

## CHAPTER 2

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## 2.0 ALTERNATIVES CONSIDERED

According to DO-12, the NPS policy and guidelines for NEPA analysis, EAs must examine a range of reasonable alternatives that meet objectives laid out in the purpose and need, and that reduce or eliminate impacts to important environmental resources. The range of alternatives includes those reasonable alternatives that are evaluated throughout the document, as well as alternatives that were initially considered but were eliminated from further study. This EA analyzes four alternatives, as identified below. Alternatives considered but eliminated from further study are discussed in Section 2.5.

The four alternatives that are analyzed throughout this document include:

- Alternative A (Zoning Alternative), which would result in a boathouse for the University as approved by the D.C. Zoning Commission, with a footprint of 18,682 square feet and a maximum height of 51' measured from grade to the ridge of the roof.<sup>1</sup> This alternative would meet the program requirements for the boathouse as identified by the University.
- Alternative B (MOA Alternative), which is a reduced size alternative that provides a boathouse for the University as agreed in a 1997 Memorandum of Agreement between the NPS, D.C. State Historic Preservation Officer and Advisory Council on Historic Preservation with a maximum footprint of 15,000 square feet and a maximum height of 40' measured from grade to the ridge of the roof.<sup>2</sup> This alternative would not meet the program requirements as identified by the University.
- Alternative C (Reduced Height Alternative), which is a reduced height alternative resulting in a boathouse for the University with a footprint of 18,682 square feet and a maximum height of 36'- 6" measured from grade to the ridge of the roof. This alternative would meet the program requirements for the boathouse as identified by the University. **For the purposes of this EA, this is the Preferred Alternative.**
- The No Action Alternative, under which a boathouse would not be constructed at this location, and the University would continue to row out of Thompson Boat Center (TBC). The possibility of the University to develop a boathouse on the upstream parcel would remain, or the University could sell its parcel and access easement for development by others.

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<sup>1</sup> District of Columbia Zoning Commission Order No. 02-30. The District restricts building height measured from finished grade to the ceiling of the uppermost story; therefore, this alternative results in a maximum height of 40' and meets the building height limits as defined by zoning.

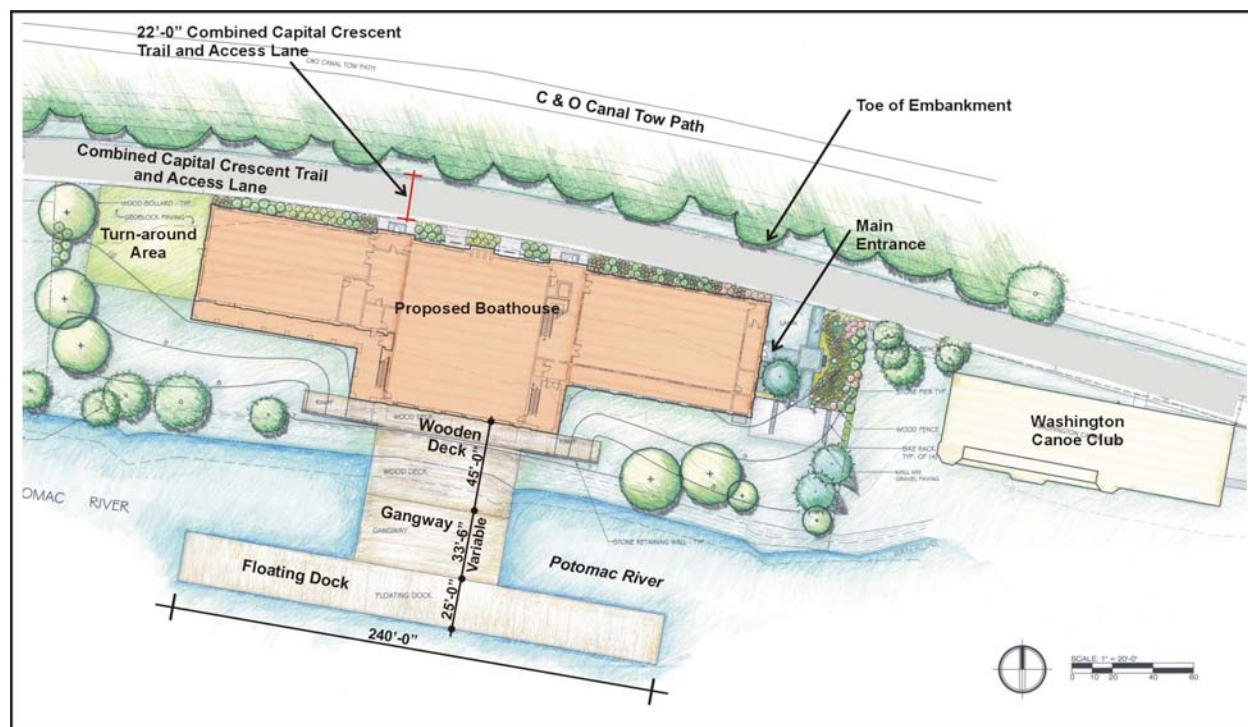
<sup>2</sup> Memorandum of Agreement (MOA) between the parties identified to address potential effect on historic properties by the proposed land exchange, prepared in accordance with Section 106 of the National Historic Preservation Act.

## 2.1 Alternative A – Zoning Alternative

Under Alternative A, the University would construct a boathouse on Tract 102-114, along with a dock adjacent to the boathouse on the Potomac River. This alternative meets the long-term space requirements of Georgetown's men's and women's crew programs. The project would consist of the following elements:

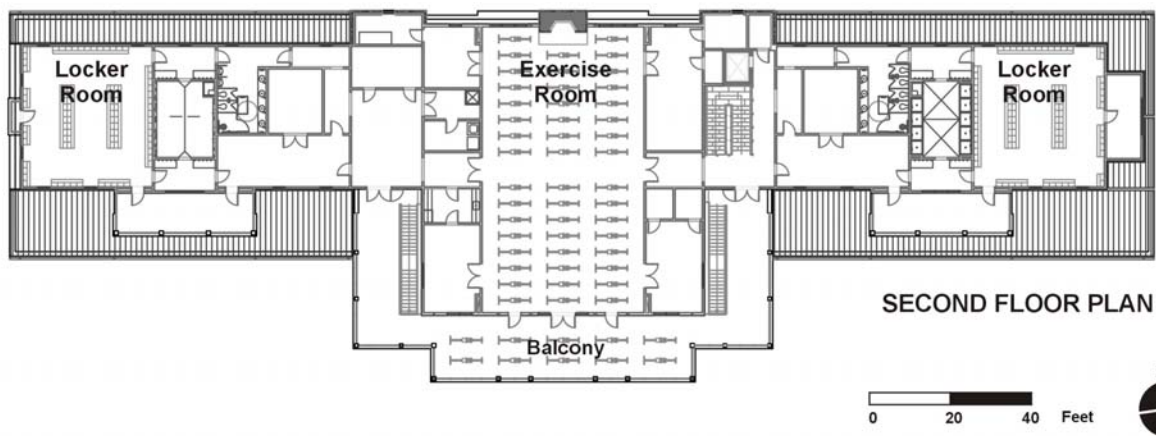
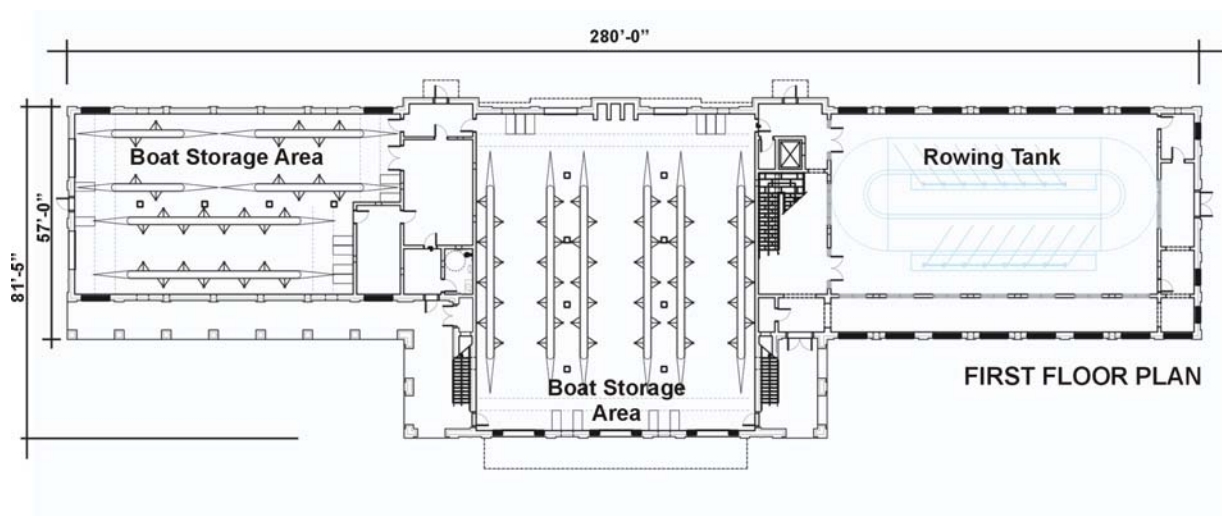
- Boathouse Building

Under Alternative A, the University would construct a boathouse, with a gross footprint of 18,682 square feet, and a total gross area of 33,771 square feet. The building would be 280' long in the east-west direction parallel to the river and 57'-0" to 81'-5" wide in the north-south direction perpendicular to the river (see Figures 2-1 and 2-2). The building would include two stories, along with attic space for mechanical equipment. It would consist of three segments – a central portion, flanked by wings on either end. The highest point would be the ridge of the central wing at 50'-8" above grade. The ridge of the wings would be 37'-6" above grade (see Figure 2-3 and Table 2-1).



