



"Jennifer Uram"
<jenniferuram@hotmail.com>

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject:

01/19/2005 10:37 AM
EST

January 2005

Office of Lands, Resources, and Planning
National Capital Region
National Park Service
Washington, DC

Email - NCR_Georgetownboathouse@nps.gov
Fax - 202-401-0017

Dear Sir/Madam:

As one of the 3 million visitors who enjoy the C&O Canal National Historical Park each year, I am deeply concerned about a proposal to take part of the park for private use. The C&O Canal NHP provides the public with the opportunity to explore the best remaining example of the canals that once were used extensively. The park is also a great place to bird, hike, bike, and watch wildlife. This proposal jeopardizes those experiences.

In conjunction with the Defenders of the Potomac, the National Parks Conservation Association and the many other preservation and conservation organizations involved in trying to protect this public treasure I would like to add my questions, concerns, and comments for your assessment. Please include the following as part of the public record for the Environmental Assessment (EA) prepared for the proposed private Georgetown University Boathouse in the C&O Canal NHP:

My questions regarding the proposal include:

- How would the public benefit from the loss of public parkland at the eastern gateway of the C&O Canal National Historical Park for the private use by Georgetown University?
- What precedent would approving this project set for future private development proposals in the Park?
- What would be the impacts on the experience of the park's approximately 3,000,000 yearly visitors from construction of the structure, and from loss of parkland at the park's eastern gateway? Please include analysis of potential traffic and public safety impacts, especially during construction but also during its operation throughout the year.
- What would be the potential impacts to nearby historic properties including the historic canal? What would be the direct, indirect, and cumulative

impacts
to the park and nearby historic structures from building a road to access
this
somewhat inaccessible site for construction, maintenance and servicing of
the
boathouse, as well as for access of the rowing hulls and boat trailers?

- What would be the direct, indirect, and cumulative impacts to the natural
resources, floodplain and wetlands at the site of the proposed boathouse?

- On average, the Potomac River floods every 12 years. What would be the
potential impacts on the river including depth, flows, and riverbed
contours;
potential for riverbed changes due to deposition and scour of sediment and
the
need for dredging? How would this structure potentially influence potential
flood damage to the canal and other park resources?

- What is the value of the national parkland at gateway site relative to
land
that Georgetown proposes to exchange?

C&O Canal NHP will become more valuable as multi-use public parkland with
the
passage of time. Proposals to transfer parkland for private use deserve the
highest scrutiny. I respectfully request that instead of the limited-scope
EA
that has been proposed by Park Service, instead the Park Service complete a
full
Environmental Impact Statement (EIS) for the proposed project.

As a member of the interested public, I do not see any public benefit from
the
proposal. I fully support leaving the parkland in the park, and encouraging
Georgetown University to look elsewhere in the region for an appropriate
site.

Sincerely,

Jennifer Bray
7171 Buffalo Speedway 2114
Houston TX 77025



"Tetrault, Tara"
<Tara.Tetrault@montgo
merycollege.edu>

01/19/2005 03:04 PM
EST

To: <NCR_Georgetownboathouse@nps.gov>
cc:
Subject: RE: MD help needed to protect C&O Canal

Office of Lands, Resources, and Planning
National Capital Region
National Park Service
Washington, DC

Email - NCR_Georgetownboathouse@nps.gov
Fax - 202-401-0017

Dear Sir/Madam:

As an archaeologist who has catalogued many of the C&O Canal artifacts I am familiar with some of the C&O Canal history and I am concerned with this proposal for development. As one of the 3 million visitors who enjoy the C&O Canal National Historical Park each year, I am deeply concerned about a proposal to take part of the park for private use. The C&O Canal NHP provides the public with the opportunity to explore the best remaining example of the canals that once were used extensively. The park is also a great place to bird, hike, bike, and watch wildlife. This proposal jeopardizes those experiences.

In conjunction with the Defenders of the Potomac, the National Parks Conservation Association and the many other preservation and conservation organizations involved in trying to protect this public treasure I would like to add my questions, concerns, and comments for your assessment. Please include the following as part of the public record for the Environmental Assessment (EA) prepared for the proposed private Georgetown University Boathouse in the C&O Canal NHP:

My questions regarding the proposal include:

- How would the public benefit from the loss of public parkland at the eastern gateway of the C&O Canal National Historical Park for the private use by Georgetown University?
- What precedent would approving this project set for future private development proposals in the Park?
- What would be the impacts on the experience of the park's approximately 3,000,000 yearly visitors from construction of the structure, and from loss of parkland at the park's eastern gateway? Please include analysis of potential traffic and public safety impacts, especially during construction but also during its operation throughout the year.
- What would be the potential impacts to nearby historic properties including the historic canal? What would be the direct, indirect, and cumulative impacts to the park and nearby historic structures from building a road to access this somewhat inaccessible site for construction, maintenance and servicing of the boathouse, as well as for access of the rowing hulls and boat trailers?
- What would be the direct, indirect, and cumulative impacts to the natural resources, floodplain and wetlands at the site of the proposed boathouse?

- On average, the Potomac River floods every 12 years. What would be the potential impacts on the river including depth, flows, and riverbed contours; potential for riverbed changes due to deposition and scour of sediment and the need for dredging? How would this structure potentially influence potential flood damage to the canal and other park resources?

- What is the value of the national parkland at gateway site relative to land that Georgetown proposes to exchange?

C&O Canal NHP will become more valuable as multi-use public parkland with the passage of time. Proposals to transfer parkland for private use deserve the highest scrutiny. I respectfully request that instead of the limited-scope EA that has been proposed by Park Service, instead the Park Service complete a full Environmental Impact Statement (EIS) for the proposed project.

As a member of the interested public, I do not see any public benefit from the proposal. I fully support leaving the parkland in the park, and encouraging Georgetown University to look elsewhere in the region for an appropriate site.

Sincerely,

Tara Lilian Tetrault, MAA, MA
Archaeologist



"jessica butts"
<jsbutts@hotmail.com>
01/19/2005 07:30 PM
GMT

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: C&O Canal E.A.

Dear Sir/Madam:

Please, keep the park land free and open to the public!

As one of the 3 million visitors who enjoy the C&O Canal National Historical Park each year, I am deeply concerned about a proposal to take part of the park for private use. The C&O Canal NHP provides the public with the opportunity to explore the best remaining example of the canals that once were used extensively. The park is also a great place to bird, hike, bike, and watch wildlife. This proposal jeopardizes those experiences.

In conjunction with the Defenders of the Potomac, the National Parks Conservation Association and the many other preservation and conservation organizations involved in trying to protect this public treasure I would like to add my questions, concerns, and comments for your assessment. Please include the following as part of the public record for the Environmental Assessment (EA) prepared for the proposed private Georgetown University Boathouse in the C&O Canal NHP:

My questions regarding the proposal include:

- How would the public benefit from the loss of public parkland at the eastern gateway of the C&O Canal National Historical Park for the private use by Georgetown University?
- What precedent would approving this project set for future private development proposals in the Park?
- What would be the impacts on the experience of the park's approximately 3,000,000 yearly visitors from construction of the structure, and from loss of parkland at the park's eastern gateway? Please include analysis of potential traffic and public safety impacts, especially during construction but also during its operation throughout the year.
- What would be the potential impacts to nearby historic properties including the historic canal? What would be the direct, indirect, and cumulative impacts to the park and nearby historic structures from building a road to access this somewhat inaccessible site for construction, maintenance and servicing of the boathouse, as well as for access of the rowing hulls and boat trailers?

- What would be the direct, indirect, and cumulative impacts to the natural resources, floodplain and wetlands at the site of the proposed boathouse?
- On average, the Potomac River floods every 12 years. What would be the potential impacts on the river including depth, flows, and riverbed contours; potential for riverbed changes due to deposition and scour of sediment and the need for dredging? How would this structure potentially influence potential flood damage to the canal and other park resources?
- What is the value of the national parkland at gateway site relative to land that Georgetown proposes to exchange?

C&O Canal NHP will become more valuable as multi-use public parkland with the passage of time. Proposals to transfer parkland for private use deserve the highest scrutiny. I respectfully request that instead of the limited-scope EA that has been proposed by Park Service, instead the Park Service complete a full Environmental Impact Statement (EIS) for the proposed project.

As a member of the interested public, I do not see any public benefit from the proposal. I fully support leaving the parkland in the park, and encouraging Georgetown University to look elsewhere in the region for an appropriate site.

Sincerely,

Jessica Butts



"Banu Qureshi"
<banubanu@msn.com>
01/19/2005 11:45 AM
EST

To: <NCR_Georgetownboathouse@nps.gov>
cc:
Subject: Fw: MD help needed to protect C&O Canal

January 19, 2005

Office of Lands, Resources, and Planning
National Capital Region
National Park Service
Washington, DC

Dear Sir/Madam:

I am a Maryland resident who accesses the C&O Canal National Historical Park approximately five times per week for recreational purposes. I run on the berm road, trails and towpath; I hike through the forest trails with my dogs; and my children and I love to bike along the towpath. From the pileated woodpeckers in the forest to the mules on the canal, the Park is a big hit with my family. With increasing development along MacArthur Blvd flanking the park borders and creating more pressure, I am deeply concerned about a proposal to take away part of the park for private use. This proposal is a step in the wrong direction.

