat Center, which estimates that the following use the facility regularly: 800-850 high school students, 250-300 university students, 100-150 renters, [and] 40-60 students in Thompson Boat Center programs." [2] Feasibility Study at 16. This compares to the estimated 300 members at each of the Potomac Boat Club ("PBC") and the Washington Canoe Club (the "Canoe Club"). Id. at 15.

Thompsons must be evaluated in the Feasibility Study because it directly impacts the NMBZ and because "there is likely not sufficient developable land within the nonmotorized boathouse zone ? to accommodate all user demand." Id. at 52. Issues at Thompsons are cited in the Feasibility Study as the rationale for developing the NMBZ. Furthermore, it is likely that redevelopment and expansion of Thompsons would have less adverse impact on historic resources given its location.

We do not question the high demand for rowing, paddling and other boating facilities along the Potomac River, but we do question the NPS's failure to assess redevelopment opportunities for its own boathouse, which is "considered a hindrance to excellent rowing programs and fair and equitable access to the river." Id. at i. Therefore, we strongly encourage the NPS to assess the feasibility of expanding Thompsons as part of the Feasibility Study. The NPS should consider developing Thompsons into a larger-scale community boathouse such as Community Rowing, Inc.'s recently constructed Harry Parker Boathouse on the Charles River in Watertown, Massachusetts.

II. Comments on Each of the Potential Development Sites.

The National Trust agrees with the statements in the Feasibility Study that additional studies will need to be conducted to comply with federal preservation and other laws prior to the development of any of the individual sites, particularly since the NMBZ includes and is adjacent to several historic resources and is entirely within the Georgetown NHL Historic District. As a result, Section 110(f) of the NHPA requires that, prior to approving any undertaking that may directly and adversely affect an NHL, the federal agency must ensure that the plans will minimize harm to the NHL "to the maximum extent possible." 16 U.S.C. 470h-2(f) (emphasis added).

Our suggestions and comments on the proposed development densities seek to "to avoid, minimize or mitigate adverse effects on historic properties." 36 C.F.R. 800.1(a). Each of the five development sites are discussed below.

Site A. Site A is located within the Chesapeake & Ohio Canal National Historical Park ("C&O Canal") and adjacent to the National Register-listed Washington Canoe Club. This is the site previously proposed for the Georgetown Boathouse. With other, less harmful sites now being considered, we support the Low Density Development Scenario, since trailhead enhancements and pier and beach launching will have the least adverse impact on the C&O Canal and the Canoe Club. If any development were to occur on this site, then it must be appropriate in scale to the Canoe Club, and should involve little or no vehicular access to the trail, as we discussed in our 2006 letter. [3] A 7,800-square-foot boathouse, as proposed in the Medium-Density and High-Density Scenarios, would certainly be less harmful than the 33,771-square-foot boathouse proposed by Georgetown University in 2006. However, we strongly recommend avoiding the construction of any new buildings on this site. Additional storage for paddlecraft and sculls for the Canoe Club could be provided through the installation of movable boat racks on this site with minimal impacts.

Site B. Site B contains the National Register-listed Washington Canoe Club. We strongly support the recommendation in the Feasibility Study to retain and rehabilitate this historic structure, under all of the development scenarios. We were impressed by the strong consensus among all stakeholders at the March 2012 workshop in support of the preservation of this iconic building. We recommend that the docks for the Canoe Club could be extended to increase access to the river without negatively impacting the historic structure. However, we are very concerned about the deteriorated condition (and the ongoing deterioration) of this historic building, and the NPS's failure to properly maintain the structure. If the NPS fails to properly maintain and repair this historically significant

structure, it runs the risk of engaging in demolition by neglect. We understand that the NPS has evicted the Canoe Club from the building because of its unsafe condition, and that structural stabilization activities have begun. The National Trust received a nomination from the Canoe Club in February 2013 for the National Trust's list of America's 11 Most Endangered Historic Places. In support of the Canoe Club's efforts to preserve the building, the National Trust has awarded a grant to the Canoe Club to help fund a historic structures report for the building. However, we are concerned that the NPS appears to expect the Canoe Club to fund the entire preparation of such a report, rather than taking responsibility to fund and conduct such a study directly. The National Trust would appreciate the opportunity for a site visit to the Canoe Club with the NPS in order to better understand its current condition.