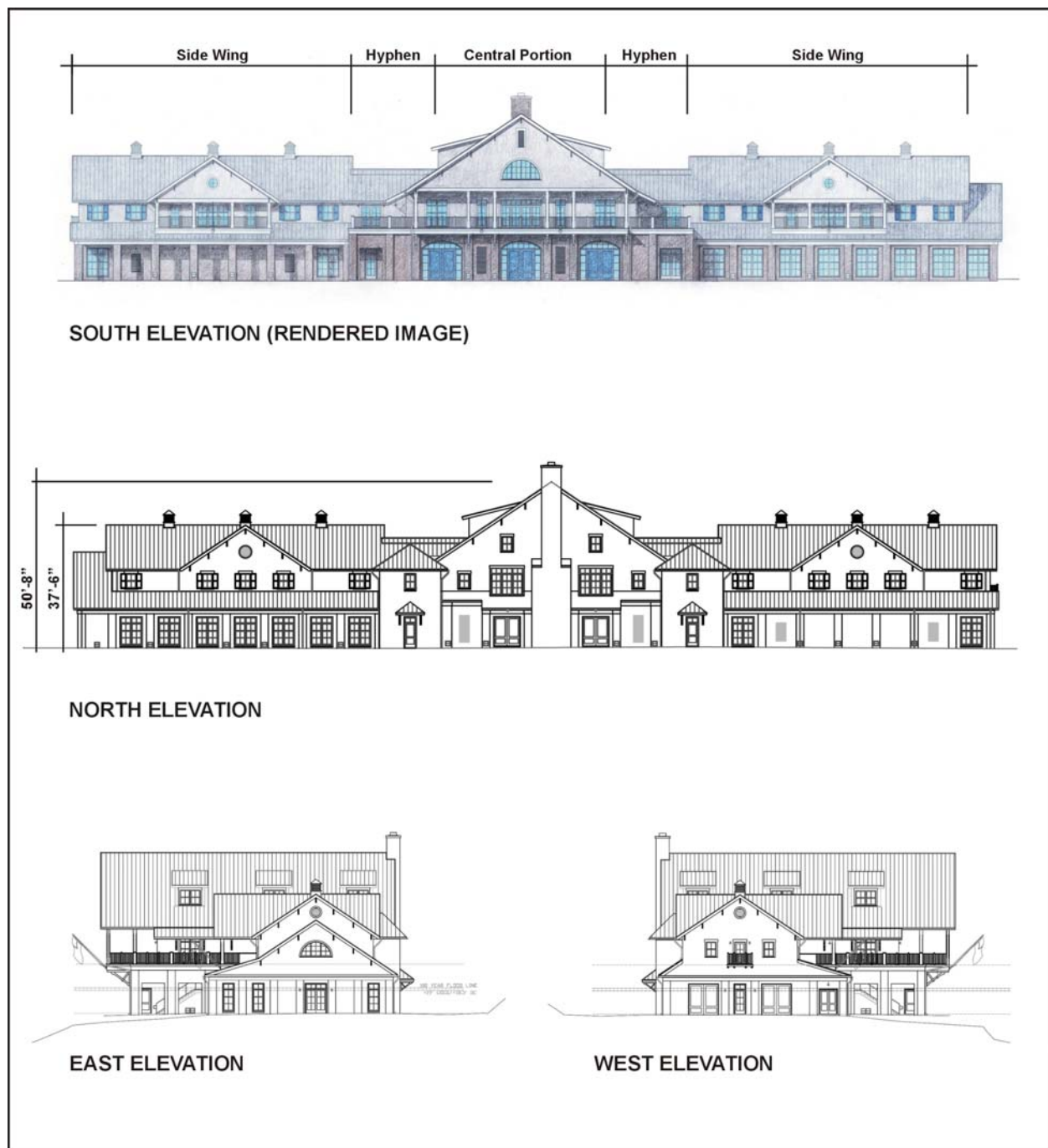
Source: O'Doherty Group, 2005.

Figure 2-1: Alternative A – Site Plan



Source: Muse Architects, 2005.

Figure 2-2: Alternative A – Building Plans



Source: Muse Architects, 2005.

Figure 2-3: Alternative A – Building Elevations

The building would have gabled roofs, be constructed of stone and cedar shingles, and have porches and decks that reflect traditional boathouse architecture, as well as the design of the other boathouses along the Georgetown waterfront. According to the architect, the design is intended to create a classically-styled boathouse building with covered porches, arcades, and detailing to provide an image consistent with the traditions of boathouse design.

**Table 2-1: Physical Dimensions of the Proposed Boathouse under Alternative A**

Footprint	Length	Width	Height from First Floor (Height above C&O Canal Towpath)		
			Central Portion	Hyphens <sup>3</sup>	Side Wings
18,682 SF	280 feet	57 feet at wings/ 81'-5" at center	50'-8" (22'-8")	33'-6" (5'-6")	37'-6" (9'-6")

Source: Muse Architects, 2005.

The boathouse would include space for storing crew boats, exercise equipment, and locker/shower space as described in Table 2-2.

**Table 2-2: Program Elements of the Proposed Boathouse under Alternative A**

Program Element	Gross Area	Brief Description
<b><i>First Floor Level</i></b>		
Storage Bays	8,706 SF	There would be 5 double loaded storage bays (three in the center and two to the side). The three central bays would store 36 eights, and the two side bays would store 12 eights, 12 fours and 12 pairs (a total of 48 eights, 12 fours and 12 pairs)
Rowing Tank	3,604 SF	The tank would accommodate 16 to 18 persons.
Entrance Lobby/ Circulation	1,500 SF	Would include viewing gallery overlooking the rowing tank.
Boat Repair/Boatman's Office	684 SF	
Porches	1,500 SF	
<b><i>Second Floor Level</i></b>		
Exercise Room	2,820 SF	The room would accommodate 56 rowing machines (ergometers).
Weight Room	427 SF	
Coaches Office Space	310 SF	
Showers/Restrooms	978 SF	Would include two sets of showers/restrooms – one for men and one for women.
Locker Rooms	2,240 SF	Two locker rooms (92 lockers each) – one for men and one for women.
Club Room/Kitchenette	402 SF	
Visiting Team Area	858 SF	Would include locker room.
Laundry/Janitor's Closet	210 SF	
Exercise Room Storage	200 SF	
Mechanical Rooms	416 SF	Plus attic area used for mechanical equipment.
Observation Deck	2,501 SF	Would accommodate 15 rowing machines (ergometers).

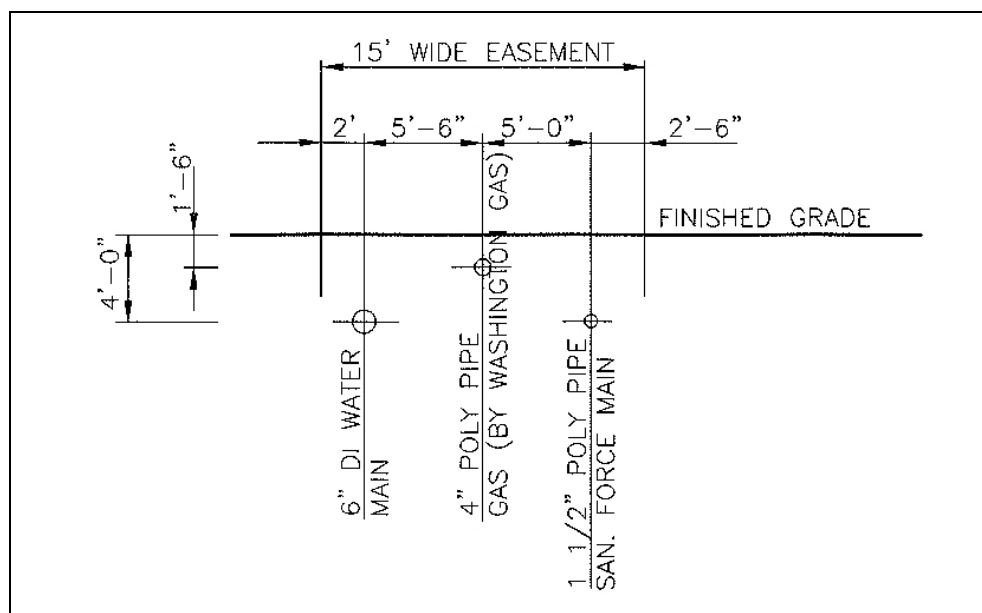
Source: Muse Architects, 2005.

<sup>3</sup> “Hyphen” is defined as the portion of the roof connecting the central section of the building with the side wings.

- Site/Design Features

- *Size of Property*– The subject site is 1.09 acres. It is approximately 490' long in the east-west direction, with a depth varying between 94' and 127' in the north-south direction.
- *Setbacks*– Under Alternative A, the central wing of the boathouse would be set back 15' from the mean high water level, with the porch overhang reaching to approximately seven feet of the mean high water level. The boathouse would also be set back a minimum of 25' from the toe (bottom) of the C&O Canal Towpath (at the eastern corner of the building), 50' from its eastern boundary, and 71' from its western boundary. The distance between the eastern face of the boathouse and the western face of the Washington Canoe Club (WCC) building would be 90'. The existing fence to the west of the WCC would be removed (prior to the land exchange).
- *Access to River*– A system of decks to the south of the boathouse would provide access for boats to the river (see Figure 2.1). A fixed wooden deck would be located adjacent to the boathouse. There would also be a floating dock in the river to provide a launching area for rowing shells and crew boats. A gangway would connect the fixed deck to the floating dock. The floating dock would measure approximately 25' by 240', where its distance from the boathouse would vary depending upon the level of the river. The distance of the floating dock from the boathouse is dependent on the ability to maneuver the longest of the rigged shells (eights, that are approximately 58' long and up to 6'-8" wide) out of the boathouse and into the river. Similarly, the fixed dock portion would extend approximately 45' from the boathouse to allow the boats to be removed during flood conditions.
- *Access to Boathouse*– The University has a 15 foot wide right-of-way (ROW) that is located concurrent with the CCT. To provide access to the proposed boathouse, the paved area between the eastern end of the CCT to the western boundary of the boathouse site would be expanded to a width of 22'. This would require a portion of the WCC fence to be shifted slightly to the south. This area would be striped with special markings to indicate the current alignment of the CCT and to highlight the portion of the shared lane for access by service and emergency vehicles, as well as trailers conveying boats to and from the site during regatta events. To the west of the boathouse building, an area would be provided to allow boat trailers, and service and emergency vehicles to turn around. This turn-around would measure approximately 55' by 50' and would be constructed with pervious geoblock paving. No regular automobile use or parking on the site will be permitted as a result of deed covenants and the DC Zoning Order.
- *Utilities*– The boathouse would connect to existing utilities along Water Street via the University's 15 foot wide right-of-way (see Figure 2.4). An active sewer line is located approximately 380' to the east of the site, between the WCC and the Alexandria Aqueduct bridge abutment; and an active 12-inch water main is located approximately 670' to the east of the site, past the abutment.