In conjunction with the Defenders of the Potomac, the National Parks Conservation Association and the many other preservation and conservation organizations involved in trying to protect this public treasure, I would like to add my questions, concerns, and comments for your assessment. Please include the following as part of the public record for the Environmental Assessment (EA) prepared for the proposed private Georgetown University Boathouse in the C&O Canal NHP:

My questions regarding the proposal include:

- 1) How would transfer of public parkland at the eastern gateway of the C&O Canal National Historical Park into private ownership by Georgetown University benefit the greater public?
- 2) Will this project set a dangerous precedent for future private development proposals within the Park?
- 3) Please examine all of the impacts to the 3 million visitors to the Park from construction of any structure, and from loss of parkland at the park's eastern gateway? Please include analysis of potential traffic and public safety impacts, especially during construction but also during its operation throughout the year.
- 4) What would be the potential impacts to nearby historic properties including the historic canal? What would be the direct, indirect, and cumulative impacts to the park and nearby historic structures from building a road to access this somewhat

inaccessible site for construction, maintenance and servicing of the boathouse, as well as for access of the rowing hulls and boat trailers?

5) What would be the direct, indirect, and cumulative impacts to the natural resources, floodplain and wetlands at the site of the proposed boathouse?

6) Given that the Potomac River tends to flood every 12 years on average, what would be the potential impacts on the river including depth, flows, and riverbed contours; potential for riverbed changes due to deposition and scour of sediment and the need for dredging? How would the structure potentially influence potential flood damage to the canal and other park resources?

7) What is the value of the national parkland at the gateway site relative to the proposed exchange land from Georgetown?

As you are aware, land values in this area are escalating rapidly, and designated public parkland seems to be an increasingly rare commodity if measured on a per capita basis. Proposals to transfer parkland for private use deserve the highest scrutiny. As a pro-environmental preservation resident and park user, I respectfully request that instead of the limited-scope EA that has been suggested, the Park Service complete a full Environmental Impact Statement (EIS) for the proposed Georgetown project.

Personally, I do not see any public benefit from the proposal. Instead, I fully support leaving the parkland in the park, and encouraging Georgetown University to look elsewhere in the region for an appropriate site.

Sincerely,

Banu Qureshi
9725 The Corral Drive
Potomac, MD 20854
email: banubanu@msn.com

**M. Pope Barrow
816 E Street, SE
Washington, D.C. 20003**

Mr. Joe Lawler
Regional Director, National Capital Region
National Park Service
1100 Ohio Drive, SW
Washington, DC 20242

January 17, 2005

Dear Mr. Lawler:

Please include the comments below in the Environmental Assessment for the proposed Georgetown University Boathouse.

NEGATIVE IMPACTS OF PROPOSED BOATHOUSE OVERLOOKED:

The proposed boathouse would adversely impact downstream and adjacent historic properties, specifically the historic Washington Canoe Club and the C&O Canal. This is because the removal of brush and vegetation and the "flow through" design of the proposed boathouse would cause flood waters to impact on downstream structures with much greater force than is currently the case. Flood waters are now buffered by the trees and undergrowth immediately upstream of the Canoe Club.

The powerful currents moving downstream in a flood will also be channelized behind the proposed new structure. When this happens the force of the water is magnified and the damage is much more severe. The C&O Canal embankment behind the proposed boathouse and the Canoe Club will be eroded by fast moving channelized waters that will be forced against. The damage will be very extensive in a large flood and difficult to repair, as is indicated by the recently finished and very costly repairs to the canal areas upstream that were caused by flood waters over a decade ago.

Most importantly, fast moving powerful flood waters now move past the front of the Canoe Club structure without the formation of the backwater or eddy. When backwaters or eddies are formed by floodwater, they quickly fill with trees, barrels, timber and other large floating debris that are washed by rising water from areas upstream. These materials are moved around by the currents in the backwater at great speeds and with great force. If an eddy is formed at the Canoe Club site, those materials would essentially constitute a number of battering rams which would damage or destroy the Washington Canoe Club.

Such an eddy is exactly what will result from the permanent portions of the docking area for the proposed boathouse that protrude out into the river in front of the structure under the current design.

These very serious hydrological issues have not yet been investigated by anyone. They should be looked into by a qualified hydrologist before a serious mistake is made. A flood damage simulation should be conducted by the U.S. Army Corps of Engineers and damage protection measures should be required before any land clearing is begun at the proposed site.

ALTERNATIVES SHOULD BE CONSIDERED:

To avoid the many problems with the proposed site, I suggest consideration of alternative locations for the new boathouse outside the Park. The land immediately downstream of the Washington Canoe Club (the so called "Dempsey boathouse" site) seems well suited to this purpose and there may be another location on the Potomac such as the Virginia side, or even the Anacostia shoreline, which would work out much better.

BENEFITS OF ALTERNATIVES:

Any of the alternatives mentioned above would preserve vegetated national parkland in the floodplain and maintain the vegetative buffer for the canal and the Washington Canoe Club, thus saving those historic structures from an untimely demise in the next serious flood.

In addition to protecting national parkland and preserving critical, sensitive riparian environments, avoiding the unnecessary damage to historic structures, use of the old Dempsey site, for example would also eliminate the need for a private access road to the new boathouse. This should actually be preferable to Georgetown University since it would provide the athletes and spectators with much better access to the boathouse for events and for construction, maintenance and servicing of the boathouse, and would be much closer to existing public parking areas.

If a serious EIS were done, as I would strongly recommend, instead of merely an EA, other benefits of the alternatives could also be examined more thoroughly. There seems to be no legal basis under CEQ regulations for the NPS decision not to perform a full EIS. That is now being done in the even less controversial situation on the Arlington shoreline across the river. I suggest that the failure to comply with CEQ regulations is very likely to lead to litigation and to an unnecessary delay in the construction of a boathouse which all parties agree would benefit the entire community.

Sincerely,

M. Pope Barrow



"ron.b"
<ron.b@cox.net>
01/19/2005 02:03 PM
PST

To: <NCR_Georgetownboathouse@nps.gov>
cc:
Subject: park for private use proposal

January 2005

Office of Lands, Resources, and Planning

National Capital Region

National Park Service

Washington, DC

Email - NCR_Georgetownboathouse@nps.gov

Fax - 202-401-0017

Dear Sir/Madam:

As one of the 3 million visitors who enjoy the C&O Canal National Historical Park each year, I am deeply concerned about a proposal to take part of the park for private use. The C&O Canal NHP provides the public with the opportunity to explore the best remaining example of the canals that once were used extensively. The park is also a great place to bird, hike, bike, and watch wildlife. This proposal jeopardizes those experiences.

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- What is the value of the national parkland at gateway site relative to land that Georgetown proposes to exchange?

C&O canal NHP will become more valuable as multi-use public parkland with the passage of time. Proposals to transfer parkland for private use deserve the highest scrutiny. I respectfully request that instead of the limited-scope EA that has been proposed by Park Service, instead the Park Service complete a full Environmental Impact Statement (EIS) for the proposed project.

As a member of the interested public, I do not see any public benefit from the proposal. I fully support leaving the parkland in the park, and encouraging Georgetown University to look elsewhere in the region for an appropriate site.

Sincerely,

Ronald Bert

Falls Church, VA



Margaret Pallas
<margaret_pallas@yahoo.com>

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: C&O Canal

01/20/2005 12:26 PM
PST

Dear Sir/Madam:

As one of the 3 million visitors who enjoy the C&O Canal National Historical Park each year, I am deeply concerned about a proposal to take part of the park for private use. The C&O Canal NHP provides the public with the opportunity to explore the best remaining example of the canals that once were used extensively. The park is also a great place to bird, hike, bike, and watch wildlife. This proposal jeopardizes those experiences.

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maintenance and servicing of the boathouse, as well as for access of the rowing hulls and boat trailers?

- What would be the direct, indirect, and cumulative impacts to the natural resources, floodplain and wetlands at the site of the proposed boathouse?

- On average, the Potomac River floods every 12 years. What would be the potential impacts on the river including depth, flows, and riverbed contours; potential for riverbed changes due to deposition and scour of sediment and the need for dredging? How would this structure potentially influence potential flood damage to the canal and other park resources?

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As a member of the interested public, I do not see any public benefit from the proposal. I fully support leaving the parkland in the park, and encouraging Georgetown University to look elsewhere in the region for an appropriate site.

Sincerely,
Margaret Pallas

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>



Leslie Crane
<lescrane@mitre.org>
01/19/2005 04:33 PM
EST

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: GU Boathouse Issues

January 19, 2005

Mr. Joe Lawler
Regional Director, National Capital Region
National Park Service
1100 Ohio Drive, SW
Washington, DC 20242
FAX-(202) 401-0017
Email - NCR_Georgetownboathouse@nps.gov

Dear Mr. Lawler:

Please include the following "issues and alternatives" as part of the Environmental Assessment (EA) for the proposed private Georgetown University Boathouse in the C&O Canal National Historical Park:

I. ISSUES:

- The use of a section of the C&O Canal National Park for private development and the setting of a precedent for future private development in the Park;
- Significant impacts to the scenic Potomac River views from the Towpath, Virginia, Key Bridge and the River, from the construction of the enormous boathouse (the length of a football field and 50 feet high);
- Potential impacts to nearby historic properties (Washington Canoe Club, Canal embankment);
- Safety at the busy, narrow, fragile recreational and commuter corridor at the gateway entrance to the Park and the Capital Crescent Trail (CCT);
- Direct and indirect impacts to the natural resources, floodplain

and wetlands at the site of the proposed boathouse;

- Potential impacts to public health during and after construction of the boathouse (if the corroding 84-inch diameter sewer line which runs through the proposed boathouse site is ever ruptured);
- Significant impacts to Park and nearby historic structures from building a private road to access the (inaccessible) site for construction, maintenance and servicing of the boathouse, as well as for access of the rowing hulls and boat trailers;
- River flows including depth, flows, and riverbed contours; potential for riverbed changes due to deposition and scour of sediment and the need for dredging.
- Size, design, location and use of the proposed collegiate boathouse;
- Cumulative impacts from the construction of three proposed boathouses in the vicinity of Key Bridge (two private university boathouses and one public boathouse);
- Impact on the pedestrian and vehicular traffic in an already constricted space with no parking at the site;
- Value of national parkland at gateway site relative to land owned by GU proposed for land exchange, and legality of such an exchange;
- Impact from utilities (underground, above ground) and effects from lights and noise before, during and after hours of operation of the boathouse;
- Effect on shoreline boaters from 75-foot private dock extending out into river;
- Hydrological issues related to the floodplain/runoff related to the development and effect of the boathouse on downstream structures;
- Waterfront issues related to the goals and objectives of the DC Comprehensive Plan.
- Direct and indirect impacts to the non-motorized boathouse zone for the Georgetown Waterfront Park if the Whitehurst Freeway is demolished.