Site C. Site C is a vacant lot located between the historic Canoe Club and the National Register-listed Alexandria Aqueduct, and close to the National Register-listed Potomac Boat Club.[4] The High Density Development Scenario proposes a three-story boathouse composed of two buildings with a shared apron. The Medium Density and Low Density Development Scenarios both recommend that Site C be developed as a car-top launch site with parking. In our view, although parking in the area certainly needs to be addressed, a parking lot is not an appropriate use of prime riverfront property. Other appropriate uses of Site C would include: allowing the Canoe Club and/or the PBC to install temporary outdoor boat storage racks; constructing a boathouse that is compatible in scale and design with the two adjacent historic boathouses; or constructing a public dock without an accompanying boathouse or parking.

Sites D & E. Sites D and E flank the Key Bridge and are the most appropriate sites in the NMBZ for larger new boathouses. However, any new boathouse on Site D should not be more than one story higher than the PBC, in an effort to minimize the impact on the adjacent historic boathouse. Site E is the most appropriate site for a large boathouse in the NMBZ. We also recommend that, if Sites D and E are made available to universities, incentives should be provided to encourage the universities to share space with other programs, in order to help alleviate crowding at other facilities, particularly at Thompsons.

We also encourage the NPS to consider other locations for boathouses-and additional measures besides the construction of new boathouses-to address the demand for rowing, paddling and other nonmotorized boating activities along the Potomac River. As previously discussed, docks at existing boathouses can be lengthened, outdoor storage racks can be installed adjacent to existing boathouses, and Thompsons could be expanded (both the building and its docks).

III. Other Comments and Considerations.

First, we recommend that the NPS provide basic renderings of each of the development scenarios so that the potential impacts on historic resources and viewsheds can be better understood by the public.

Second, we are aware that the NPS is currently in the process of developing a draft Environmental Impact Statement for a potential boathouse along the Arlington, Virginia shore of the Potomac River (the "Arlington EIS"). Both NEPA and Section 106 of the NHPA require the assessment and consideration of reasonably foreseeable cumulative impacts related to federal undertakings.[5] Since a boathouse on the Arlington side of the Potomac River is "reasonably foreseeable," it should be analyzed in concert with proposed development scenarios within the NMBZ. Similarly, the Arlington EIS must consider the cumulative impacts of the proposed boathouses for the NMBZ. In addition to cumulative impacts, the potential development of an Arlington boathouse is relevant to the analysis of how much additional boathouse capacity is needed over on the Georgetown side of the Potomac River. Opportunities may also exist to site new boathouses in Alexandria, Anacostia, and elsewhere.

Third, we recommend that the Virginia State Historic Preservation Office be included in the consultation process related to any development within the NMBZ, not only because of the relationship with the proposed Arlington boathouse, but also because any construction within the NMBZ will be visible across the Potomac River and may

have a potential visual impact on historic resources in Virginia.

Fourth, we recommend that the NPS take a closer look at the rowing facility requirements of each program, as set forth in Table 2, Summary of Rowing Facility Requirements, before making any decisions about the size of new boathouses based on program requirements. Given the limited developable space in the NBMZ, decisions regarding boathouse development should be founded on actual need, and the requirements claimed by some of the programs appear inflated. For example, Table 2 states that Georgetown University has 180 athletes and requires 55 eights, and that George Washington University has 100 athletes and requires 40 eights. An eight is a racing shell that seats 8 rowers and 1 coxswain. Based on the number of eights requested by each university program, the boats would support a team of 495 athletes at Georgetown University and 360 athletes at George Washington University.[6] These numbers are unrealistic and far exceed typical university rowing programs in the United States. Instead of simply accepting these university requests at face value, the NPS should evaluate the reasonable requirements of various rowing programs based on the current size of the programs and their fleets, while providing realistic room for growth.

Conclusion

We appreciate the opportunity to provide comments on the Feasibility Study, and we encourage the NPS to continue to evaluate additional ways to satisfy the demand for nonmotorized boating on the Potomac River. We look forward to participating as consultation continues regarding the nonmotorized boathouse zone on the Georgetown waterfront.