Source: A. Morton Thomas and Associates, Inc., 2004

**Figure 2-4: Alternative A – Utility Access Typical Section**

- **Boathouse Operations**

The boathouse would be a training facility for the University's men's and women's crew program. Coaches are anticipated to be at the facility year-round, with students also anticipated to use the facility throughout the year, particularly during training periods and before regattas.

Heaviest use will be during the academic school year, from the end of August to the end of May. Most week days, the facility will open from approximately 6:00 a.m. until 7 or 8:00 pm. Weekend use would be primarily, but not exclusively, in the mornings throughout the year. During summer months, some Georgetown students may use the facility. In addition, the University is committed to operating a summer rowing program for high school aged youth, primarily from the District of Columbia.

In accordance with the Zoning Commission's approval for a boathouse on this site, the facility will be precluded from use for social functions other than occasional gatherings of Georgetown University crew team members, personnel, or alumni.<sup>4</sup> To meet NPS requirements, the boathouse site would not be fenced in and would allow public access on the site, including to the waterfront, similar to access at the TBC. No vehicle parking, boat storage or other outdoor uses would be allowed on-site.

<sup>4</sup>

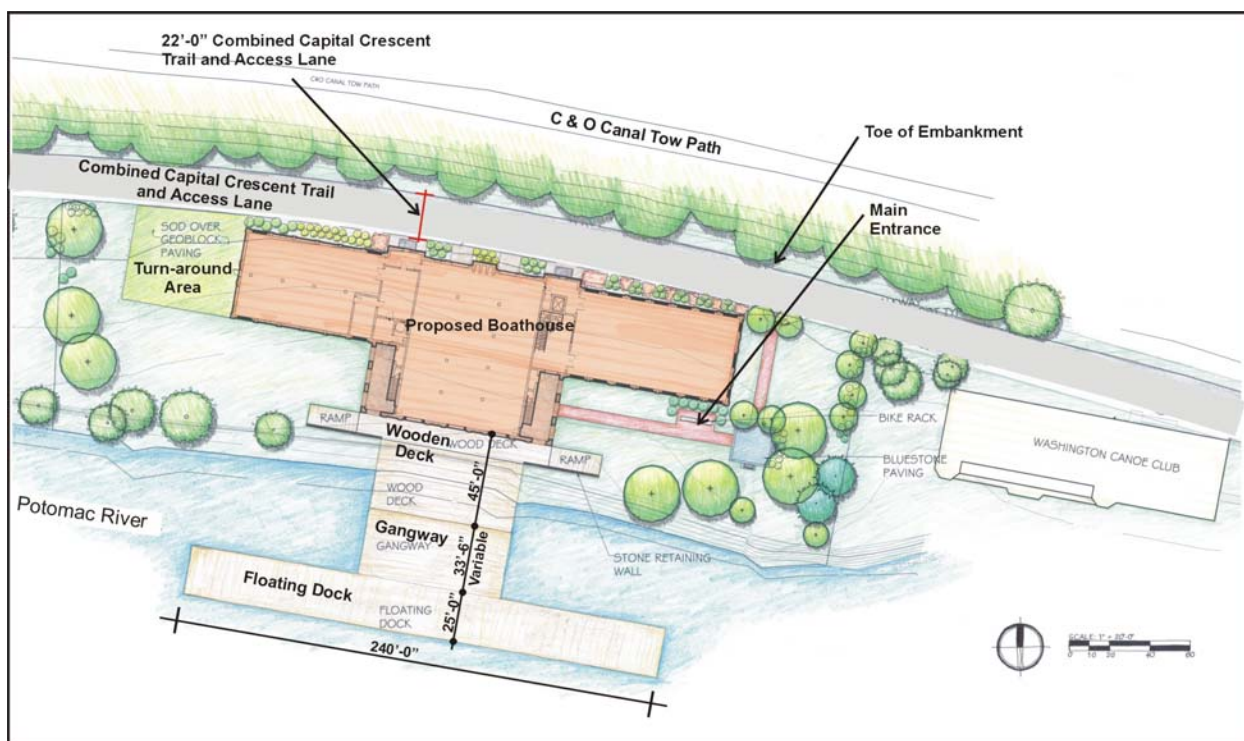
District of Columbia Zoning Commission Order No. 02-30.

## 2.2 Alternative B – MOA Alternative

Under Alternative B, the University would construct a smaller boathouse at the same site, along with a dock adjacent to the boathouse on the Potomac River. While this alternative meets the parameters established by the previously signed Section 106 MOA, the alternative does not meet the University's long-term space requirements for training facilities and storing shells for its men's and women's crew program. The project would consist of the following elements:

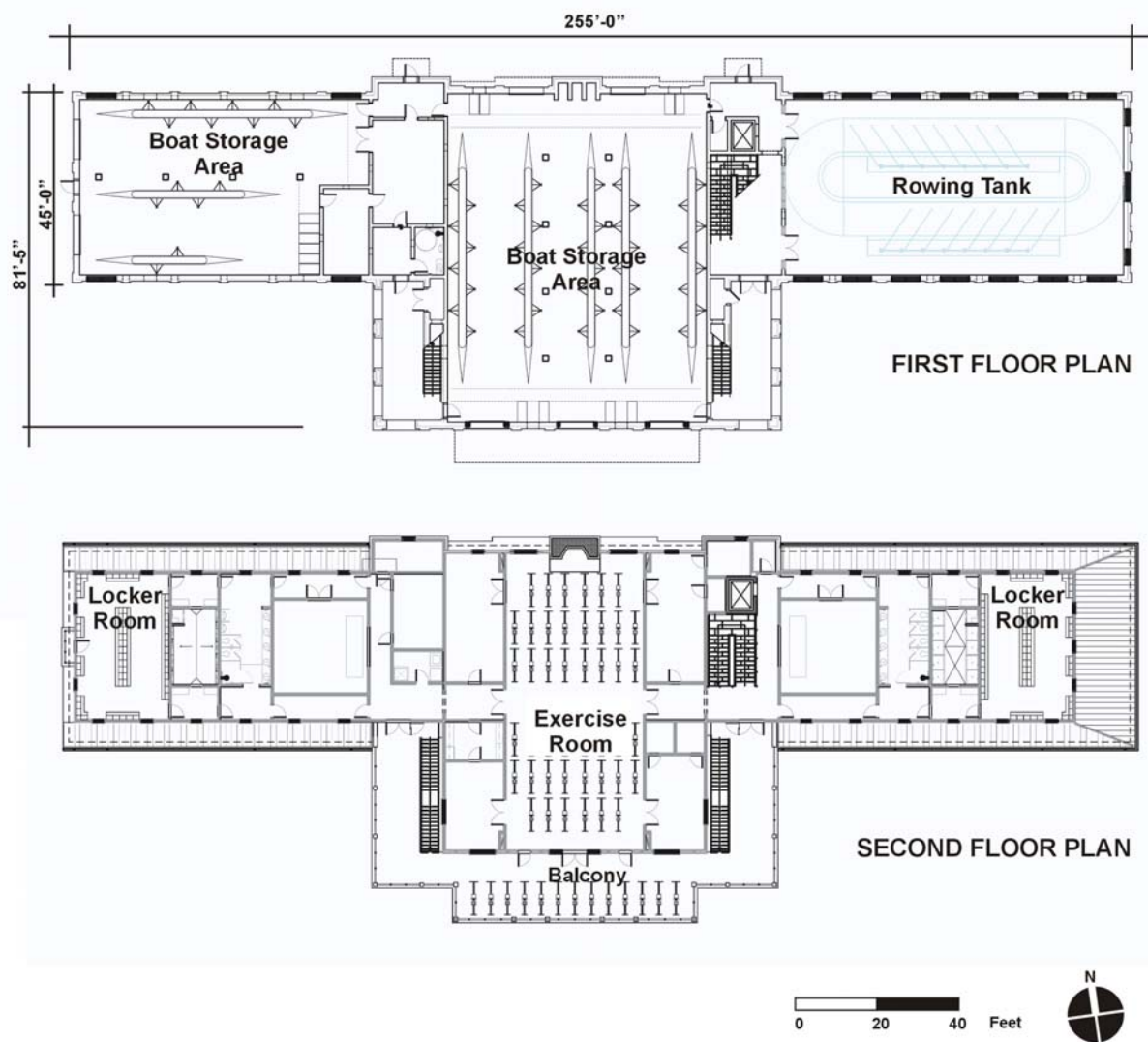
- Boathouse Building

Under Alternative B, the University would construct a boathouse, with a gross footprint of 14,997 square feet, and a total gross area of 26,177 square feet. The building would be 255' long in the east-west direction and 45' to 81'-5" in the north-south direction (see Figures 2-5 and 2-6). The building would include two stories, along with attic space. It would consist of three segments – a central portion, flanked by wings on either end. The highest point would be the ridge of the central wing at 40'-0" above grade. The ridge of the wings would be 32'-6" above grade (see Figure 2-7 and Table 2-3).