Among the many "alternatives" that should be considered in the EA are two environmentally friendly plans:

II. ALTERNATIVES:

- Alternative A: Consider building a collegiate facility smaller than the one proposed, outside the Park and immediately downstream of the Washington Canoe Club, at the old Dempsey boathouse site;
- Alternative B: Instead of three separate boathouses, consider building only one public-private facility, outside the Park, between

34th St. and Key Bridge and open to university, high school and public boating programs, like Thompson's Boathouse at the south end of Georgetown. (A sketch of Alternative A and B are available at www.savethecanal.org, under "Alternatives."

- (Consider other alternatives outside the Georgetown non-motorized boathouse zone, including redevelopment of existing Thompson's, and other sites along the Potomac, Anacostia and Virginia shorelines.)

III. ADVANTAGES OF THE ABOVE-MENTIONED "ALTERNATIVES" OVER THE NPS-ALTERNATIVE IN THE PARK:

- Protection of undeveloped national parkland from private development;
- Preservation of green open space along a tidal floodplain for future generations (while redeveloping already paved land);
- Elimination of the need for a private access road to the proposed site;
- Easy access for construction, maintenance and servicing of the boathouse, as well as for access of rowing hulls and boat trailers (especially true for Alternative B);
- Safer location, less congested traffic since sites are farther from busy entrance to the Park and CCT (especially true for Alternative B);
- Near public parking;
- Available to both public and private boating interests (only true for Alternative B);
- Away from historic properties (only true for Alternative B);
- Opportunity to develop one world class facility for the use of all boating interests (only true for Alternative B).

Instead of the limited-scope EA that has been proposed by NPS, an Environmental Impact Statement (EIS) of the entire Georgetown non-motorized boathouse zone, between 34th St. and Key Bridge, should be done. An EIS would demonstrate the environmental, practical, technical and logistical advantages of moving the proposed location downstream from the currently proposed NPS alternative in the Park. An environmental analysis, as well as cost-benefit, engineering, viewshed and traffic studies of the zone should be included in the EIS, and a draft version of the report made available to the public for comments. (Note - NPS is already in the process of doing an EIS to identify a site for just one boathouse for the Arlington County, Virginia, shoreline, but has not yet considered doing an EIS for the Georgetown boathouse zone, where three proposed boathouses are contemplated!)

Sincerely,

Leslie Crane

1720 N Edgewood St

Arlington, VA 22201

(703) 405-5312

HLeslieCrane@gmail.com



"John Wheeler"
<compostman@att.net>
01/20/2005 10:23 AM
EST

To: <NCR_Georgetownboathouse@nps.gov>
CC:
Subject: Comments on Propose Georgetown University Boathouse

First: The premise of this action: exchanging part of the C&O Canal Historic Park for the land GU acquired upstream is environmentally beneficial doesn't pass the straight-face test. Even the Park Service doesn't seem to be relying much on that.

Concerns with present proposal: where the boat house is; how large it is (height and footprint).
-will greatly interfere with the use of the Capital Crescent Trail and the C&O Canal Historic Park. Even if GU agrees to greatly reduce the size of the boathouse at this location, it would only lessen to some extent these impacts, not make them acceptable.

Why not place the boat house downstream where development already exists and access would not interfere with use of parkland? (Especially not the C&O Canal National Historic Park). Either along the Georgetown waterfront, or near National Airport, or in the Anacostia River (that might really help in the clean-up of that river).

What will be the impact of the construction and use of the proposed boathouse on the CCT, C&O Canal Park, especially the berm of the historic canal?

Is the Park Service relying upon data and information submitted by GU without validation? If so, I recommend that all data and other information be validated.

What will be the environmental impacts of the construction and use of the proposed boathouse?

Your explanation of why an EIS is not required doesn't make sense. I believe one is required, and regardless, with a project like this, it should be done.

John Wheeler
4304 Yuma St., NW
Washington, DC 20016
202-362-6009



Jaci
<jacikai@earthlink.net>

01/20/2005 06:40 AM
PST

Please respond to Jaci

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: Impact Study for the Georgetown Boathouse

January 20, 2005

The Honorable Fran Mainella
Director, National Park Service
U.S. Department of the Interior
1849 C Street, NW
Washington, D.C. 20240

Dear Director Mainella:

I urge you to consider proceeding with a new Environmental Impact Study for the proposed Georgetown Boathouse to be built up-river from Key Bridge. The proposed structure will destroy National Park property that belongs to every American. Do you realize how many people use the towpath and the paved path where they are proposing their structure. Hundreds everyday - people exercising, going to and from work, walking their babies and visitors visiting this great city of ours - even more people in the warmer months.

As the name implies, the impact of what is currently being proposed for the structure of the Georgetown Boathouse could be irreversible. Not to mention the possible man hours and tremendous amount of money and public scrutiny that the National Park Service would incur should the surrounding environment be damaged and need to be rectified. Should there be negative consequences to the environment, can you imagine what the National Park Service would be faced with when the public finds out that a new environmental impact study was not conducted for the new structure? The question will be demanded, "why was it not done?"

The current EIS is considered to be null and void since it was assessed on a totally different structure.

The only logical and responsible action is to make sure that a new impact study is done. There is no valid reason not to have this study done. These decisions are being made under your direction and on your watch. If it is not done, I can hardly think that you will want to be the one responsible in American history for not following through with a new environmental impact study in the most powerful, historical city in the world.

Please, do the right thing and be the Director of the National Park Service.

Sincerely,

Jaci Lebherz
703.863.0268
jacikai@earthlink.net



"Barbara Kates"
<bkates99@hotmail.co
m>
01/19/2005 06:40 PM
EST

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: Comment on Georgetown U's Proposed NPS Waterfront Landswap

Dear Sir/Madam:

As one of the 3 million visitors who enjoy the C&O Canal National Historical Park each year, I am deeply concerned about a proposal to take part of the park for private use. The C&O Canal NHP provides the public with the opportunity to explore the best remaining example of the canals that once were used extensively. The park is also a great place to bird, hike, bike, and watch wildlife. This proposal jeopardizes those experiences.

In conjunction with the Defenders of the Potomac, the National Parks Conservation Association and the many other preservation and conservation organizations involved in trying to protect this public treasure I would like to add my questions, concerns, and comments for your assessment. Please include the following as part of the public record for the Environmental Assessment (EA) prepared for the proposed private Georgetown University Boathouse in the C&O Canal NHP:

My questions regarding the proposal include:

- How would the public benefit from the loss of public parkland at the eastern gateway of the C&O Canal National Historical Park for the private use by Georgetown University?
- What precedent would approving this project set for future private development proposals in the Park?
- What would be the impacts on the experience of the park's approximately 3,000,000 yearly visitors from construction of the structure, and from loss of parkland at the park's eastern gateway? Please include analysis of potential traffic and public safety impacts, especially during construction but also during its operation throughout the year.
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resources, floodplain and wetlands at the site of the proposed boathouse?

- On average, the Potomac River floods every 12 years. What would be the potential impacts on the river including depth, flows, and riverbed contours; potential for riverbed changes due to deposition and scour of sediment and the need for dredging? How would this structure potentially influence potential flood damage to the canal and other park resources?

- What is the value of the national parkland at gateway site relative to land that Georgetown proposes to exchange?

C&O Canal NHP will become more valuable as multi-use public parkland with the passage of time. Proposals to transfer parkland for private use deserve the highest scrutiny.

I respectfully request that instead of the limited-scope Environmental Assessment proposed by NPS, the Park Service complete a full Environmental Impact Statement (EIS) for the proposed project.

As a member of the interested public, I do not see any public benefit from the proposal. I fully support leaving the parkland in the park, and encouraging Georgetown University to look elsewhere in the region for an appropriate site.

Sincerely,

Barbara J. Kates/2651 Redcoat Drive/Alexandria, va. 22303

- Barbara Kates, Alexandria, Va.



"mbaskin1@juno.com"
<mbaskin1
01/20/2005 09:54 PM
GMT

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject:

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Sincerely,

Martin Baskin



"James Zwiebel"
<bikerjaz@comcast.net
>

To: <NCR_Georgetownboathouse@nps.gov>
cc:
Subject: Georgetown University boathouse

01/20/2005 06:59 PM
EST

January 2005

Dear Sir/Madam:

As one of the 3 million visitors who enjoy the C&O Canal National Historical Park each year, I am deeply concerned about a proposal to take part of the park for private use. The C&O Canal NHP provides the public with the opportunity to explore the best remaining example of the canals that once were used extensively. The park is also a great place to bird, hike, bike, and watch wildlife. This proposal jeopardizes those experiences.

