

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 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

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.

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

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.

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-foot wide. The Capital Crescent Trail was designed at 12-foot 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 Milmo, 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

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 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 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

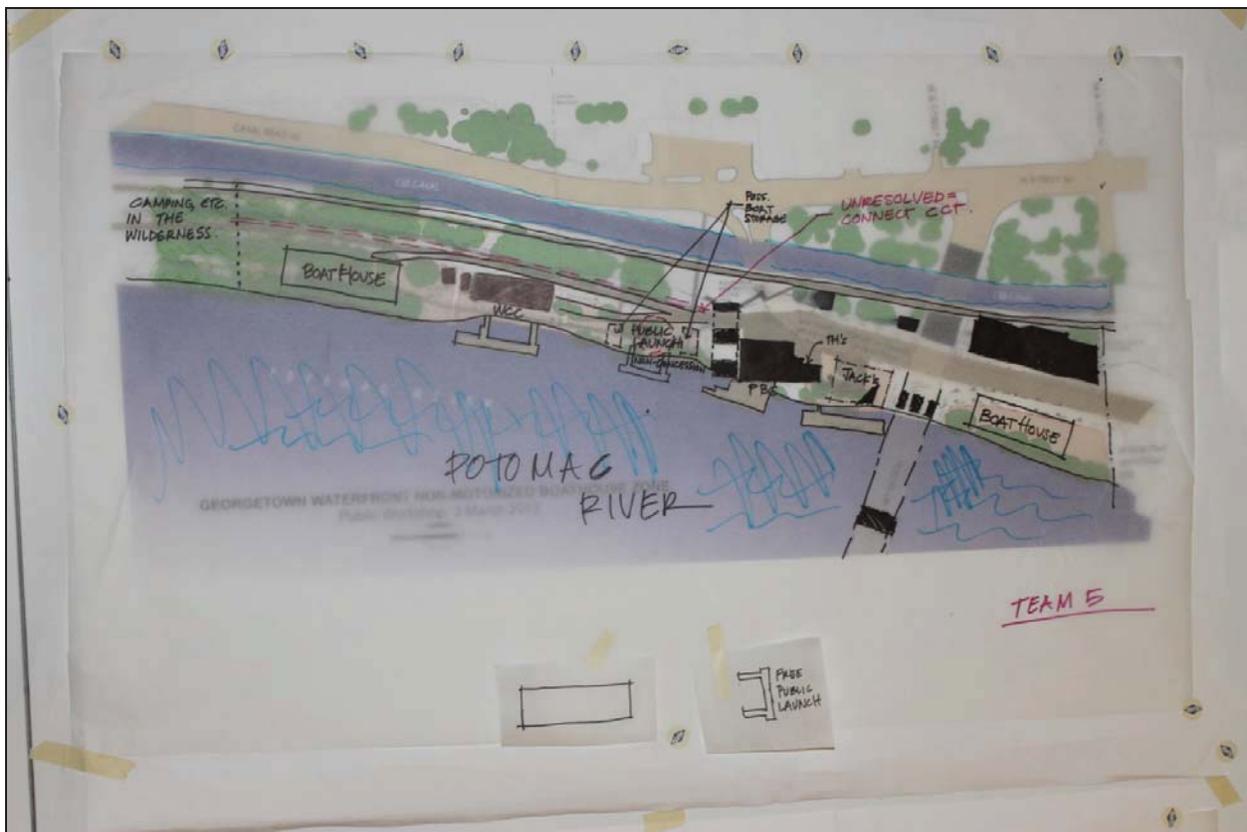


Figure 6. Team 5 work product

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

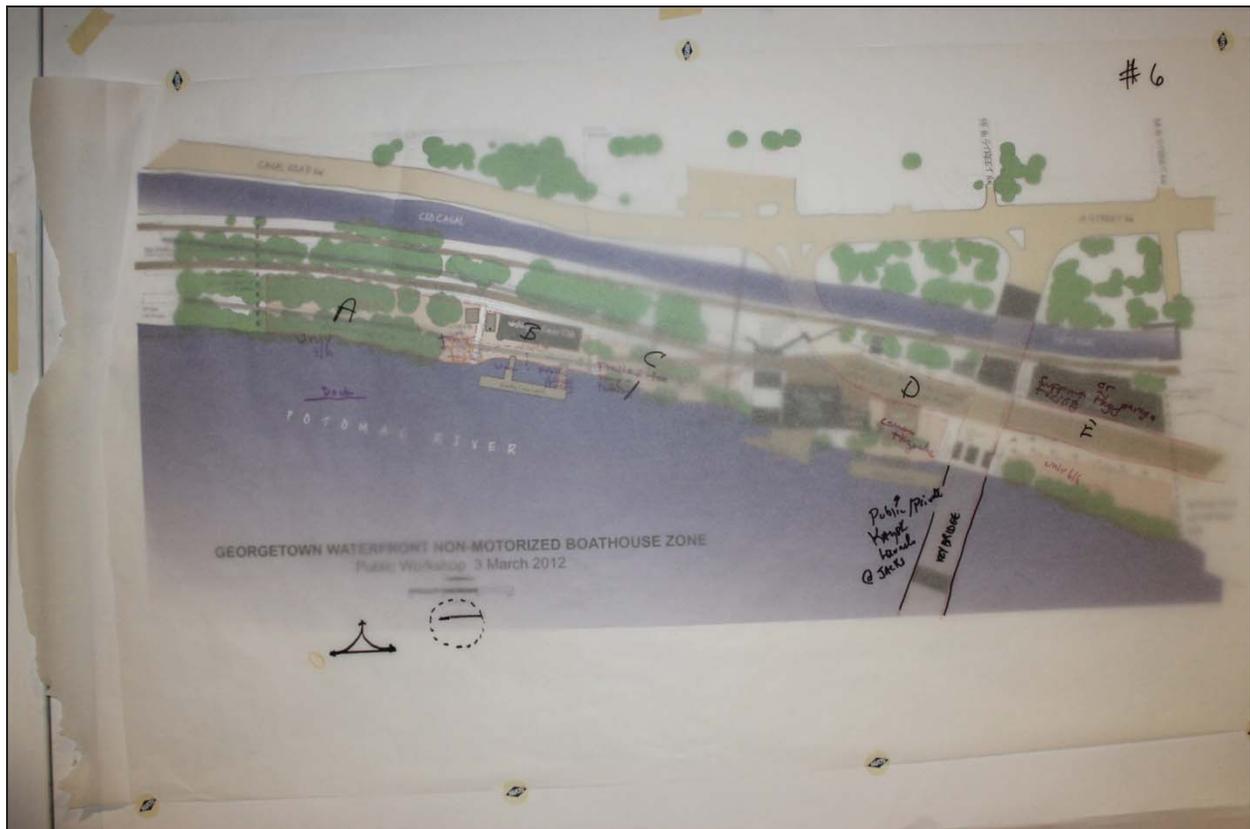


Figure 7. Team 6 work product

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

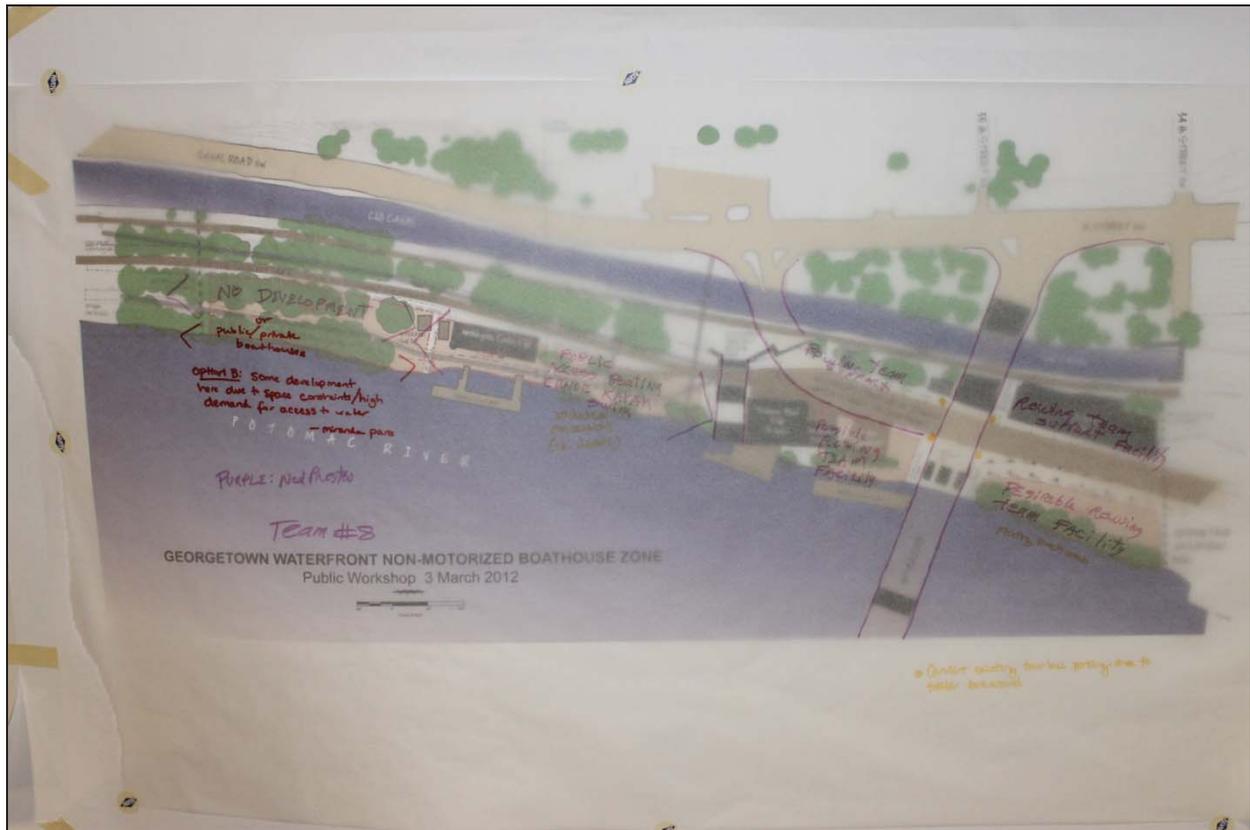


Figure 9. Team 8 work product

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 Milmoie	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