Sincerely,

Elizabeth S. Merritt, Esq.
Deputy General Counsel

cc: David Maloney and Tim Dennee, DC SHPO
Kathleen Kilpatrick, VA SHPO
Katry Harris, Caroline Hall and Reid Nelson, ACHP
Nancy MacWood, Comm. of 100 on the Federal City
Barbara D. Morgan, DC Federation of Civic Associations
Sally Strain, Defenders of Potomac River Parkland
Rebecca Miller, DC Preservation League
Andrew Soles and Christopher Brown, Washington Canoe Club
Edward Ryan, Potomac Boat Club

ENDNOTES:

1. The inadequacies of Thompsons were cited throughout the Feasibility Study and included, but are not limited to: not enough boat storage, lack of alternative activities for high school teams (ergometers, exercise machines, and meeting space), and insufficient launching space. See Feasibility Study at 21-22.

2. The Study also states that "two universities and twelve high schools conduct their crew team practices from Thompson Boat Center, and independent rowers launch their private racing shells from Thompson Boat Center ?." Feasibility Study at 16.

3. See Letter from Elizabeth S. Merritt, National Trust for Historic Preservation, to Kevin Brandt, Superintendent, C & O Canal Nat'l Historical Park, NPS (June 15, 2006).

4. The Feasibility Study erroneously states (at p.32) that the Potomac Boat Club is merely eligible for the National Register. This should be corrected to clarify that the Potomac Boat Club is National Register-listed.

5. NEPA requires taking a "hard look" at the cumulative impacts, "which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions ? [and] can result from individually minor but collectively significant actions taking place over a period of time." 40 C.F.R. 1508.7. The Section 106 regulations also state that adverse effects "may include reasonably foreseeable effects caused by the undertaking that may occur late in time, be farther removed in distance or be cumulative." 36 C.F.R. 800.5(a)(1).

6. This example does not factor in athletes that could be accommodated in smaller boats (pairs and fours) requested or required by the university programs.

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Notes:

Correspondence Text

To Whom It May Concern:

I have been privileged to be a supporter of non-motorized use of the Potomac River since I learned to row at Georgetown University in 1965. I was a rowing coach at GU from 1976 to 1986 and was responsible as the Head Coach for overseeing a program of approximately 125 undergraduate men and women rowers and 6 to 8 coaches. I was proud to be able to assist through lending of equipment and time the commencement of the rowing program at Wilson High School, the first DC high school to have a rowing team in modern times. I am a Georgetown resident and continue to support efforts for a fair and long-term perspective for our environment.

Participation in rowing on the high school, collegiate, and club levels from youth through masters rowing that includes

competitive racing even for those into their nineties has been phenomenal. For the last forty years, the major barrier to greater numbers and quality of rowing in the metropolitan DC region has been the prohibition of boathouses by the Federal government.

I regret that the National Park Service (NPS) has failed to prioritize direct water access for non-motorized recreation. Though time and time again over the past several decades major, non-water-dependent construction and changes have been planned and completed throughout the Georgetown waterfront. A truly regrettable situation is that for years the NPS led Georgetown University to believe that it would trade a parcel of land west of Key Bridge along the Potomac river for a parcel of land on the west side of the Potomac Canoe Club. As a result, GU's rowing team would be able to have a boathouse just below its campus and the NPS would have a continuous stretch of public parkland along the Potomac River west of the proposed GU boathouse site. It would be beneficial to both parties as well as to the community and the general public.

GU always proceeded in good faith through many years of rigorous architectural, environmental, and legal qualifications and expenses to fulfill ever-changing expectations from individuals, organizations, and government. This to the point that today the "Georgetown Nonmotorized Boathouse Zone Feasibility Study" appears to be a study in total disregard for twenty plus years of work by hundreds of individuals from GU and the Georgetown community that fully expected GU to have a boathouse that would be an asset for the greater good of the local community.

I would hope that NPS does commit to the development of more boathouses in the area of the new waterfront park between Washington Harbor and Key Bridge as well as west of Key Bridge, the Washington Canoe Club, and the designated, already planned site of the Georgetown University boathouse. Please don't narrow the scope and size of the available space for boathouses by taking away the earlier space that the NPS, GU, and the Georgetown community believed to be appropriate for a Georgetown University boathouse.

Thank you in advance for your serious consideration of my comments on your project.

Sincerely,
John Forster

PEPC Project ID: 39727, DocumentID: 53024
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Correspondence Text

Dear Ms. Stidham,

Although I understand that the formal comment period on the above feasibility study may be closed, but since I learned about it only very recently, I wanted to send along a quick note anyway. I attended Georgetown University from 1976-1980 and was a member of the rowing team during that time as well as a coach in 1983. I also did some rowing at Potomac Boat Club. I have also attended numerous rowing events on the Potomac since then.