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Sincerely,

James Zwiebel, M.D.



"William Young"
<wcyoung@starpower.net>
et>

01/20/2005 09:20 PM
EST

To: <NCR_Georgetownboathouse@nps.gov>
cc:
Subject: Comments on Proposed Georgetown University Boathouse

SCOPING COMMENTS
PROPOSED GEORGETOWN UNIVERSITY BOATHOUSE IN C&O CANAL
NATIONAL HISTORICAL PARK AND CONSEQUENT LAND SWAP

Submitted by:
William Young
1021 Arlington Blvd.,
E-330
Arlington, VA 22209
wcyoung@starpower.net
Telephone (703) 522-7921

January 20, 2005

TO: Office of Lands, Resources and Planning; National Capital Region; National Park Service; 1100 Ohio Drive, SW; Washington, D.C. 20242. Please make this document part of the public record of scoping on this proposal.

I am writing to offer comments on the proposal for Georgetown University to build a recreational boathouse on land owned by the American people and managed by the National Park Service. For more than a decade, I have been involved in an issue pertaining to an effort by a group of citizens in Arlington County to usurp a piece of land owned by the American people and use it for the development of a private recreational rowing facility. In the Arlington issue, I have been an ally of the Park Service, and at times, seemingly one of the few. The principle involved in the Georgetown proposal is relatively similar.

All over America for the past 25 years, there has been an assault on public lands by private groups trying to usurp, for their own selfish interests or gain, property that has been set aside for the use and enjoyment of everyone. There is little difference whether the assault is coming from a business corporation, a private university, or a group of recreational rowers. The land still is being usurped and taken away from the American people.

The Park Service has a mandate to prevent this from happening. If you swap an important and greatly used piece of riverfront federal parkland for a worthless parcel upriver, you are failing to carry out your responsibilities to the American public.

I would at the very least ask that the Park Service employ the same level of environmental analysis for the proposed Georgetown project as for the proposed boathouse sites on the Arlington side of the Potomac. And I would ask that you never forget, despite how much political pressure you might be under, that the land you are contemplating swapping for an inferior piece belongs to me and hundreds of millions of other Americans. It does not belong to

the Park Service, and its location on the Georgetown shoreline does not entitle Georgetown University to have any special claim for its restrictive use.

Be fair. Be honest. Be thorough. Be open. And most importantly, do your duty in protecting land that belongs to all the American people.

Sincerely,

William Young

Member

Arlington County Water-Based Recreational Facility Task Force



"Sally C. Strain"
<seawalk@starpower.net>
01/21/2005 01:24 PM
EST

To: <NCR_Georgetownboathouse@nps.gov>
cc:
Subject: Georgetown University boathouse proposal - Scoping comments from
Ann and Howard Bray

To: Office of Lands, Resources and Planning, National Capital Region, National Park Service

FAX: (202) 401-0017

Scoping Comments - Proposed Georgetown University Boathouse in C&O Canal National Historical Park. Please make these comments part of the public record of scoping on this proposal.

January 21, 2005

Mr. Joe Lawler

Regional Director, National Capital Region

National park Service

1100 Ohio Drive, SW

Washington, DC 20242

Dear Mr. Lawler

The environmental assessment should recognize that the C&O Canal National Historical Park is threatened by Georgetown University's misguided plan to build a massive boathouse within the Park upstream from Key Bridge. It's an eyesore in the making. The football-field-long facility is

several times larger than the adjacent century-old Washington Canoe Club. This private monstrosity and its access road would drastically alter the character of the Park's gateway. Attractive sites for future college and high school boathouses exist. Georgetown University should shift to one of those alternative sites.

The National Park Service has a legal and moral obligation in this case to preserve the national parkland for future generations. It should fulfill that obligation by withdrawing its support of the GU boathouse proposal.

Sincerely,

Ann and Howard Bray

1506 44th St. 20007

(202) 337-4115



Dward and Jeanine

Moore

<mooredj@adelphia.net

>

To: NCR_Georgetownboathouse@nps.gov

cc:

Subject: Please reconsider

01/21/2005 08:42 AM

EST

I would like to add my voice to those opposed to the current plans for the unnecessarily large Georgetown University boathouse. We are quite concerned about the size of the structure and why a full EIS has not been released.

Please reconsider the impact this hugh boathouse will have on the C & O Canal towpath and surrounding area.

Thank you.

Dward A. Moore, Jr.

Member of the Board

C & O Canal Association

SALLY SHERMAN

2475 Virginia Avenue, N.W. #312
Washington, D.C. 20037

202-338-7698
sally.sherman@starpower.net

January 20, 2005

Director
Office of Lands, Resources and Planning
National Capital Region
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear National Park Service:

Re. Scoping Comments on Proposed Georgetown University Boathouse in C&O Canal
National Historical Park

I attended the NPS scoping meeting January 11, and I request that the following comments be part of the public record in the Environmental Assessment (EA) for a proposed private Georgetown University (GU) boathouse in the C&O Canal National Historical Park

I believe the issues raised at the January 11 meeting express a comprehensive range of concerns regarding a proposed GU boathouse. All of the points raised have merit. I am opposed to a GU boathouse or any boathouse at the GU-proposed site above Key Bridge. My chief concerns are:

GU's and NPS's Violation of Public Trust

The ceding of national parkland to a private party and with no benefit to the public, to whom the national park belongs, is wrong. Why would the NPS even entertain such a clear intrusion and unwarranted arrangement? The NPS is not upholding the public trust by exclusively sponsoring a GU boathouse and not fully considering all alternatives. Preemptively working with GU to convert national parkland to private and exclusive use is a dangerous precedent with regard to the threat of future private development in a national park.

A Boathouse at the Proposed Site is a Danger to People, Land, and Historic Structures

The siting of a proposed GU boathouse at the entrance to the Capital Crescent Trail (CCT) would threaten the safety of the constant stream of users of the CCT. A boathouse at this site would require removal of the CCT right up against the Canal embankment. Even now, the CCT is very difficult to access, and construction of a boathouse at this sole point of access would exacerbate the convergence of users, making the entrance to the CCT an even more dangerous intersection.

A boathouse for competitive rowing at the proposed site could cause grave harm to canoeists and kayakers by putting them in harm's way of high-speed racing shells. A GU boathouse at the proposed site would eliminate recreational access to the shoreline for canoeists, kayakers, anglers, and birdwatchers.

Besides the wrong act of giving national parkland to a private organization for its exclusive use, the NPS should not sacrifice the wooded river shoreline that, especially close-in to the city, can help absorb floodwaters. A boathouse built on the proposed site would exacerbate hydrological effects such as river flooding, storm water runoff, and silt buildup and water flow, especially affecting downstream structures such as the historic Washington Canoe Club (WCC) building adjacent to a proposed GU boathouse. In addition, the effects of construction vibration and heavy machinery would adversely affect nearby historic buildings.

I urge the NPS to consider alternative sites to a proposed GU boathouse site adjacent to the WCC above Key Bridge. GU's plan for an enormous boathouse at the proposed site endangers people, land, and historic structures. Not only is the GU-proposed site within the C&O Canal National Historical Park the most problematic along the waterfront, the size of the GU boathouse design is arrogantly out of proportion to the waterfront context.

Need for an Environmental Impact Statement (EIS) of All Alternatives instead of a Limited-Scope Environmental Assessment (EA)

I believe the impact of a GU-proposed boathouse on the severely constricted space of the Georgetown waterfront is of a magnitude to warrant an EIS. An EA will not examine the range of viable and practical alternatives that could accommodate not only Georgetown U. but George Washington University (GWU), recreational boaters, and high school crew teams in a non-motorized boathouse zone. Why would NPS seek to limit inquiry into all impacts when GWU, high school rowers, and other parties are vying for boathouse space on the Georgetown waterfront? It gives the appearance of railroading GU's proposed boathouse and of favoring GU at the expense of all other parties.

Instead of a limited-scope EA, the NPS should undertake an EIS of the entire non-motorized boathouse zone. The EIS's larger scope could offer workable approaches for the use of extremely scarce recreational space along the Georgetown waterfront. Because GWU, high school rowing teams, and the public covet access to the Potomac, an EIS examining cumulative impacts across the entire non-motorized boathouse zone would be an efficient, fair, and constructive approach. Limiting the scope of the study to an EA is short-sighted and will not address the impending development of the waterfront by competing boating organizations, whether university, high school, or the public. The decision to limit the inquiry to an EA instead of an EIS evokes the collusion that has characterized the NPS favoring GU's inserting an enormous private boathouse into the national park.

The range of alternative sites extends beyond the Georgetown waterfront, including along the Anacostia River. Within the Georgetown non-motorized boathouse zone two rational alternatives are:

- Alternative A: Consider building a collegiate facility smaller than the one proposed, outside the Park and immediately downstream of the Washington Canoe Club, at the old Dempsey boathouse site;
- Alternative B: Instead of three separate boathouses, consider building one public-private facility (a Georgetown Universal Boathouse), outside the C&O Park, between 34th St. and Key Bridge, and open to university, high school and public boating programs, like Thompson's Boathouse at the south end of Georgetown.