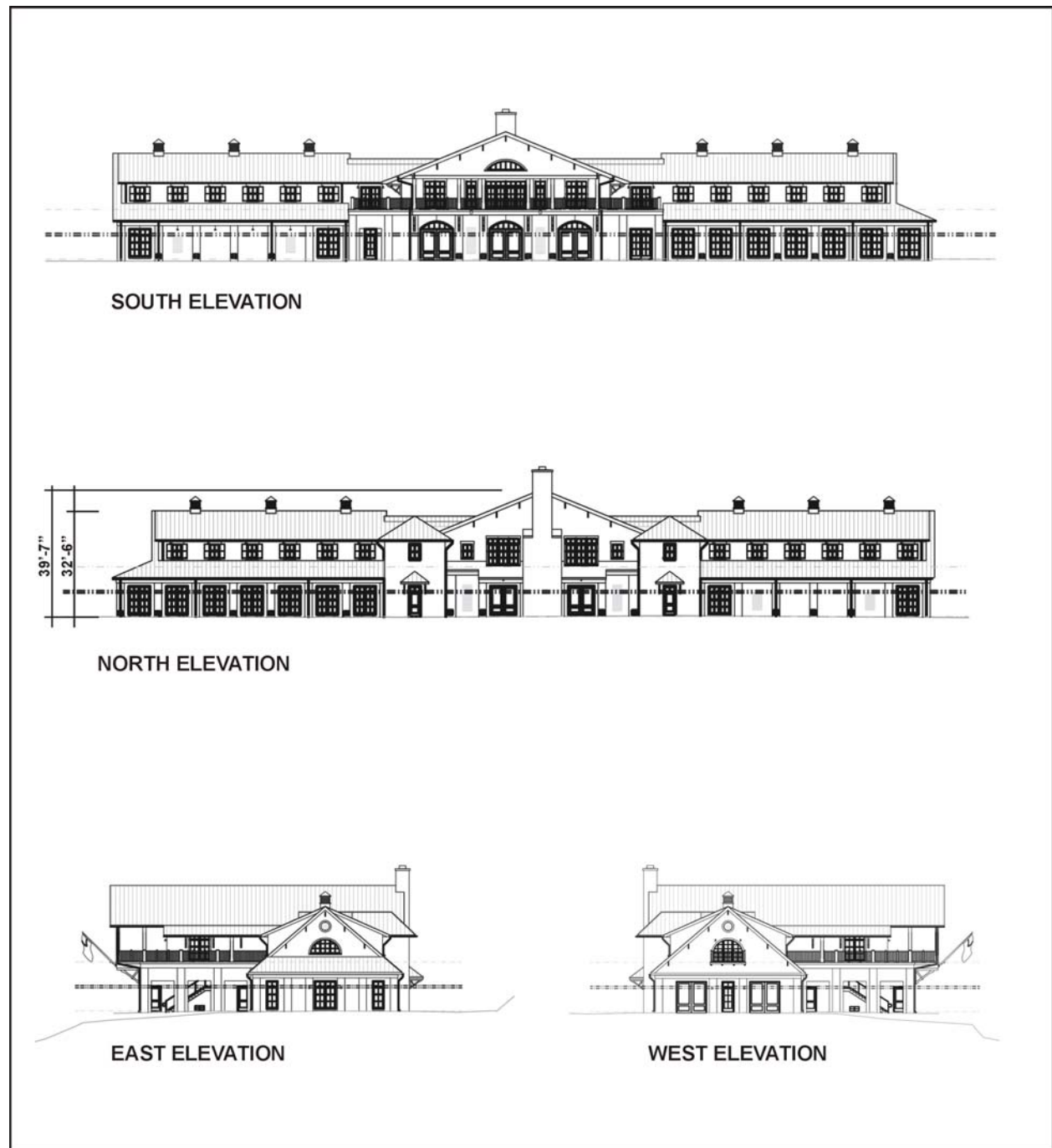
Source: O'Doherty Group, 2005.

Figure 2-5: Alternative B – Site Plan



Source: Muse Architects, 2005.

Figure 2-6: Alternative B – Building Plans



Source: Muse Architects, 2005.

Figure 2-7: Alternative B – Building Elevations

**Table 2-3: Physical Dimensions of the Proposed Boathouse under Alternative B**

Footprint	Length	Width	Height from First Floor (Height above C&O Canal Towpath)		
			Central Portion	Hyphens	Side Wings
14,997 SF	255 feet	45 feet at wings/ 81'-5" at center	40'-0" (12')	31'-6" (3'-6")	32'-6" (4'-6")

Source: Muse Architects, 2005.

The building would be constructed of stone and cedar shingles and would reflect traditional boathouse architecture, using scale relationships that complement the adjacent structures along the waterfront. However, the building lacks some of the exterior porches and other design detailing on the outside and a number of storage and support functions within the interior. In addition, almost all of the interior support spaces, such as storage bays, locker rooms, and exercise and training areas, are reduced in dimension from Alternatives A and C to fit within the 15,000 square foot footprint identified in the MOA and would not meet the long-term crew program needs. The boathouse would include space for storing crew boats, exercise equipment and locker/shower space as described in Table 2-4.

**Table 2-4: Program Elements of the Proposed Boathouse under Alternative B**

Program Element	Gross Area	Brief Description
<b><i>First Floor Level</i></b>		
Storage Bays	7,393 SF	There would be three double-loaded and two single-loaded storage bays (two double-loaded and one single-loaded in the center, and one double-and one single-loaded bay in the side). The central portion would store 30 eights, and the side portion would store 6 eights, 6 fours and 6 pairs (a total of 36 eights, 6 fours and 6 pairs).
Rowing Tank	3,277 SF	The tank would accommodate 16 to 18 persons.
Entrance Lobby/Circulation	None	
Boat Repair/Boatman's Office	631 SF	
Porches	712 SF	
<b><i>Second Floor Level</i></b>		
Exercise Room	2,296 SF	The room would accommodate 44 rowing machines (ergs).
Weight Room	427 SF	
Coaches Office Space	310 SF	
Showers/Restrooms	828 SF	Would include two sets of showers/restrooms – one for men & one for women.
Locker Rooms	1,540 SF	Two locker rooms (64 lockers each) – one for men and one for women.
Club Room/Kitchenette	402 SF	
Visiting Team Area	838 SF	Would include locker room.
Laundry/Janitor's Closet	87 SF	
Exercise Room Storage	None	
Mechanical Rooms	1,012 SF	Plus attic area used for mechanical equipment.
Observation Deck	2,049 SF	Would accommodate 13 rowing machines (ergs).

Source: Muse Architects, 2005.

- Site/Design Features

- *Size of Property*– Under Alternative B, the project site would be the same as that under Alternatives A and C.
- *Setbacks*– Under Alternative B, the central wing of the boathouse would be set back 15' from the mean high water level, with the porch overhang reaching to approximately seven feet of the mean high water level. The boathouse would also be set back a minimum of 25' from the toe (bottom) of the towpath, 62' from its eastern boundary, and 85' from its western boundary. The distance between the eastern face of the boathouse and the western face of the WCC building would be 107'.
- *Access to River*– A system of decks to the south of the boathouse would provide access for boats to the river (see Figure 2-4). A fixed wooden deck would be located adjacent to the boathouse. There would also be a floating dock in the river to provide a launching area for rowing shells and crew boats. A gangway would connect the fixed deck to the floating dock.
- *Access to Boathouse*– Under Alternative B, the access to the boathouse would be the same as that under Alternative A, where the paved area between the eastern end of the CCT and the western boundary of the boathouse site would be widened. Also, similar to Alternative A, a turn-around would be created between the boathouse and the property's western boundary.
- *Utilities*– Under Alternative B, the boathouse would connect to existing utilities along Water Street via the University's 15 foot wide right-of-way.

- Boathouse Operations

Under Alternative B, the boathouse operations would remain exactly the same as that under Alternative A.

### 2.3 Alternative C (Preferred) – Reduced Height Alternative

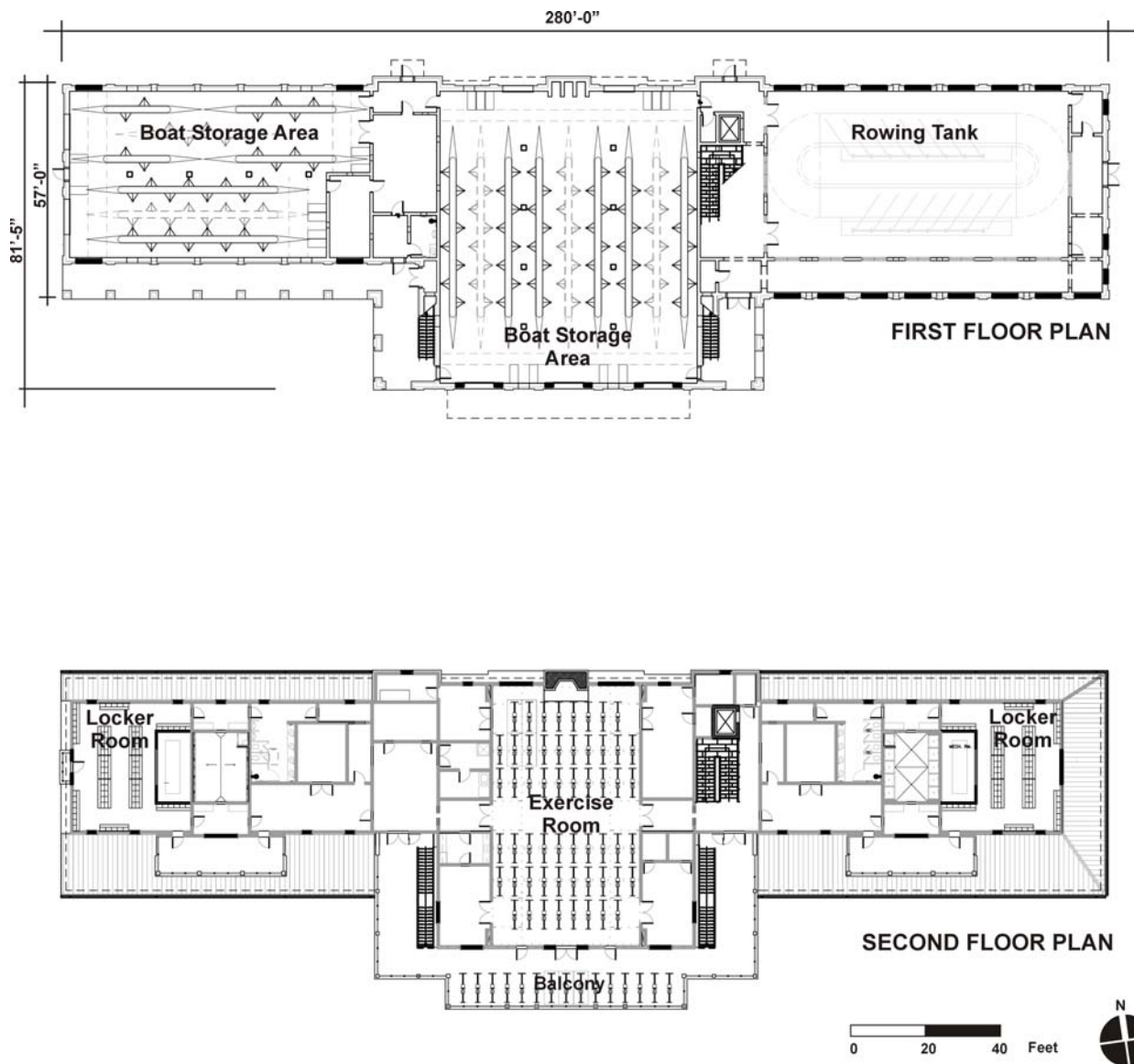
Under Alternative C, the Preferred Alternative, the University would construct a boathouse with the same footprint as Alternative A, and at the same site, along with a dock adjacent to the boathouse on the Potomac River (the site plan for Alternative C would be the same as Figure 2-1). The boathouse would have a reduced height but would meet the program needs of the University and would consist of the following elements:

- Boathouse Building

Under Alternative C, the University would construct a boathouse, with a gross footprint of 18,682 square feet, and a total gross area of 33,771 square feet. The building would include two stories, along with a minimal attic space. Similar to Alternative A, the boathouse would consist of three segments – a central portion, flanked by wings on either end. The highest point would be the ridge of the central wing at 36'-6" above grade. The ridge of the wings would be 29'-6" above grade (see Table 2-5). The building would be 280' long in the east-west direction and 57'-0" to 81'-5" wide in the north-south direction (see Figures 2-8 and 2-9).

This is the lowest achievable height for the boathouse due to the following reasons:

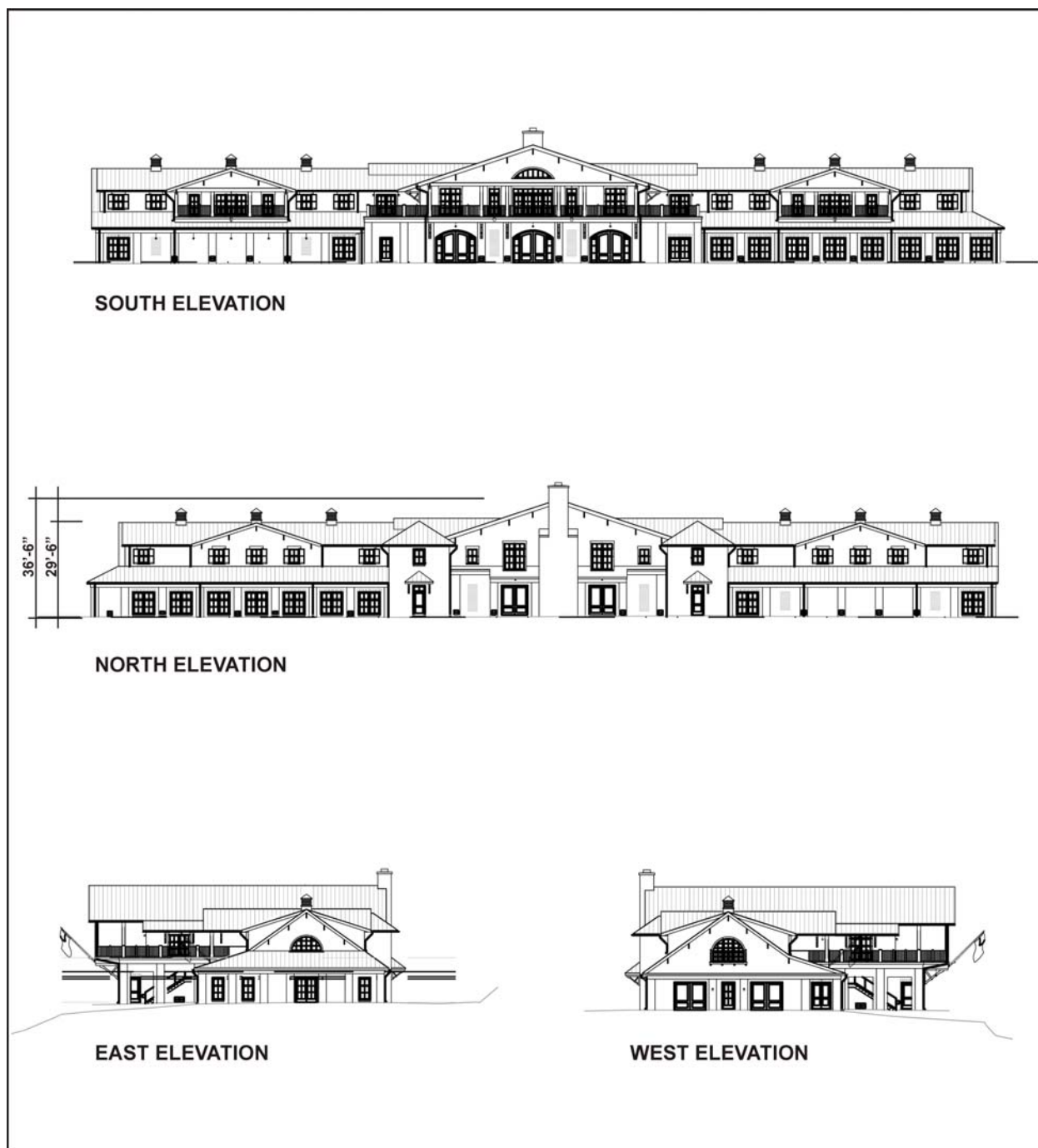
- The Federal Emergency Management Administration guidelines for constructing in a flood zone require structural systems, HVAC ducts, sprinkler systems and all habitable spaces to be above the base 100 year flood elevation (19' above mean sea level); and
- A minimum ceiling height of 9'-0" on the second floor would provide reasonable space for athletes to use the shower and locker facilities that would be located in the wings of the boathouse.



Source: Muse Architects, 2006

Figure 2-8: Alternative C –Building Plans





Source: Muse Architects, 2006

Figure 2-9: Alternative C – Building Elevations

**Table 2-5: Physical Dimensions of the Proposed Boathouse under Alternative C**

Footprint	Length	Width	Height from First Floor (Height above C&O Canal Towpath)		
			Central Portion	Hyphens	Side Wings
18,682 SF	280 feet	57 feet at wings/ 81'-5" at center	36'-6" (8'-6")	30'-6" (2'-6")	29'-6" (1'-6")

Source: Muse Architects, 2006.

The building would have similar architectural features as Alternative A and would include space for storing crew boats, exercise equipment and locker/shower space as described in Table 2-6.

**Table 2-6: Program Elements of the Proposed Boathouse under Alternative C**

Program Element	Gross Area	Brief Description
<b><i>First Floor Level</i></b>		
Storage Bays	8,706 SF	There would be 5 double-loaded storage bays (three in the center and two to the side). The three central bays would store 30 eights, and the two side bays would store 10 eights, 10 fours and 10 pairs (a total of 40 eights, 10 fours and 10 pairs).
Rowing Tank	3,604 SF	The tank would accommodate 16 to 18 persons.
Entrance Lobby/Circulation	1,500 SF	Would include viewing gallery overlooking the rowing tank.
Boat Repair/Boatman's Office	684 SF	
Porches	1,500 SF	
<b><i>Second Floor Level</i></b>		
Exercise Room	2,820 SF	The room would accommodate 56 rowing machines (ergs).
Weight Room	427 SF	
Coaches Office Space	310 SF	
Showers/Restrooms	978 SF	Would include two sets of showers/restrooms – one for men & one for women.
Locker Rooms	1,836 SF	Two locker rooms (76 lockers each) – one for men and one for women.
Club Room/Kitchenette	402 SF	
Visiting Team Area	858 SF	Would include locker room.
Laundry/Janitor's Closet	210 SF	
Exercise Room Storage	200 SF	
Mechanical Rooms	762 SF	Mechanical room from attic moved to 2 <sup>nd</sup> floor due to lower roof pitch.
Observation Deck	2501SF	Would accommodate 15 rowing machines (ergs).

Source: Muse Architects, 2006.

- Site/Design Features/ Boathouse Operations

Under Alternative C, the size of the property, building setbacks, access from the boathouse to the river, access along the CCT and connection to utilities would remain the same as that under Alternative A. Also, under Alternative C, the boathouse operations would remain the same as that under Alternative A.

## 2.4 Alternative D – No Action Alternative

As part of the NEPA analysis, the potential environmental consequences of a No-Action Alternative are also considered. Under the No-Action Alternative, the University would not construct a boathouse at the subject site. Instead, the University's crew would continue to row out of TBC. Boats stored outside would remain in the outdoor fenced compounds.

The preliminary agreement to exchange the subject site (Tract 102-114) with the University's parcel (Tract 102-109) located upstream was based on the condition that the University would construct a boathouse for its crew program at this proposed site, Tract 102-114. Under the No Action Alternative, the preliminary land exchange agreement would no longer be valid. Tract 102-114 would remain park land under the jurisdiction of the NPS. According to NPS policies, this land is within the boathouse zone identified by the *Georgetown Waterfront Park Plan*. Therefore, the site could be developed for a boathouse in the future.

Also, the University would retain ownership of the parcel upstream (Tract 102-109) along with the 15-foot wide right-of-way for a distance of one mile that it holds concurrent with the CCT. In accordance with its intention to pursue the construction of a boathouse for its crew program, the University could seek to develop the upstream site for this purpose in the future. The site could also be developed for uses permitted under the existing C-M-1 zoning which allows commercial and light manufacturing uses. This could result in adverse impacts to existing resources, such as the historic incline plane, wooded areas, and prime wetlands on that site, as well as adversely affect users on the CCT due to potential vehicular access along the one-mile distance to the site.