Based on my significant personal experience with rowing on the Potomac River, I fully support the establishment of a Nonmotorized Boathouse Zone as envisioned by the feasibility study as soon as possible. I believe that such a zone will help to ensure long-term dedication of this portion of the Potomac River to recreational activities that are (1) low impact from an environmental point of view, (2) consistent with the recreational activities in the parkland along the Potomac as well as the C&O Canal towpath, (3) will help to prevent the use of the waterfront for higher intensity commercial uses, and (4) will enhance the aesthetic, cultural and community benefits of this part of the Potomac shoreline. These benefits are even more obvious and important today than when I attended Georgetown as the development of the eastern shore of the Potomac north of Thompson's Boat center has progressed.

I like all sites (A, C, D and E) indicated in the Feasibility Study for rowing boathouses. I support designating the Nonmotorized Boathouse Zone and proceeding as quickly as possible to designate sites for Georgetown University and George Washington University. I believe that more study after 8 prior studies and 30 years would be unwarranted.

Best regards,

Thomas L. Fairfield

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Correspondence Text

Ms. Tammy Stidham
National Capital Region
National Park Service
Washington, DC
via email tammy_stidham@nps.gov

Re: Public/Stakeholder Comment on Non-Motorized Boathouse Zone Feasibility Study (dated April 2013)

Dear Ms. Stidham:

The following comments are given to support the various sites being considered for the NMBZ:

I am writing today to say that approving these various sites for a new boathouse will provide opportunities for more schools and other users to participate in crew.

The existing number of boathouses do not provide enough capacity for all who want to pursue this sport.

During the past decade I have been privileged to be a part of a transformative process. As a coach for Bethesda-Chevy Chase Crew, a local public school, I have assisted hundreds of youthful eighth graders as they change into self confident young adults, capable of great feats of endurance and strength that rowing requires. A good deal of the credit for this growth in character goes to the sport, where life lessons are learned: your success in crew as in life, depends on hard work-- and lots of it. Talk with any one of these students or their families and you will hear the resounding impact rowing continues to have in their life. Approving a boathouse site will provide opportunities for more schools to offer this sport.

I have seen similar growth in the cancer survivors that I have had the honor of coaching at Potomac Boat Club. These women, who have had a life threatening illness, challenge themselves in what is for many of them, an entirely new activity. They often find new confidence from their accomplishments and health benefits. For some of these women, putting oars into water amounts to a new lease on life. Since Potomac Boat Club and Thompson's are at capacity, there is little chance for additional groups like this to get on the water without additional boathouses.

During the four decades that I myself have had the pleasure of rowing on the Potomac, I witnessed the shores of the Potomac in Georgetown as they changed from a wasteland of derelict factories and parking lots into a verdant park which gives bikers and pedestrians the option to get close to the asset that is the Potomac River. What I have not seen during this long period is the granting of more opportunity for rowers and paddlers to put their oars /paddles into the water. Commercial ventures like the Washington Harbor have gotten access. An admittedly beautiful and visitor friendly foreign embassy was added to the shoreline. But no new boathouse has appeared. Two local universities, with long histories of putting young men and women on the Potomac, are ready to build boat houses. Multiple studies have been made of the issue of cite selection, but no permission has been granted.

I strongly urge you to give more people the access to the benefits of the Potomac River by approving all of the possible boathouse sites.

Sincerely,

Hank McEntee

--

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Correspondence Text

Walter Groszyk Comments.

Development of Site A:

The NPS should consider an alternative that moves the Washington Canoe Club building to Site A, particularly if: a.) the cost of stabilizing and reconstructing the existing building are substantial; and, b.) a new foundation is critical to protecting the building's integrity during future floods. (If NPS can move buildings on national parkland, surely it can do so for a structure that is merely on the National Register.) Moving the Canoe Club building might also allow Site B to be configured in a way that supports better vehicle access to Site A, as well as a future launching site for canoes, kayaks, etc.

Off-site parking for Development Scenarios #1 and #2.

The NPS should identify the number and location (proximity) of off-street parking spaces that would potentially be available to users of the boathouse and launching facilities that could be constructed in these two scenarios. The NPS should examine whether the availability of future parking would limit the number of users, particularly non-institutional, recreational users.