Alternatives A and B give the following advantages over the NPS-alternative within the C&O National Historical Park:

- Protection of undeveloped national parkland from private development;
- Preservation of green open space along a tidal floodplain for future generations by redeveloping already paved land;
- Elimination of the need for a private access road to the proposed site;
- Easy access for construction, maintenance and servicing of the boathouse, as well as for access of rowing hulls and boat trailers (especially true for Alternative B);
- Safer location, less congested traffic since sites are farther from busy entrance to the Park and CCT (especially true for Alternative B);
- Near public parking;
- Available to both public and private boating interests (only true for Alternative B);
- Away from historic properties (only true for Alternative B);
- Opportunity to develop one world class facility for the use of all boating interests, including high school boaters (only true for Alternative B).

An EIS of the entire Georgetown non-motorized boathouse zone, between 34th St. and Key Bridge, would demonstrate the environmental, practical, technical and logistical advantages of moving the proposed location downstream from the currently proposed NPS alternative in the Park. An environmental analysis, as well as cost-benefit, engineering, viewshed and traffic studies of the zone should be included in the EIS, and a draft version of the report made available to the public for comments. The NPS is in the process of doing an EIS to identify a site for just one boathouse for the Arlington County, Virginia, shoreline but has not yet considered doing an EIS for the Georgetown boathouse zone, where three proposed boathouses are contemplated!

Please Consider the Consequences Should the GU Proposed Boathouse be Built in the C&O Canal National Historical Park

When I mentioned to my brother, of Lenox, Massachusetts, last night a GU proposed boathouse on national parkland, he responded, "That doesn't sound right." I think most people would concur.

I am deeply disappointed and shocked at the betrayal of the public trust by Georgetown University and the National Park Service acting together in this venture to install an exclusive GU boathouse inside the C&O National Historical Park.

GU's and NPS's joint action to obtain this site for GU is in stark contrast to the legacy William O. Douglas gave with his campaign to preserve the C&O Canal as a national park for all citizens.

We will always honor Justice Douglas's far seeing and celebrated initiative. In absolute contrast, GU's appropriation of national parkland to itself is a shameful reflection on its officials' judgment and on actions by NPS officials. It is beyond selfish—it is scandalous.

I believe that GU will pay a price should it succeed in building its boathouse in the National Park. I think its reputation will be diminished in the regard of the citizens whose parkland GU wrested for its exclusive use. If such a boathouse is built, time will not ameliorate the history and impact of this act of greed. A peculiar scent will always adhere to such a dubiously achieved, disastrous outcome.

GU's push to acquire national parkland for its exclusive ends is not community-spirited, given the severely limited river access for all kinds of boaters and people using the C&O Canal National Historical Park. GU could initiate forward-looking leadership toward a cooperative solution. GU and the NPS could take the lead of a consortium to resolve the most judicious use of the Georgetown waterfront for all boating organizations, whether university, high school, or public. That would be an extraordinary and positive legacy.

I have experienced the joy of rowing in shells, on Lake Washington in Seattle. Living in Dupont Circle and now Foggy Bottom since 1978, I have had the C&O Canal National Historical Park at my doorstep and have roamed it and biked on the Capital Crescent Trail for years. City residents are especially fortunate that environmental activists like Justice Douglas and those succeeding him have made devoted efforts to protect the C&O Canal National Historical Park from private development while expanding public use by reclaiming railroad trackbed for a recreational and bicycle commuting corridor within the park.

May the National Park Service exert itself to uphold its principal mission of protecting wild lands in the national park system for the benefit of all citizens. Thank you for your consideration.

Sincerely,



"Ross A. Knepper"
<rak@nightmoose.net>
01/21/2005 01:17 AM
EST

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: C&O Canal NHP

21 January 2005

Office of Lands, Resources, and Planning
National Capital Region
National Park Service
Washington, DC

Email - NCR_Georgetownboathouse@nps.gov
Fax - 202-401-0017

Dear Sir/Madam:

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As a member of the interested public, I do not see any public benefit from the proposal. I fully support leaving the parkland in the park, and encouraging Georgetown University to look elsewhere in the region for an appropriate site.

Sincerely,

Ross A Knepper
4415 Westbrook Ln
Kensington, MD 20895



"Barry Goldfarb"
<bgoldfarb@mrj.com>
01/20/2005 07:11 PM
EST

To: <NCR_Georgetownboathouse@nps.gov>
cc:
Subject: Georgetown Boathouse

Office of Lands, Resources, and Planning
National Capital Region
National Park Service
Washington, DC

Email - NCR_Georgetownboathouse@nps.gov
Fax - 202-401-0017

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Sincerely,
Barry Goldfarb



Washington Canoe Club

3700 WATER STREET, NW
WASHINGTON, D.C. 20007

Dear Sirs:

Please include this in the public record for the Scoping of the Environmental Assessment for the proposed GU Boathouse. The Washington Canoe Club welcomes the opportunity to comment and appreciated the Scoping Session held by the National Park Service on January 11th, 2005. The Scoping Session provided an excellent format for discussing and airing issues and alternatives.

Others have well articulated the issues of the Boathouse. If these are redundant, allow us to add to their weight. If they are unique, please include them. WCC is on the National Historic Registry and will most certainly be impacted in a severe and significant fashion by the proposed Boathouse.

In summary the primary problems with the proposed boathouse on Tract 102-114 are tied to the substantial size and height of the boathouse. Proposing the largest boathouse on the East Coast on a fragile, narrow piece of the C&O Canal NHP is a very tough "sell".

Two historic structures, the C&O Canal and Washington Canoe Club are at risk from the construction and operation of the GU Boathouse. It is appropriate that the impacts on both be carefully examined as part of the EA in addition to the impacts on the Potomac River. Please consider the following when Scoping the Environmental Assessment:

) Based on the Scoping Hearing of January 11th, it's clear that an EIS is required. The controversy surrounding the project can no longer be denied. An EIS is appropriate by law and is indeed worth performing.

2) Our understanding from communication with the DC SHPO is that the Historic Review 106 process is not going to be re-opened under this EA. That is a mistake. A 15,000 square foot structure rising 40 feet above ground is historically incorrect for the setting regardless of the protests from GU or some within NPS. A 15,000 square foot structure is three times the size of WCC and would dwarf WCC. It also causes view shed and scenic view issues for the other Historic structure: The C&O Canal. This visual inconsistency will be objectionable, as evidenced by the public outcry. Opening the 106 process to include a new MOA is the only way to ensure any new construction is properly assessed.

3) What are the issues during construction? All these issues should be subcontracted to the appropriate licensed engineering firms. GU proposed using Auger screw piles. This shows they are aware of the sensitive nature of the location. How sensitive is it? While a geotechnical report was likely done on the actual building location, none was done on the Canal embankment. A complete Geo technical survey needs to be done on the location and on the Canal Embankment for the length of the building and access road. The stability of the embankment needs to be examined in the context of the proposed construction. What damage will the truck traffic do to WCC? How can this be mitigated to the point that no damage occurs? What damage will truck traffic do to the Canal? (Scenes of Southern California hillside slidings come to mind). Perhaps barges can be used to haul materials (as NPS has done in the past) to eliminate truck traffic. What damage will the hundreds of concrete pilings do to the water table? What impact will they have on WCC? What impact will the building have on the water that flows from the Canal embankment? What will that do to WCC? How can it be eliminated?

4) What are the issues during operation? Documentation from the 1980s shows a much smaller boathouse on the site. A smaller boathouse would have much less impact on WCC or the Canal.

a) Allowing in the boathouse only that which benefits the public by locating it on the banks of the Potomac River would make for a much smaller boathouse. What public benefits are derived from the proposed boathouse? What is the minimum size boathouse that provides these public benefits? What impact would that (much smaller) boathouse have on the Canal? On WCC?

b) How can a boathouse be designed which doesn't require a permanent pier in the river? The permanent pier was included to allow the removal of shells in the winter when the ramps were removed. Placing the boat bays parallel to the river would make eliminating the pier possible. What dock designs can be used that eliminate the additional extra length into the river? This past winter the river froze and the ice built up. The release of the ice occurred in a matter of minutes. What impact will this new structure (and / or pier) have on WCC during these conditions? What impact will the pier have on the river during normal river flow? Will it increase sedimentation deposit downstream, thus rendering WCC docks unusable because of silting? Will the massive docks proposed have an impact on the river sedimentation, again causing silting which makes the WCC docks unusable. What impact will the docks have on the WCC racecourse? What impact will the docks and increased rowing traffic on that portion of the river have on the significant recreational kayaking and canoeing community that uses Jacks Boathouse and WCC? Canoers and Kayakers are told (by the Potomac River Safety Committee) to stay on the DC shoreline - right where the proposed boathouse will be built and place significant "8" traffic.

c) WCC is extremely concerned about the proposed boathouse causing damage to WCC or the Canal embankment during flood. These issues were raised to NPS and GU in December of 2002. WCC was assured that a local hydrological flow impact study would be performed. We ask that it be performed as part of the EA/EIS. While FEMA indicated that the river would rise no more than an additional .001" inches, what concerns WCC is the local flow conditions caused by the boathouse. WCC has survived 100 years in the floodplain. Will the building cause additional sediment build up at WCC during flood? Will the building cause scouring of the Canal embankment during flood? The comments of Paul Pollinger are included again as they highlight the issues.

1. Once the Potomac River reaches flood stage where does the water that flows into or against the up riverside of the proposed boathouse go?
2. For the water flowing against and around the walls of the proposed Georgetown boathouse, again once the Potomac River reaches flood stage, how much water enters the building under the proposed design guidelines?
3. How much water flows downstream over the Crescent Trail when the flood stage is one foot, then three foot, then seven foot, then eleven foot, and then a maximum flood level at the proposed boat house site now and how much water will flow there when the boathouse is build.
4. For the waters of the flooded Potomac River that might be entering the space to the downstream left flow around the proposed boathouse, is it possible for any of that water to flow over the proposed access road and Crescent Trail and touch the dirt foundation of the C & O canal?
5. If water does flow downstream to the left of the proposed boat house as a result of hitting the proposed boat house at the various flood stage levels mentioned above, how much water is touching the foundation of the of the C & O?