## 2.5 Alternatives Considered But Rejected

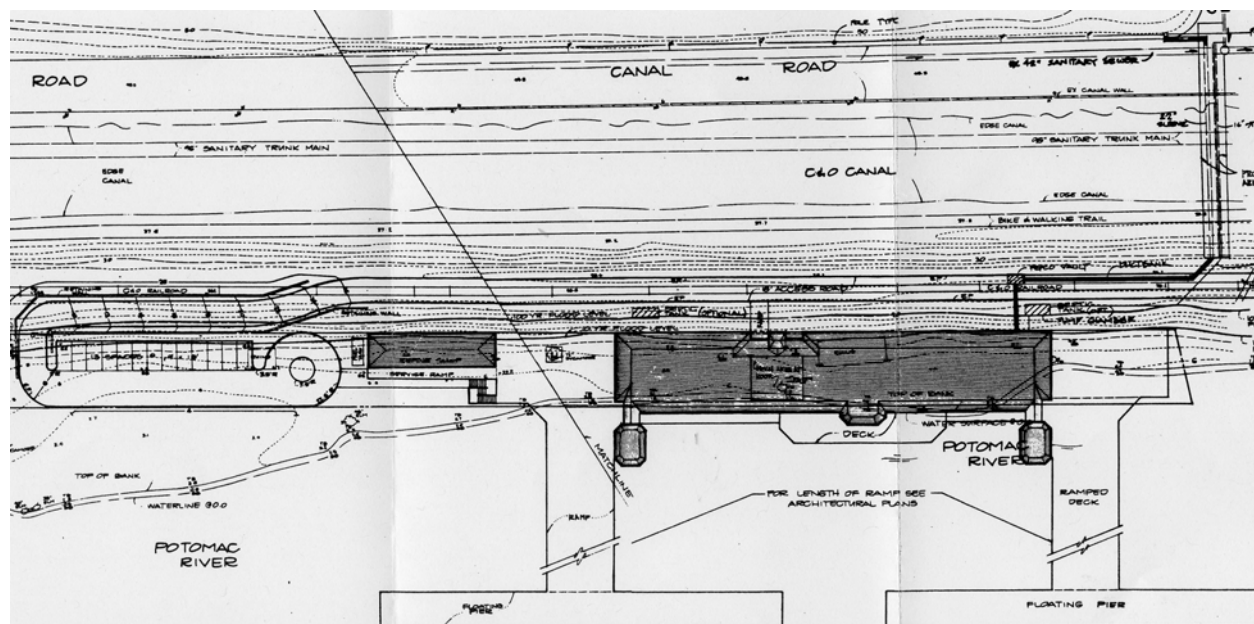
According to DO-12, “alternatives that could not be implemented if they were chosen, or that do not resolve the need for action and fulfill the stated purpose in taking action to a large degree, should be eliminated as unreasonable before impact analysis begins.”<sup>5</sup> In addition to the four alternatives identified above that are analyzed throughout this document, there were additional alternatives identified during the scoping process. These additional alternatives were eliminated from further consideration based on their feasibility to achieve the objectives identified in the purpose and need section of this document. These alternatives are listed below along with the reasons for their elimination.

- **Georgetown University Tract 102-109** – As discussed in Chapter 1, the University acquired Tract 102-109 located approximately one mile north of Key Bridge from CSX railroad in 1988. Tract 102-109 is zoned CM-1, which would allow a boathouse to be constructed on the site. This property was the subject of a feasibility study for a boathouse prepared in 1992. The feasibility study, completed by McKissack & McKissack Architects/Engineers, determined that an approximately 27,400 square foot boathouse could be constructed at this site. The natural features of the site pose some constraints to development and use; however, according to the study, appropriate design and engineering measures could make the project possible. The site is narrow and long, and McKissack & McKissack prepared a preliminary boathouse design to fit within this configuration (see Figures 2-10 and 2-11). Access would be available by using the University’s easement that runs from Water Street to the site (gifted from CSX to the University in 1988), and utilities would be provided from existing utility lines along Canal Road.

Despite these findings and based on discussions with NPS, the University has decided not to pursue a boathouse on Tract 102-109, primarily because of the intrinsic environmental characteristics of this site, the presence of historical remnants associated with the incline plane at the site, and the potential opportunity to exchange it for a site located closer to the University and in NPS’s boathouse zone within Georgetown Waterfront Park. For these reasons, this site has been eliminated from further consideration for a boathouse at this time.

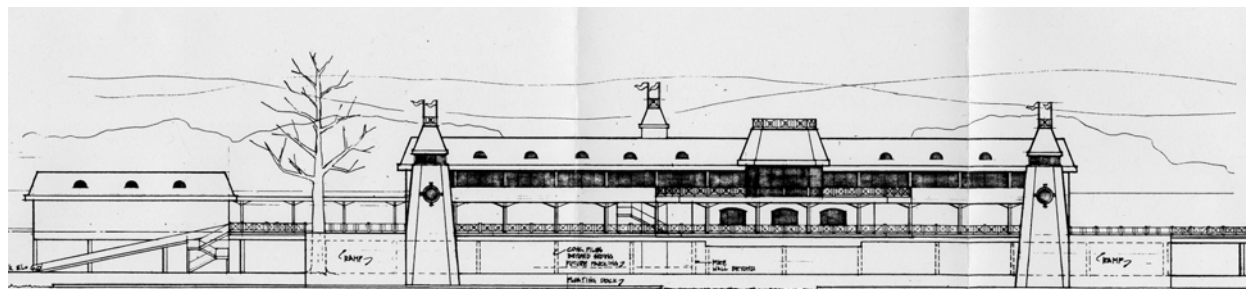
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<sup>5</sup> DO12 NEPA Handbook, National Park Service, 2003.



Source: McKissack and McKissack, 1992.

Figure 2-10: Site Plan for proposed boathouse on Tract 102-109

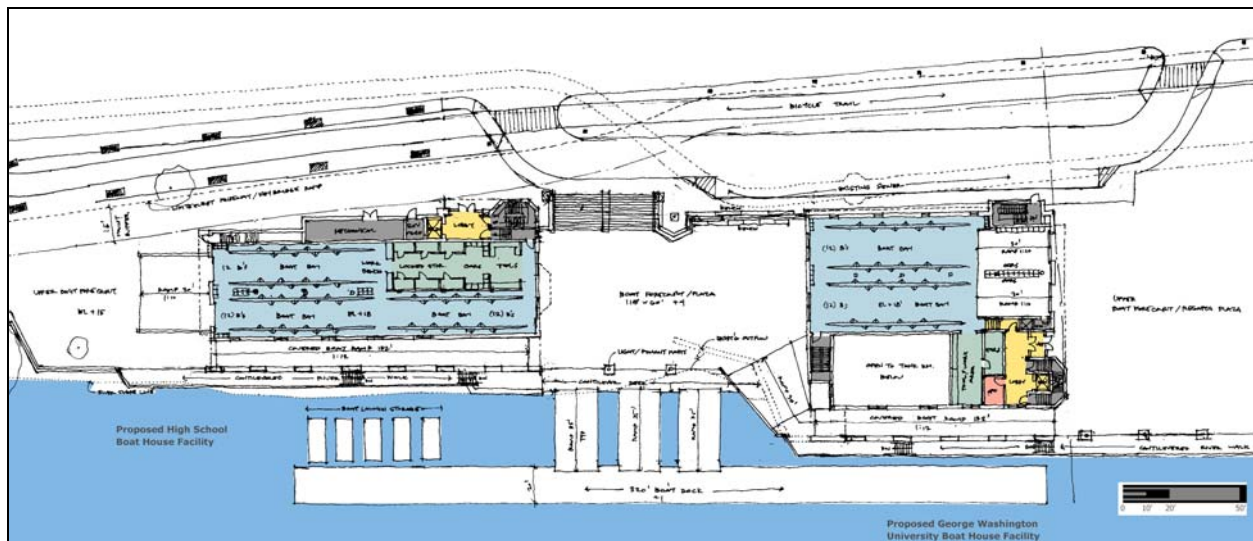


Source: McKissack and McKissack, 1992.

Figure 2-11: Elevation for proposed boathouse on Tract 102-109

- **Reduced Boathouse Program at the Waterfront Site** – This alternative proposed building a substantially smaller boathouse at the proposed site (Tract 102-114) and locating portions of the boathouse program on the Georgetown University campus. Under this alternative, the storage area for all crew boats and locker/shower spaces would be located within the boathouse, and training equipment and the rowing tank would be located on campus (off-site). This alternative does not fulfill the purpose and need of constructing a boathouse to provide training and boat storage to successfully compete in NCAA rowing events and was eliminated from further consideration due to the following additional reasons:
  - *Inadequate in meeting the training requirements of the crew program:* Typically, when the rowing tank is located adjacent to where the students access the river, a coach has the ability to demonstrate a technical point in the rowing tank that the crew team is to practice in the water. Also, a coach can take a particular athlete or squad into the rowing tank immediately after an on-water session to practice a part of their rowing stroke. In addition, locating both the rowing tank and ergometers within the boathouse provides coaches with the ability to have students practice on days when a squad has uneven number of rowers, or when the crew does not row on the water due to inclement weather. According to the University's crew coach, all of these factors necessitate co-locating training equipment and all other crew functions together.
  - *Lack of room on campus for crew training equipment or the rowing tank:* There is presently no room on the University campus for additional athletic training or equipment associated with the men's and women's crew program. In addition, the University's Campus Plan would have to be revised if a new facility providing these facilities was considered, which would require additional approval by DC Zoning Commission.
  - *Reduced time for crew practice and training:* Typically, students spend approximately two hours at the boathouse between the time they arrive and when they leave to return to campus. By separating the rowing tank and the ergometers from the boathouse, students would lose between 20 and 30 minutes from their practice time, or require additional practice time that might affect their academics or other student activities.