Future Space Availability at Thompson's Boat House under Development Scenarios #1 and #2.

The NPS should estimate how much storage space for sculls would become available at Thompson's Boat House if current users of that facility move to new boathouses in the Key Bridge boathouse zone.

The study should also describe potential effects on boathouse demand if one or more boathouses are built on the Virginia side of the Potomac River.

Flood Zone and a reconstructed Washington Canoe Club

On p. 27, the study notes that 'This flood hazard zone requires that the first habitable floor of a structure be constructed 1.5 feet above the 100-year flood elevation.' The NPS should describe the effect of this provision on the reconstructed Washington Canoe Club building.

Inefficient utilization of riverfront building space for storage of sculls.

The number of sculls in the inventory of the two university rowing teams far exceeds the number needed to support the crews rowing in any year. It would seem that the majority of these sculls are in dead storage. The NPS and the universities should examine the feasibility of storing sculls at a location outside the immediate riverfront. Such off-site storage could affect total building size, and building footprints on Sites D and E.

The Whitehurst Freeway:

On p.19, the study notes:

"Whitehurst Freeway is another elevated roadway directly above Water Street, NW. This freeway connects Key Bridge with roads to the east. Its support posts must be considered in any plans to develop new facilities east of Key Bridge because these posts would affect parking and turnaround configurations for boat trailers. Similar to Key Bridge, any development located adjacent to Whitehurst Freeway must be set back 25 feet to facilitate maintenance, creating a more narrow developable area immediately adjacent to the water. At one point, there were plans to remove Whitehurst Freeway, but these plans have been delayed indefinitely."

Comment: The alternatives for tearing down the Whitehurst and replacing it with a surface street would have exacerbated traffic conditions in the boathouse zone. The alternatives called for a four lane ramp starting from about 34th St and connecting Canal Road with the new surface street. On either side of the ramp was a traffic lane. Because of the columns supporting the ramp, the ability to turn a boat trailer was limited.

The future storm water retention tunnel.

WASA should provide the NPS with information on possible drop shafts to be constructed for two combined sewer overflow points located to the west of Site A, and a consequent need to use the Capital Crescent trail to build and access these drop shafts.

Utilities.

On p. 40, the study notes, "These easements include an easement for the Dulles Interceptor that runs beneath the Washington Canoe Club and easements on both sides of the Capital Crescent Trail for the Upper Potomac Interceptor and another 48-inch pipe."

Comment: There are not three sewers. The Upper Potomac Interceptor is the 48 inch sewer that is in fragile condition. The Dulles Interceptor is the larger diameter of the two sewers.

A characterization on one of the maps that the Upper Potomac interceptor is "inactive" may not be quite true. This sewer suffered a failure in 2012 west of Site A, and raw sewage overflowed the Capital Crescent trail and down to the river. The trail itself was undermined. Both the sewer and the trail were repaired in 2013.

There is a small outfall pipe (perhaps 12 inches in diameter) in to the Potomac at the east boundary of Site E. I do not

know the source of the flow from this pipe. The study should note the existence of this outfall on Site E.

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- Scenario 3 is the best choice for C&O Canal and Georgetown Waterfront Park

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(202) 333-3925

Peter May
Associate Regional Director
National Capital Region
National Park Service
1100 Ohio Dr., SW
Washington, DC 20242

Re: Feasibility Study to Implement a Non-Motorized Boathouse Zone along the Georgetown Waterfront

Dear Mr. May: January 26, 2012 In announcing the above-referenced Feasibility Study, the National Park Service stated that it will examine (1) "What facilities and uses can be accommodated in the zone?" and (2) "How many facilities can be accommodated, and where might they be placed?" It is my intention in this letter to provide workable and compelling answers to these questions. The proposed non-motorized boathouse zone "includes the waterfront land from immediately upstream of the Georgetown Waterfront Park at 341h St., to approximately 1,200 ft. upstream of the Key Bridge", a site immediately upstream from the Washington Canoe Club. While the Study seems to suggest that there are four sites within this zone, only three are acceptable. For the three remaining sites, there happen to be three obvious stakeholders: George Washington University, Georgetown University and Jack's.