6. If water is flowing off of the upstream walls of the proposed boathouse, those walls being more or less perpendicular to the flow, is there any turbulence or eddy currents induced into the water flow that would be greater than what may already be there? For instance could the swirling of downed trees act as a saw were they to hit the foundation of the C & O Canal causing that C & O Canal wall to erode faster than if the proposed boat house was built so as to not cause turbulence and eddies? Could just the swirling and turbulence of the water without debris cause erosion to the C & O Canal wall?

7. Does the placement of the proposed boathouse cause the water to accelerate in that volume on the downstream left of the boathouse between the proposed boathouse and the C & O Canal foundation? If so, could this faster moving water by now being in a channel cause the C & O Canal wall in this area or downstream to fail?

8. What would be the consequence of the failure of the subject dirt foundation and shoulder of the C & O Canal at the downstream left of the proposed boathouse or further downstream of the proposed boathouse? Could this add to or cause damage to the buildings on River Rd/K Street by having more and faster water flow by those buildings at their flood stage?

9. Considering the unusual situation where the C & O Canal north shoulder and foundation is not a traditional bank but a reinforced concrete and steel retaining wall protecting Canal Road, during flood stages could this place more pressure on the traditionally design dirt foundation and shoulder of the south wall of the C & O canal. If so, which wall might fail first if any?

10. Recent construction shows additional new drains under Canal Road into the C & O Canal. Those drains seem to be taking water from the newly paved parking lots and construction on the hillside above Canal Road? Will the proposed study take into account the additional flow of water into the C & O Canal from these sites and the associated loss of green space that used to mitigate the flow of this drainage water? Thus if flow is already increased in the C & O Canal would this impact on the possible ability of that single foundation and shoulder to hold all the water presented to that earthen side during flood periods? Does that fact that the C & O Canal, for the length of canal we are addressing, has a gentle bend in the canal make any difference on the wall that is not reinforced steel and concrete?

5) Mitigation techniques to reinforce the Canal embankment could protect the Canal embankment various failure modes. This could include injecting Soil Concrete to strengthen the embankment. However, it would seem that the best mitigation for WCC would be to move the GU boathouse downstream (at the Dempsey's site or even further) OR at the far western edge of Tract 102-114 and keep a tree buffer in between the proposed Boathouse and WCC. Making the building smaller than WCC would also reduce the impact of the building on the local flow of the river.

6) WCC, like many in the community, was shocked and dismayed by the size and height of the structure. The building blocks substantial views from the Canal. Moreover, the fact that the building proposed is twice as tall, twice as deep and twice as long as WCC ensures that most views upstream from WCC are dominated, if not blocked outright by the proposed boathouse. What is the scenic view impact of the structure? A model should be built showing the potential view shed. This should include Rosslyn, Key Bridge, the Canal, WCC, Three Sisters and Canal Road (since the structure is 13 feet above Canal Road). Various alternative boathouse models could be placed on the site and / or on alternative sites that would allow full and open discourse on what is proposed.

I believe that the proposed boathouse, no matter how beautifully designed, is of such a grand scale that it will mar the views from the Virginia shore, the Potomac River, the Crescent Trail, and from the towpath in a truly devastating manner. Clearly these are the views that the National Capital Planning Commission is trying to

preserve when they state in their February 2001 revised Comprehensive Plan for the National Capital Parks, Open Space, and Natural Features Element:

“View corridors should be maintained to the monumental city of Washington – such as those experienced when traveling southbound on the George Washington Memorial Parkway (GWMP) at the Potomac Palisades, or northbound along the GWMP from Alexandria – **should be maintained and protected for the enjoyment of all** [emphasis mine].”

Additionally the NCPC states that: “The C&O Canal NHP should be preserved as a legacy of inland waterway development. It should serve as a recreational area for non-motorized uses, such as bicycling, jogging, hiking, and boating **though preservation of the park’s historic resources should take precedence over the provision of recreational activities** [emphasis mine]. Adjacent development should be kept at a low density, except east of Key Bridge.”

Further that “As a great natural area, the Potomac Palisades...should reflect the nature which controlled early settlement in the Region. **Conspicuous man-made forms** should be avoided upstream from Key Bridge [emphasis mine].”

If the Boathouse must be made conspicuous perhaps it should be moved east of the Key Bridge.

v/r

/s/

Larry Schuette

President, Washington Canoe Club

PO BOX 25449

Washington, DC 20007



cynthia flores
<cynthia_flores@yahoo.
com>

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: boathouse

01/21/2005 12:53 AM
PST

To Whom it May Concern:

I understand that Georgetown University is attempting to build a huge boathouse for its own private use on a site within the C&O Canal National Historic Park. Although the University has offered to trade land that it owns upstream, the exchange is neither fair nor appropriate. The proposed plan is unwarranted use of public land for private purposes. This structure will be a serious intrusion on the canal park. The building would harm the scenic, historic, and recreational value of the site and its surroundings and its construction would block a view of the river from the towpath. Access to the building would create an unacceptable choke point along the Capital Crescent Trail the towpath. At the very least, preparation of a full Environmental Impact Statement should be required, rather than merely an Environmental Assessment, and alternative sites must be considered in the study.

As a native Washingtonian, I have witnessed many changes in this city. The Canal, however, is such an important historical element that it must remain sacrosanct. I have enjoyed this park many hours alone as well as with family and friends. The enjoyment of the many MUST prevail over the desires of the private few. If this structure is necessary, then Georgetown University must find a different site.
Thank you.

Cynthia M. Flores
6919 Fairfax Road
Bethesda, MD 20814

Do you Yahoo!?

Yahoo! Search presents - Jib Jab's 'Second Term'



Eleana Gómez
<falco42@starpower.net>
t>

To: <NCR_Georgetownboathouse@nps.gov>
cc:
Subject: Fw: On the proposal

01/21/2005 11:36 AM
EST
Please respond to
Eleana Gómez

I guess I misspelled the address.

----- Original Message -----

From: Eleana Gómez

To: Georgetownboathouse@nps.gov

Sent: Friday, January 21, 2005 11:21 AM

Subject: On the proposal

*To the Attention of: Office of Lands, Resources and Planning, NPS
Please make this letter part of the public record of scoping on this proposal.*

Director

**Office of Lands, Resources and Planning
National Capital Region**

National Park Service

1100 Ohio Drive, SW

Washington, DC 20242

FAX-(202) 401-0017

Email - NCR_Georgetownboathouse@nps.gov

Dear Sir:

Please include the following "issues and alternatives" as part of the Environmental Assessment (EA) for the proposed private Georgetown University Boathouse in the C&O Canal National Historical Park:

I. ISSUES:

- The use of a section of the C&O Canal National Park for private development and the setting of a precedent for future private development in the Park;
- Significant impacts to the scenic Potomac River views from the Towpath, Virginia, Key Bridge and the River, from the construction of the enormous boathouse (the length of a football field and 50 feet high);
- Potential impacts to nearby historic properties (Washington Canoe Club, Canal embankment);
- Safety at the busy, narrow, fragile recreational and commuter corridor at the gateway entrance

to the Park and the Capital Crescent Trail (CCT);

- Direct and indirect impacts to the natural resources, floodplain and wetlands at the site of the proposed boathouse;
- Potential impacts to public health during and after construction of the boathouse (if the corroding 84-inch diameter sewer line which runs through the proposed boathouse site is ever ruptured);
- Significant impacts to Park and nearby historic structures from building a private road to access the (inaccessible) site for construction, maintenance and servicing of the boathouse, as well as for access of the rowing hulls and boat trailers;
- River flows including depth, flows, and riverbed contours; potential for riverbed changes due to deposition and scour of sediment and the need for dredging.
- Size, design, location and use of the proposed collegiate boathouse;
- Cumulative impacts from the construction of three proposed boathouses in the vicinity of Key Bridge (two private university boathouses and one public boathouse);
- Impact on the pedestrian and vehicular traffic in an already constricted space with no parking at the site;
- Value of national parkland at gateway site relative to land owned by GU proposed for land exchange, and legality of such an exchange;
- Impact from utilities (underground, above ground) and effects from lights and noise before, during and after hours of operation of the boathouse;
- Effect on shoreline boaters from 75-foot private dock extending out into river;
- Hydrological issues related to the floodplain/runoff related to the development and effect of the boathouse on downstream structures;
- Waterfront issues related to the goals and objectives of the DC Comprehensive Plan.
- Direct and indirect impacts to the non-motorized boathouse zone for the Georgetown Waterfront Park if the Whitehurst Freeway is demolished.

Among the many "alternatives" that should be considered in the EA are two environmentally friendly plans:

II. ALTERNATIVES:

- Alternative A: Consider building a collegiate facility smaller than the one proposed, outside the Park and immediately downstream of the Washington Canoe Club, at the old Dempsey boathouse site;
- Alternative B: Instead of three separate boathouses, consider building only one public-private facility, outside the Park, between 34th St. and Key Bridge and open to university, high school and public boating programs, like Thompson's Boathouse at the south end of Georgetown. (A sketch of Alternative A and B are available at www.savethecanal.org, under "Alternatives."
- (Consider other alternatives outside the Georgetown non-motorized boathouse zone, including redevelopment of existing Thompson's, and other sites along the Potomac, Anacostia and Virginia shorelines.)