- Georgetown Waterfront East of Key Bridge / 34<sup>th</sup> Street Site** – This alternative proposed locating a boathouse for the University on NPS land between Key Bridge and 34<sup>th</sup> Street, NW. George Washington University (GWU) is currently proposing a boathouse in this location. As part of the public design process for the *Georgetown Waterfront Park Plan* in 2002-03, a suggestion was made to study locating two boathouses in this area, potentially to accommodate one collegiate and one scholastic program (see Figure 2-12). According to the analysis conducted, two boathouses could be accommodated in this location – one with a footprint of approximately 10,000 square feet and the other with a footprint of approximately 7,500 square feet.<sup>6</sup> Neither of these footprints meets the space requirements of either Georgetown or GWU. The boat storage requirement alone for Georgetown is over 8,700 square feet with locker rooms, training and the other support areas in addition to this. GWU is proposing a facility at this same site which uses the entire site for a single boathouse building. Therefore, locating a boathouse for the University in addition to an anticipated boathouse for George Washington University in this area would not be feasible.



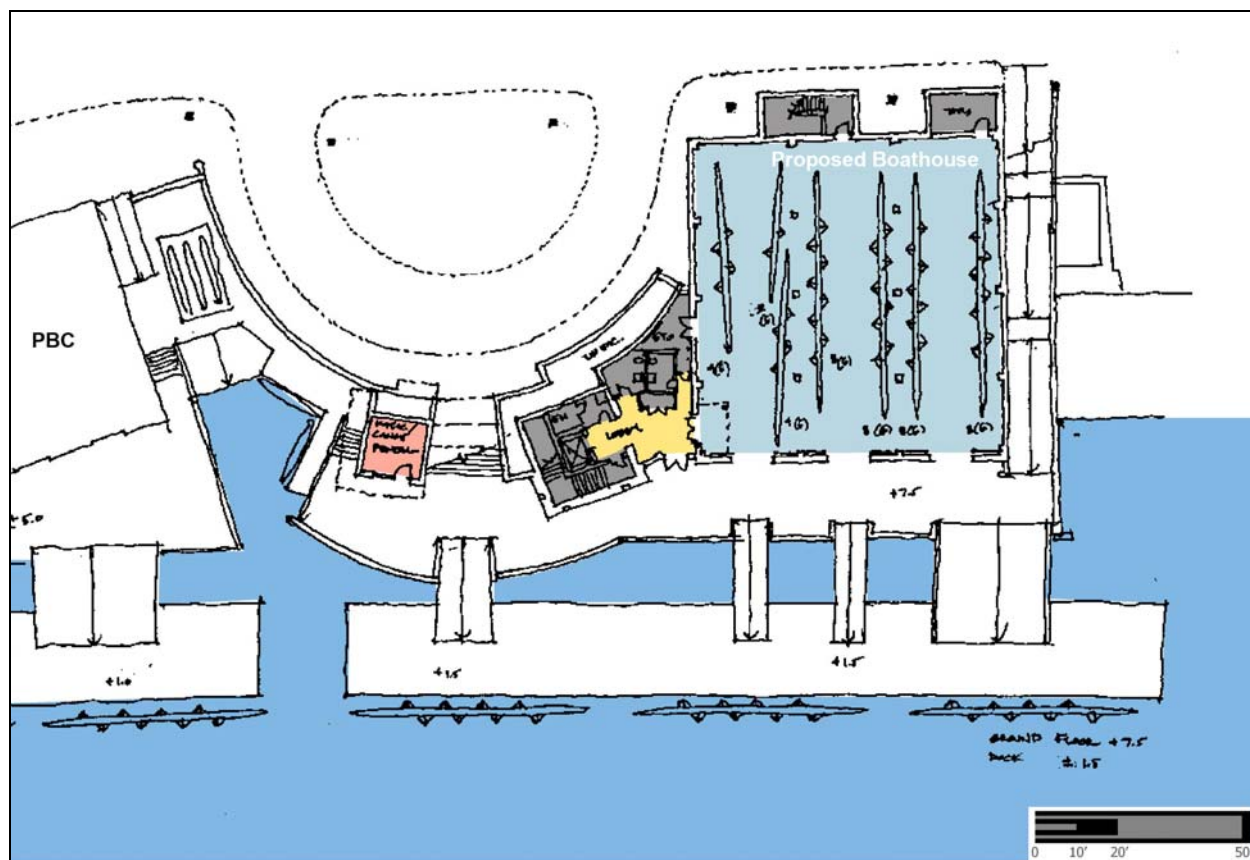
Source: National Park Service, 2003.

**Figure 2-12: Potential Site Plan for Two Boathouses between Key Bridge and 34<sup>th</sup> Street, NW**

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Final Schematic Design – Georgetown Waterfront Park, National Park Service, March 2003.

- Jack's Boathouse** – This alternative proposed locating a boathouse on a privately-owned site immediately west of Key Bridge where three townhouses, as well as an outdoor boat rental operation commonly referred to as “Jack’s Boathouse” are currently located. Under this alternative, the townhouses would be demolished. The 1989 Non-Motorized Boating Study identified that a boathouse with an approximately 7,500 square foot footprint could be located in this area. The study was updated in 2000. Although the updated study explored a different configuration than is shown in Figure 2-13, which was developed during the 2002-2003 public design process for the Waterfront Park, a three-bay boathouse with a capacity to store a maximum of 36 eight-person shells was determined feasible at this location. The maximum size for a facility at this site is restricted by the Potomac Boat Club to the west, the Whitehurst Freeway to the north and Key Bridge to the east. Further, developing a boathouse here would require acquisition and demolition of the three existing townhouses and accommodating the existing rental operation. Based on the boathouse that could be located on this site as identified by the existing studies, this alternative would not meet the combined space requirements of Georgetown’s program and the existing rental operation, and therefore, was determined not to be feasible.



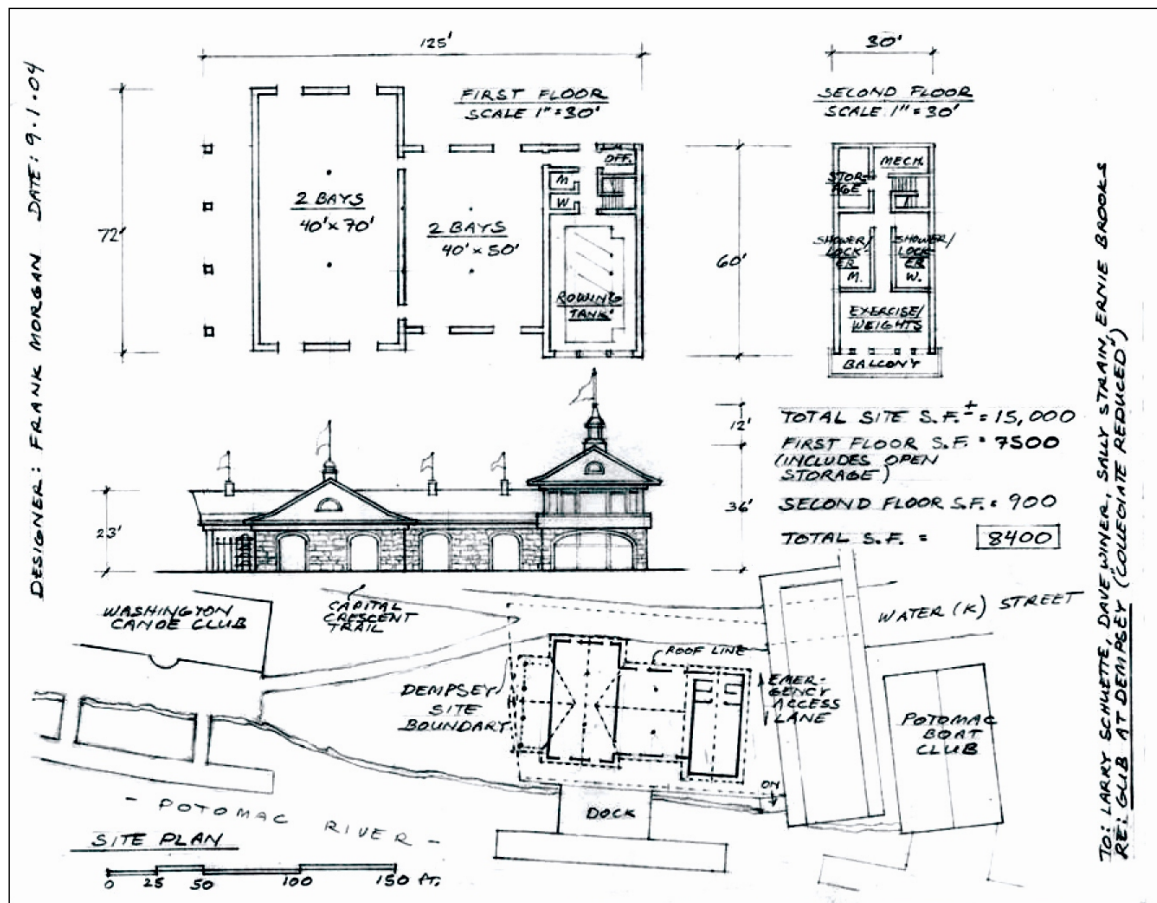
Source: National Park Service, 2003.

Figure 2-13: Potential Site Plan for a Boathouse at the site of Jack's Boathouse



- Dempsey's Site** – This alternative proposed locating a boathouse for the University on NPS land between the WCC and the Aqueduct Bridge abutment. The 2000 Non-Motorized Boating Study analyzed this site and a design configuration was developed during the 2002-2003 public design process for the Waterfront Park. Both studies came to the conclusion that the site is too small for a scholastic boathouse. According to the 2000 Non-Motorized Study, the site's location adjacent to the Alexandria Aqueduct Bridge abutment (where the NPS would require a 50 foot buffer between the structure and a building) and the presence of the Potomac Interceptor Sewer vault and line would restrict the size of a boathouse at this site.

A concept plan provided to NPS during the public scoping period identified that this site could accommodate a boathouse with a footprint of 7,500 square feet, and with four bays two of which would be 70' in length and two would be 40' (see Figure 2-14). This size boathouse and bays would not meet the space needs identified by the University. In addition, the length of the bays would not accommodate both crew shells and oars, the length of the space allotted for the rowing tank would be insufficient for proper training purposes, and the spaces identified for exercise areas, restrooms, lockers or mechanical areas would be inadequate. Therefore, this alternative was eliminated from further consideration.