With respect to the unacceptable site, the Park Service should, once and for all, deep six the upstream site originally proposed for Georgetown University's boathouse in the 2006 Environmental Assessment. This site, about 1,200 ft. inside the C&O Canal NHP, is near the entrance to the Capital Crescent Trail. It is environmentally unacceptable for potential development and should be rejected. The public's use and enjoyment of this treasured but already congested area would be preserved. This site should remain untouched and the historic and scenic features of the C&O Canal NHP would be protected. Based on numerous and well documented environmental, health and safety concerns, there was overwhelming opposition to this site during the above-mentioned EA process. Also, in its advisory role regarding specific matters related to the park, the C&O Canal Advisory Commission repeatedly rejected this site for a boathouse.

Of the three remaining sites, George Washington University has been promised the site located between 34th St. and Key Bridge. To advance its claim, GW purchased two of the three townhouses (3524 and 3526 K St.) which GW intends to convey to the Park Service in exchange for this site.

The Park Service and Georgetown University should give serious consideration to locating the Georgetown University boathouse on the site commonly referred to as "Jack's." This site is the area between Key Bridge and the Potomac Boat Club and includes the three town houses. With respect to the town houses, the Park Service will acquire the first two (3524 and 3526 Water St.) from George Washington University in exchange for GW's boathouse site between Key Bridge and 34th St. As things stand now, the Park Service intends to purchase the third town house (3528 Water St.) which is currently owned by "3528 K St. Associates LP". The Park Service would then have the town houses razed as they are considered inappropriate for that location anyway. Of course, in order to acquire this property from the Park Service, Georgetown University would exchange its upriver parcel and its mile-long easement over the Capital Crescent Trail.

During the aborted EIS process, Alan Harwood, a consultant with EDAW, estimated the length of Jack's site along the river at 200ft., along Water St. at 230 ft., and the depth from the street to the river about 100 ft. Actually, the useable space at this site exceeds Mr. Harwood's estimate. Nevertheless, if the average length of this site is about 215ft., the square footage of Jack's site is approximately 21,500 sq. ft. Since the Park Service intends to limit the footprint of Georgetown University's boathouse wherever it may ultimately be located to no more than 15,000 sq. ft., there is obviously more than ample space at Jack's site to accommodate all of the University's needs associated with its rowing program, including an interior rowing tank. Surely the University's architect can design such a boathouse for this site. Parenthetically, the planned boathouse for GW has a footprint of about 13,500 sq. ft. and it too will have a rowing tank.

There are many advantages for locating GU's boathouse at this site. This site is within the non-motorized boathouse zone but outside the C&O Canal NHP. This site, unlike sites within the Park, would not adversely impact the historic and scenic features of the C&O Canal. Even with a footprint of 15,000 sq. ft., a boathouse in the C&O Canal Park at the old EA site would dwarf its next door neighbor, the historic Washington Canoe Club. Also, there would be no height restrictions on the boathouse at this site. And, since the site fronts on Water St., unlike any proposed site within the Park, it is easily accessible with no requirement for a vehicular turnaround. This location would also avoid the safety problems inherent in the congestion at the somewhat narrow gateway of the Capital Crescent Trail which is used by hundreds of bikers and hikers every day of the year. And finally, this site poses no environmental concerns. But most important, the selection of this site will have wide public support.

A brief word about the future of Jack's Boathouse, a long-time popular venue. It should be moved to the site located adjacent to the Aqueduct Bridge, known as the Dempsey site. It would be easy to move the small office building currently located in the parking lot. Jack's rental operation consists ostensibly of floating docks strung together on which kayaks and canoes are stacked. Thus, moving Jack's operation to this site would result in only a minor inconvenience. By placing Jack's next to the Washington Canoe Club, there would be the additional benefit of grouping like uses (paddlers) side by side on the waterfront. By the same token, to place Georgetown University's boathouse at the former Jack's site would locate the University's boathouse between GW and the Potomac Boat Club, again grouping like uses (rowers) together.

The adoption of the recommendations contained in this letter would "cluster" GW's boathouse, Georgetown University's boathouse and the Potomac Boat Club, thereby creating a "boathouse row" around the commanding presence of Key Bridge. As an additional inducement for this proposal, the high school rowing programs would also benefit. Since Georgetown and GW would vacate the Thompson Boat Center, it would reduce substantially the currently overcrowded conditions in that facility. And, as a gesture of community good will, Georgetown and GW might consider allowing some of the high school rowing programs the use of their facilities on a time and space availability basis.