III. ADVANTAGES OF THE ABOVE-MENTIONED "ALTERNATIVES" OVER THE NPS-ALTERNATIVE IN THE PARK:

- Protection of undeveloped national parkland from private development;
- Preservation of green open space along a tidal floodplain for future generations (while redeveloping already paved land);
- Elimination of the need for a private access road to the proposed site;
- Easy access for construction, maintenance and servicing of the boathouse, as well as for access of rowing hulls and boat trailers (especially true for Alternative B);
- Safer location, less congested traffic since sites are farther from busy entrance to the Park and CCT (especially true for Alternative B);
- Near public parking;
- Available to both public and private boating interests (only true for Alternative B);
- Away from historic properties (only true for Alternative B);
- Opportunity to develop one world class facility for the use of all boating interests (only true for Alternative B).

Instead of the limited-scope EA that has been proposed by NPS, an Environmental Impact Statement (EIS) of the entire Georgetown non-motorized boathouse zone, between 34th St. and Key Bridge, should be done. An EIS would demonstrate the environmental, practical, technical and logistical advantages of moving the proposed location downstream from the currently proposed NPS alternative in the Park. An environmental analysis, as well as cost-benefit, engineering, viewshed and traffic studies of the zone should be included in the EIS, and a draft version of the report made available to the public for comments. (Note - NPS is already in the process of doing an EIS to identify a site for just one boathouse for the Arlington County, Virginia, shoreline, but has not yet considered doing an EIS for the Georgetown boathouse zone, where three proposed boathouses are contemplated!)

Sincerely,

Eleana Gómez Calcaño
 5822 MacArthur Blvd. NW
 Washington, DC 20016-2512
 Phone: 202-363-2339
 e-mail: falco42@starpower.net



Carrie3219@aol.com
01/21/2005 11:31 AM
EST

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: Comments on EA/EIS for proposed Georgetown Boathouse

Dear NPS:

This is to add my comments to the issues and concerns about this project raised by representatives of the C&O Canal Association, users of the Capital Crescent Trail, and other groups.

I had the privilege of chairing the C&O Canal NHP Advisory Commission in the mid-1980s during development of the original Georgetown waterfront plan. At that time it was contemplated that any new boathouses (a) would be on park property, (b) would have a public component such as boat rentals, and (c) would be designed to blend harmoniously with existing waterfront facilities and the Potomac riverscape. Although the site now claimed by Georgetown University would not be parkland, the exceptionally strong NPS presence and public investment and interest in the waterfront means that the principles advanced in the 1980s should still apply. Specifically --

1) Any new structure should fit into the existing ambience and riverfront activities, and not overwhelm or obstruct views, the scale of historic structures, access and use of public trails and river access, and public activities on the river itself.

2) Any new boathouse should have a public benefit component, whether that means public use of any new dock or launching platform, community use of some space in the building, or improvement of nearby shoreside infrastructure such as trails, the wall of the C&O Canal, or the aqueduct abutment.

In addition, recent NPC discussions with Arlington County about the appropriate location, size and screening of a proposed Arlington boathouse suggest criteria that in the interest of consistency should be applied to the Georgetown side of the river as well:

3) The only structures or activities permitted along the riverside -- as opposed to uphill on other university property -- should be those that have to be on the river, specifically facilities for launching boats. Space for boat storage, indoor practice, and certainly meeting rooms should be put somewhere else.

4) Given the shortage of space, parking should not be allowed at the boathouse site but should be provided through shared use of existing public and private parking nearby. Rowers and other boathouse users should be expected -- and be willing -- to walk a fair distance to get to the river.

5) Deliveries to the boathouse, loading and unloading of shells, and other service functions should be restricted to times such as very early morning when they do not interfere with other traffic, including trail use.

6) Again, any structure should be the minimum necessary size and be designed to fit into its historic surroundings rather than dominate them. Granted, the ambience on the Georgetown side of the river is more urban than on the Rosslyn edge. However, the same principles of conformance, harmony and appropriateness should apply.

Please add me to the list for future mailings, emails and other notifications about this project. Thank you.

Sincerely,

Carrie Johnson
3219 N. 1st Street
Arlington VA 22201

carrie3219@aol.com



"CW PerLee Jr"
<hookbill@snail-mail.net>
t>

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: GU Boathouse EA

01/21/2005 02:18 PM
EST
Please respond to
hookbill

I've attached a MS Works document as a submission to the scoping process for the GU Boathouse EA. Out of concern that you may not open attached documents, I have reproduced, in plain text, the same letter below. Read whichever is more convenient to you.

Thanks,
Bill Per-Lee

Office of Lands, Resources and Planning
National Capital Region, National Park Service
1100 Ohio Drive, SW
Washington D.C. 20242

Dear Sirs,

Thank you for the opportunity to participate in the scoping process for the proposed Georgetown University Boathouse EA. I attended the Public Scoping Meeting on the 11th and thought it the most productive of any such meeting I've attended. Your office, and EDAW, should be credited for devising the "facilitated small group discussions" which allowed the concerns and many points of view to be heard fairly and fully.

Clearly, there was a consensus formed that can be summarized as "This is the wrong building in the wrong place." I have been involved in the planning process for the proposed Georgetown Waterfront Park since its inception 20+ years ago and am a strong supporter of greater access for the rowing community and for inclusion of university and community boathouses on the Georgetown waterfront. Nevertheless, I agree with that consensus. While many concerns were enumerated, I'll comment on a couple which I don't think have been given sufficient attention.

Re the "wrong building": Unfortunately, during the course of negotiations for the use of this site, no guidelines were provided to the University regarding the scale and impact of what would be acceptable on this site or any other on the Georgetown Waterfront. As a result, architects proposed a facility with specs and activities which exceed what are necessary for the program and inappropriate to the site. The vast majority of successful college and university rowing programs operate out of boathouses on less than half the footprint of this proposed building. In reconsidering siting in the park, the University should be advised that the building should include only what is necessary for storage and maintenance of their "on the water" activities. And, that the scale be appropriate to a multiuse urban park. It should recall the historical 19th century waterfront on which it is to be located, a waterfront which accommodated both active boathouses and small warehouses. Facilities for "land training", including rowing tanks,

meeting and exercise space simply must be built on campus, as they are for most other programs. In short, put the horse back in front of the cart. Size and scale should be guided by NPS, considering primarily what is appropriate in the park. I have no doubt a successful facility can be designed within these constraints.

Re "the wrong place": In addition to the many issues raised by those concerned about detriment to the C&O Canal National Historical Park, I think too little attention has been paid to the impact an active rowing facility on this site will have on the river traffic patterns which accommodate and secure the disparate non-motorized users of the river. This is more complicated than you want to read about here, but the essential concern is that siting an active rowing facility above the Washington Canoe Club forces activities which are incompatible with rowing training and motorized use out into these traffic patterns. With the most rapidly growing use being that of recreational non-motorized boaters, this will have a negative impact on safety and efficient rowing training and racing.

In summary, this boathouse, nor any other, should be built on this site.

So, where do this (and other) boathouses go? I think they clearly belong downstream of the Potomac Boat Club and preferably below the Francis Scott Key Bridge. And, I think the "Boathouse Zone" clearly needs to be reconsidered. Believe me, having been involved in this process for as long as I have, I realize how painful this suggestion is to all concerned, but I think the "Zone" is an artifact of a hasty conclusion to a process that didn't adequately consider the needs the Park must serve. Within the approximately half mile shoreline available, boathouses can be sited which do not change the essential openness and accessibility of the Park. Such reconsideration will result in a Park which is more successful for all parties, the universities, the rowing community, the Georgetown residents, the Crescent Trail users, the Towpath users and the Georgetown Waterfront Park users.

As a final thought, I am glad EDAW advised that the preparation of this EA will proceed in a fashion that allows the completion of an EIS, if necessary. I would hate for additional delay to result if this becomes the case. The complaint that "delay" precludes the possibility of an EIS is rarely a compelling argument when litigated, and such litigation should not be allowed to occur.

Thanks again for your attention to my concerns. If you have any questions don't hesitate to contact me. I look forward to continuing to participate in this process and the development of the Park.

Yours truly

C.W. Per-Lee, Jr.
2331 N. Tuckahoe St.
Arlington, VA 22205
(703) 534-0685
Email: hookbill@snail-mail.net

Dear Sir/Madam:

As one of the 3 million visitors who enjoy the C&O Canal National Historical Park each year, I am deeply concerned about a proposal to take part of the park for private use. The C&O Canal NHP provides the public with the opportunity to explore the best remaining example of the canals that once were used extensively. The park is also a great place to bird, hike, bike, and watch wildlife. This proposal jeopardizes those experiences.

In conjunction with the Defenders of the Potomac, the National Parks Conservation Association and the many other preservation and conservation organizations involved in trying to protect this public treasure I would like to add my questions, concerns, and comments for your assessment. Please include the following as part of the public record for the Environmental Assessment (EA) prepared for the proposed private Georgetown University Boathouse in the C&O Canal NHP: My questions regarding the proposal include:

- How would the public benefit from the loss of public parkland at the eastern gateway of the C&O Canal National Historical Park for the private use by Georgetown University?
- What precedent would approving this project set for future private development proposals in the Park?
- What would be the impacts on the experience of the park's approximately 3,000,000 yearly visitors from construction of the structure, and from loss of parkland at the park's eastern gateway? Please include analysis of potential traffic and public safety impacts, especially during construction but also during its operation throughout the year.
- What would be the potential impacts to nearby historic properties including the historic canal? What would be the direct, indirect, and cumulative impacts to the park and nearby historic structures from building a road to access this somewhat inaccessible site for construction, maintenance and servicing of the boathouse, as well as for access of the rowing hulls and boat trailers?
- What would be the direct, indirect, and cumulative impacts to the natural resources, floodplain and wetlands at the site of the proposed boathouse?
- On average, the Potomac River floods every 12 years. What would be the potential impacts on the river including depth, flows, and riverbed contours; potential for riverbed changes due to deposition and scour of sediment and the need for dredging? How would this structure potentially influence potential flood damage to the canal and other park resources?
- What is the value of the national parkland at gateway site relative to land that Georgetown proposes to exchange?