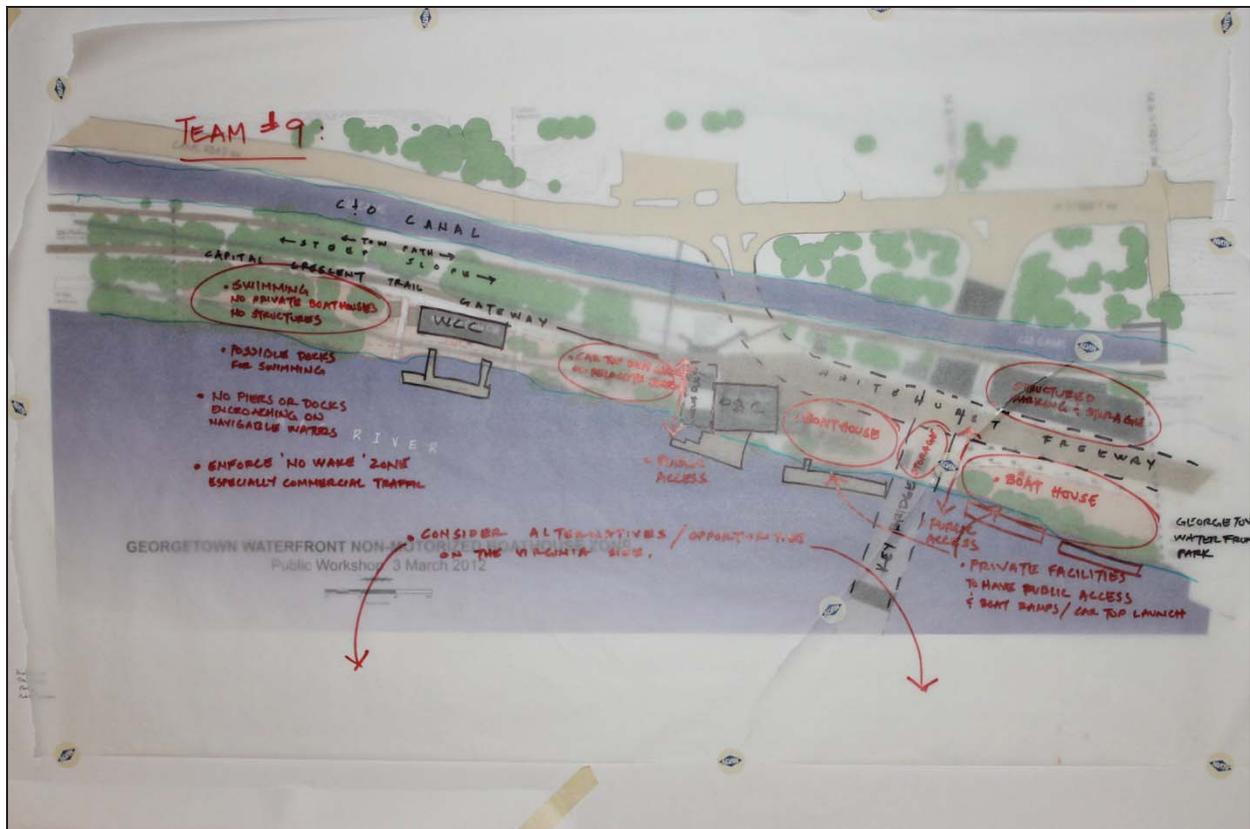


Figure 10. Team 9 work product

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

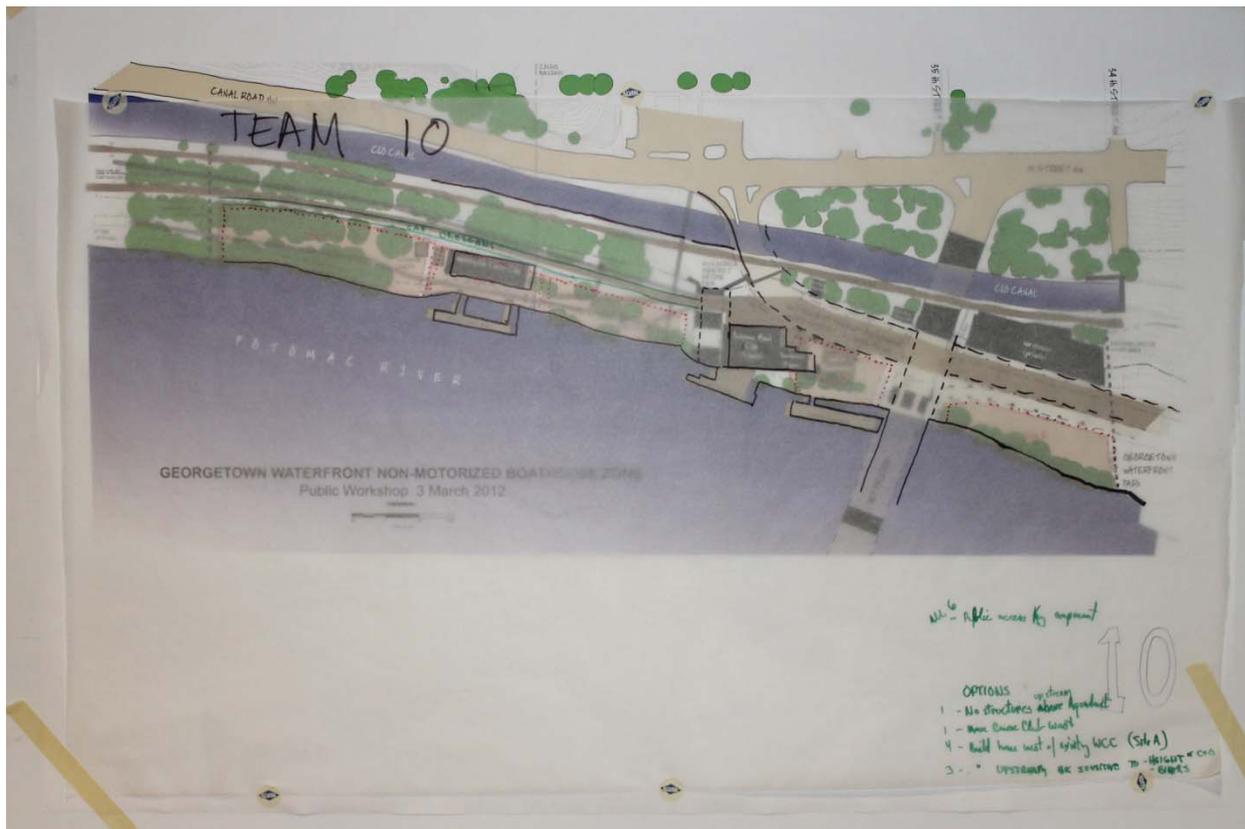


Figure 11. Team 10 work product

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

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 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
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