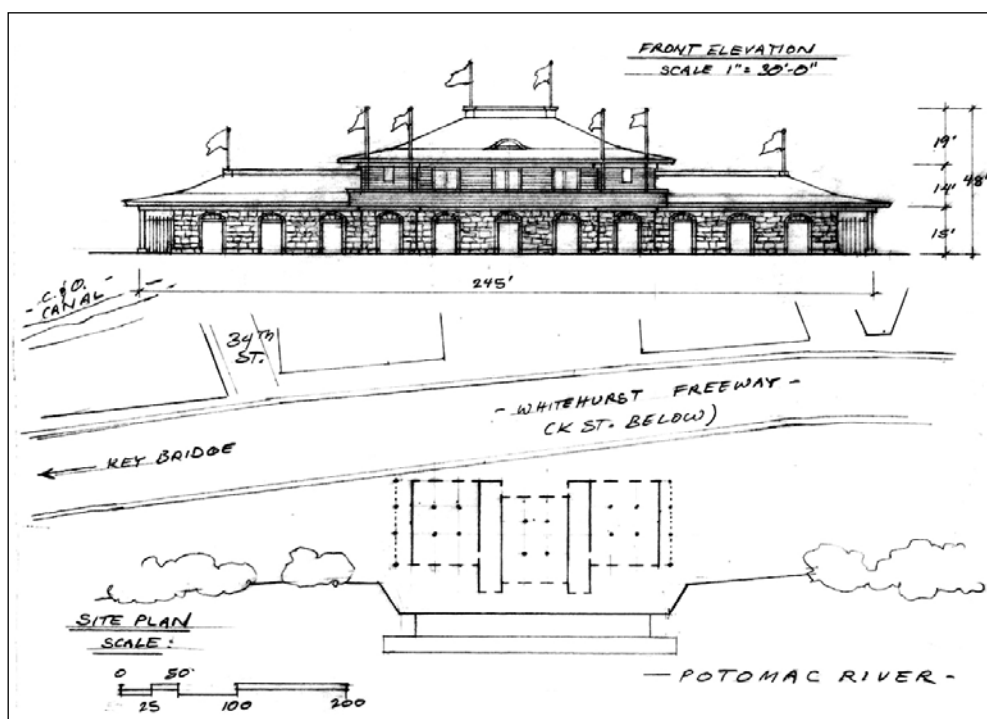


Source: Frank Morgan, 2005.

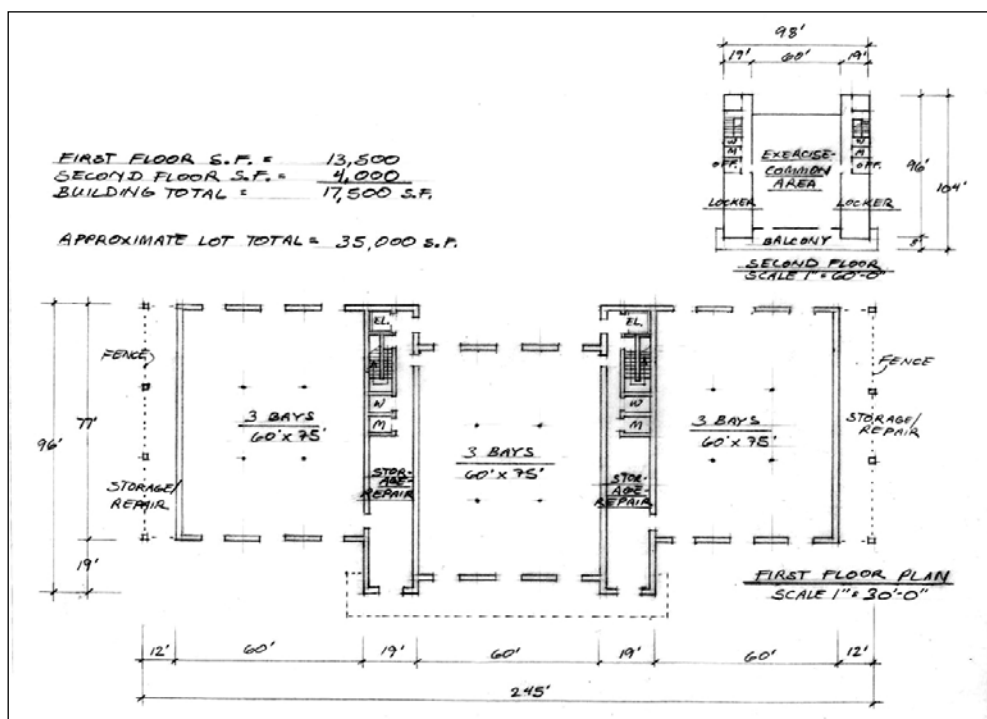
Figure 2-14: Potential Site Plan for a Boathouse at Dempsey's

- **East of 34<sup>th</sup> Street** – This alternative proposed locating a boathouse on NPS land along the Potomac River east of 34<sup>th</sup> Street, NW. Figure 2-15 illustrates a design concept for this site that was received during the public scoping period. Due to limited space as shown on the second floor of the building, this concept would not meet the training requirement of Georgetown's crew program. Also, this site is located at an elevation substantially above the river, and the dock that is illustrated in this concept would not be feasible.

Further, this site would be entirely outside the boathouse zone established in the *Georgetown Waterfront Park Plan*. The Final Design for *Georgetown Waterfront Park*, that included public input on several alternatives, identifies the area to the east of 34<sup>th</sup> Street as a passive recreational area. As described previously, Phase I of this park is scheduled to commence construction later in 2006. Locating a boathouse for the University in this location would require modifying the *Georgetown Waterfront Park Plan*, a planning effort that has been ongoing since 1987 when the plan was approved by several agencies including the NCPC, Commission of Fine Arts, the District of Columbia Historic Preservation Review Board, the Advisory Council on Historic Preservation, and the Chesapeake and Ohio Canal National Historical Park Advisory Commission. Due to the significant planning effort that has gone into the preparation of the plan, the area to the east of 34<sup>th</sup> Street was eliminated from further consideration as a location for a boathouse for the University.



Site Plan



Building Plan

Source: Frank Morgan, 2005.

Figure 2-15: Potential Site Plan for a Boathouse to the east of 34<sup>th</sup> Street, NW

- **Anacostia Waterfront** – This alternative proposed locating a boathouse for the University on NPS land along the Anacostia River. This alternative would not be feasible due to added travel time to and from the boathouse. Typically, students return to the campus after practice for classes and meals. Requiring them to travel to and from an Anacostia location would add considerable time to their practice sessions and negatively affect their other scheduled activities. Currently, students bicycle or walk between the campus and TBC. If the boathouse were located along the Anacostia River, this would not be possible. Also, the University has a policy of not allowing students to have cars or other vehicles while living on campus so this further limits their access to a boathouse this far away from the school. Based on these factors, this alternative was eliminated from consideration.
- **Virginia Side on NPS land** – The NPS is considering two locations on NPS land along the Virginia side of the Potomac River for a boathouse that would accommodate the rowing programs of the three high schools in Arlington County.<sup>7</sup> Under this alternative, a boathouse for the University would either be constructed separately from the boathouse for Arlington County schools, or it would be constructed as a single facility to accommodate the needs of the schools and the University. While a location has not been established for the Arlington County boathouse, considerable planning has occurred to assess the feasibility of constructing a boathouse that meets the needs of the three high school programs.

By adding the requirements of the University to those of the three Arlington County schools, a decision about the location of a boathouse for Arlington County schools would be delayed, as further planning would be necessary. Further, of the two sites under consideration, the Rosslyn waterfront site would be the only feasible location for the University due to travel time. This site would not accommodate a single boathouse that could support the three schools and the University, nor two boathouses for the separate collegiate and scholastic programs. To locate a boathouse only for the University at this location would not be feasible since this site is still being considered for Arlington County. Therefore, this alternative was eliminated from further consideration.

- **Adjacent to the Boathouse at Fletcher's Cove** – This alternative proposed locating a boathouse for the University on NPS land adjacent to the existing boathouse at Fletcher's Cove. The Potomac River begins to narrow above the exposed rocks in the river called "hens and chickens" (see Figure 3-6 in Chapter 3) about 2 miles upriver from Key Bridge, with the stretch adjacent to the D.C. side identified as shallow and dangerous by the Potomac River Safety Committee. A boathouse for the University adjacent to the existing boathouse at Fletcher's Cove would not be feasible due to safety concerns for students practicing in this area. In addition, Fletcher's Cove is approximately 2.5 miles upstream from the Georgetown University campus (along the CCT or C&O Canal Towpath). Whereas, this distance would be reasonable for students on bicycles, it would be inconvenient for students who want to walk or jog to the boathouse on a daily basis and would reduce practice times. Also, boat trailers could be forced to use a route along the CCT, from Georgetown, since access from Canal Road

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<sup>7</sup> Facility and Site Analysis for a Boathouse on the Potomac River in Arlington County and Vicinity, National Park Service, August 2002.

and maneuverability through the tunnel under the canal would be difficult for trailers carrying crew shells. Furthermore, Fletcher's Cove is a popular place for renting fishing boats and canoes for recreational purposes and, because of the narrowness of the river in this location, crew boats could create a conflict with these recreational boaters. Finally, the area is also actively used for picnicking and weekend recreational use, and a new boathouse could potentially reduce the area for this recreational use. For these reasons, this site was deemed not appropriate for the University's boathouse, and the alternative was eliminated from further consideration.

- **Expansion of Thompson Boat Center** – This alternative proposed expanding the TBC to accommodate additional boats for the University. This alternative would not be feasible due to limited site area, and the configuration of the site. Further, NPS has no future plans to expand this facility. One of the reasons that led to the creation of the boathouse zone was to promote multiple facilities for collegiate, schools and private users, and to reduce congestion and conflicts at the TBC docks. In addition, removal of all boats from outdoor storage areas along the waterfront requires the construction of additional boathouses.

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