Since the boathouses for both GW and Georgetown University, as well as the relocation of Jack's boathouse, must be approved environmentally after the preparation of either an EIS or an EA, the projects could be considered together, thereby avoiding a duplication of effort and expense. I hope these recommendations will be useful to you in the ongoing Feasibility Study. In order to promote transparency, I am also submitting this letter as a comment to be posted on the project website.

Sincerely yours,
Robert B. Norris

PEPC Project ID: 39727, DocumentID: 44565
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Correspondence Text

May I suggest that you explain to the decision-maker that publication of comments as they are submitted promotes transparency, dialogue and understanding. It also ensures a better final resolution. Attached is a copy of a piece I wrote for the current. Please file it as an additional comment from me. If you can circulate it to the public that would be fine with me. I have no privacy problem. All the best.

Bob

Bob Norris

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Finding a solution for all boathouse interests

VIEWPOINT

ROBERT NORRIS

In announcing a feasibility study to implement a non-motorized boathouse zone along the Georgetown waterfront from 34th Street to a site immediately upstream of the Washington Canoe Club, the National Park Service stated that it will examine two questions: "What facilities and uses can be accommodated in the zone?" and "How many facilities can be accommodated, and where might they be placed?"

It is my intention in this Viewpoint to provide workable and compelling answers to these questions. While there appear to be four possible sites within this zone, only three are acceptable. For these sites, there are three obvious stakeholders: George Washington University, Georgetown University and Jack's Boathouse.

The Park Service should, once and for all, deep-six the upstream site originally proposed for Georgetown University's boathouse in the 2006 environmental assessment. This site is located inside the C&O Canal National Historical Park near the entrance to the Capital Crescent Trail. The public's use and enjoyment of this treasured but congested area should be preserved and the historic and scenic features of the park protected. The C&O Canal Advisory Commission repeatedly rejected this site for a boathouse. Based on many well-documented concerns, there was significant opposition to this site during the 2006 review process.

Of the three remaining possibilities, George Washington University has been promised the site located between 34th Street and Key Bridge. To advance its claim, the university purchased two nearby town houses that it intends to convey to the Park Service in exchange for this site.

Georgetown University's boathouse should be located on the site commonly referred to as "Jack's." This site is between Key Bridge and the Potomac Boat Club and includes the town houses noted above. In order to acquire this property from the Park Service, Georgetown University would exchange its upriver parcel and its mile-long easement over the Capital Crescent Trail.

The estimated length of the Jack's site is 200 feet along the river and 230 feet along Water Street; the depth from the street to the river is about 100 feet. The square footage is roughly 21,500. Thus, there is obviously ample space at this site to accommodate all of the

university's needs associated with its rowing program, including an interior rowing tank. (The proposed boathouse for George Washington University has a footprint of about 13,500 square feet, and it, too, will have a rowing tank.)

There are many advantages for locating Georgetown University's boathouse at this location, which is within the non-motorized boathouse zone but outside the C&O Canal Park. Unlike sites within the park, it would not adversely impact the historic and scenic features of the canal. Also, there would be

fewer height restrictions on the boathouse at this location. And since the site fronts on Water Street (unlike any proposed site within the park), it is easily accessible, with no requirement for a vehicular turnaround. This location would also avoid safety problems inherent at the

narrows of the busy Capital Crescent Trail. And finally, this site poses no environmental concerns. But most important, the selection of this site should have wide public support.

Jack's Boathouse, a longtime popular venue, should be moved to the area adjacent to the Aqueduct Bridge, known as the Dempsey site. It would be easy to move the small office building currently located in the parking lot. Jack's rental operation consists ostensibly of floating docks strung together on which kayaks and canoes are stacked. Thus, moving the Jack's operation to the Dempsey site would result in only a minor inconvenience.

The adoption of this proposal would "cluster" the two university boathouses and the Potomac Boat Club, thereby creating a "boathouse row" around the commanding presence of Key Bridge — an aesthetic plus. In addition, the high school rowing programs would benefit since the two universities would vacate the Thompson Boat Center, reducing the overcrowded conditions in that facility and providing more space for the high schools.

The university boathouses and relocation of Jack's Boathouse must be approved environmentally after the preparation of either an environmental impact statement or an environmental assessment, but the projects could be considered together, avoiding a duplication of effort and expense.

I hope the community and especially the stakeholders and the Park Service will embrace these recommendations. The acceptance of this proposal would finally provide that elusive light at the end of the tunnel.

Robert Norris is a Cathedral Heights resident.