C&O Canal NHP will become more valuable as multi-use public parkland with the passage of time. Proposals to transfer parkland for private use deserve the highest scrutiny. I respectfully request that instead of the limited-scope EA that has been proposed by Park Service, instead the Park Service complete a full Environmental Impact Statement (EIS) for the proposed project.

As a member of the interested public, I do not see any public benefit from the proposal. I fully support leaving the parkland in the park, and encouraging Georgetown University to look elsewhere in the region for an appropriate site.

Sincerely,
Linda A. Jennings
\$833 Maury Lane
Alexandria, VA 22304



"Sandi Steinberg"
<sandirs@hotmail.com>
01/21/2005 03:32 PM
EST

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject:

Dear Sir/Madam:

As one of the 3 million visitors who enjoy the C&O Canal National Historical Park each year, I am deeply concerned about a proposal to take part of the park for private use. The C&O Canal NHP provides the public with the opportunity to explore the best remaining example of the canals that once were used extensively. The park is also a great place to bird, hike, bike, and watch wildlife. This proposal jeopardizes those experiences.

In conjunction with the Defenders of the Potomac, the National Parks Conservation Association and the many other preservation and conservation organizations involved in trying to protect this public treasure I would like to add my questions, concerns, and comments for your assessment. Please include the following as part of the public record for the Environmental Assessment (EA) prepared for the proposed private Georgetown University Boathouse in the C&O Canal NHP:

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- What would be the potential impacts to nearby historic properties including the historic canal? What would be the direct, indirect, and cumulative impacts to the park and nearby historic structures from building a road to access this somewhat inaccessible site for construction, maintenance and servicing of the boathouse, as well as for access of the rowing hulls and boat trailers?
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potential impacts on the river including depth, flows, and riverbed contours;
potential for riverbed changes due to deposition and scour of sediment and the need for dredging? How would this structure potentially influence potential flood damage to the canal and other park resources?

- What is the value of the national parkland at gateway site relative to land that Georgetown proposes to exchange?

The C&O Canal NHP will become more valuable as multi-use public parkland with the passage of time. Proposals to transfer parkland for private use deserve the highest scrutiny. I respectfully request that instead of the limited-scope EA that has been proposed by Park Service, instead the Park Service complete a full Environmental Impact Statement (EIS) for the proposed project.

I do not see any public benefit from this proposal. I fully support leaving the parkland in the park, and encouraging Georgetown University to at alternative areas for an appropriate site.

Sincerely,

Sandra R. Steinberg
Arlington



ahaas212@comcast.net
01/21/2005 08:36 PM
GMT

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: Georgetown University's boat house proposal

1601-45th Street, N. W.
Washington, D. C. 20007
January 21, 2005

Mr. Joe Lawler
Regional Director, National Capital Region
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Lawler:

Please include me among the residents who favor a comprehensive review of the entire non-motorized boat area on the Georgetown waterfront before the National Park Service proceeds with any irrevocable action.

A piecemeal approach to development will not result in a solution for the long-term. Instead, we may very well ruin a natural treasure by inadvertently generating a competition to create the "biggest structure on the block."

At the public meeting in Georgetown, participants at more than one table suggested emulating the Schuylkill River approach where small boathouses are nestled along the shoreline. They add charm and character of a scale that makes them an amenity. No single building claims the area as its own.

Having just walked the site of the proposed boathouse, I was struck at the impact it would have on the Washington Canoe Club, the Capital Crescent Trail, the Chesapeake and Ohio Canal, and the Potomac River. From any perspective, this site does not make sense.

Finally, and very essentially, I endorse the National Park Service's stewardship mission. Transferring Federal parkland to private ownership, especially for development purposes, is inconsistent with the environmental ethic that the public trust requires.

Sincerely,
Ann Haas



Fred Mopsik
<fred.mopsik@verizon.net>

01/21/2005 03:45 PM
EST

To: NCR_Georgetownboathouse@nps.gov
cc:
Subject: Additional comments

These are to be added to my submission handed to John Parsons today at the meeting of the C&O Canal Advisory Commission meeting.

January 21, 2005

Frederick I. Mopsik
C&O Canal Association
Environmental chairman

6415 79th St.
Cabin John, MD 20818

I would like to add the following to my previously submitted document today as a result of attending the C&O Canal NHP Advisory Commission.

1. I would like to ask that the minutes of today's Advisory Commission meeting be added to the record.
2. At the meeting two prior EA's were mentioned as underlying the proposed boathouse. It was pointed out in my prior testimony, and again, today, that the EA covering the land exchange is not valid as being both too far out of scope and too old, over 10 years. The other, covering the Georgetown Waterfront Park from 1994 again would have the same problem, since it would have considered only a boathouse zone extending 1000 feet from Key Bridge and a public boathouse no more than 4000 square feet. Since the proposed boathouse is over 19,000 square feet and the MOA is 15,000, this too is invalid, again being too old. In both cases, following NEPA, they cannot be used for discussion.
This lack of prior admissible environmental review only adds emphasis to the need to do a comprehensive environmental review of the entire boathouse zone, with alternatives.
3. A handout was made at the meeting reporting Superintendent Faris' request that a boathouse not be over 23 feet high. This should have been entered in the record.
4. A mention was made as to how the Park was being protected by a scenic easement. There can be no meaningful one between the proposed boathouse and the Canal Towpath as there is either no room, or the property is already part of the park. This is the part of the park that is extremely important and being impacted the most.
5. The claim was made at the meeting the Georgetown University needs all the

asked for space. How has NPS verified that claim, except for accepting Georgetown's request, and what steps have been made to limit such requests to minimize the impacts to the Canal park. Of all of these, what part of them has to be at the river bank? Ones that are not should be requested to be located elsewhere.

A815(2605)

Parsons
cc: CHOH

MEMORANDUM

TO: National Capital Region

DATE: 1/27/05

FROM: Correspondence Control Unit

Subject: Bulk Mail— Secretarial and White House

Re: Sylvia Woods

DOIACCN#: _____

RD LOG NO. 2/1-2

The attached correspondence is forwarded to your office for reply if appropriate. If you choose to do a response, it should be completed within 2 weeks of receipt in your office. Responses may be signed by the Regional Director, Park Superintendent, Associate Director, or Division Chief.

Please provide WASO-2605 with a copy of any response and the incoming. When a standard reply has been developed you may provide one copy of the response and list of those to whom the reply was sent.

Attachment

1719 18th St. NW
Washington, DC 2009

82062

RECEIVED

05 JAN 18 AM 6:55

OFFICE OF THE
EXECUTIVE SECRETARIAT

Hon. Gale Norton
Secretary of the Interior
1849 C Street, N.W.
Washington, DC 20240

Dear Ms. Norton,

I am writing because I'm concerned about a National Park Service proposal to swap land within the C&O Canal National Historical Park to Georgetown University for construction of a private boathouse.

I enjoy hiking along the Canal, as do many others, and it would be wrong to take away part of the path and use it for a boathouse. I urge you to stop the land swap and request an Environmental Impact Statement to determine whether this action is in the public interest and evaluate the potential impacts of this action.

1) The National Park Service is charged with conserving "the scenery and natural and historic objects and the wild life in the parks and to provide for the enjoyment of same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

The proposal threatens, rather than conserves, the park's natural, historic, cultural, recreational, and scenic assets. Removing a large section of those assets from public use sets a disturbing precedent and impairs the enjoyment of future generations.

2) The National Environmental Policy Act calls for the federal government to "attain the widest range of beneficial uses of the environment without degradation," and "preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity, and variety of individual choice."

The proposal would instead restrict the uses of the environment; threaten historic, cultural, and natural aspects of our heritage; and limit the diversity of use.

3) The National Environmental Policy Act requires that for "major Federal actions significantly affecting the quality of the human environment, a detailed statement by the responsible official on i) the environmental impact of the proposed action, and ii) any adverse environmental effects which cannot be avoided should the proposal be implemented."

The potential impacts of the NPS proposal include:

- An alarming precedent for removing protected parkland from national protection and from public use.

- Construction activity that would threaten the structural stability of the Potomac River bank and the C&O Canal embankment.
- Increased floodwater flow rate due to removal of vegetation, which would threaten the Potomac River bank, the C&O Canal embankment, and the historic Washington Canoe Club and Potomac Boat Club.
- Removal of vegetation that provide shade for bikers and hikers; wooded views for bikers, hikers and boaters; and habitat for fish and small mammals.
- Hikers, bikers, rollerbladers, and baby strollers would tangle with construction vehicles and later with large boat trailers at the entrance to the Capital Crescent Trail--a potentially dangerous situation.

4) The National Park Service prepared an Environmental Assessment (EA) on the land swap alone in 1995--nine years ago. The EA is outdated and inadequate. Since then, completion of the Capital Crescent Trail has attracted thousands of users and vegetation and habitat on the proposed boathouse site has increased. The EA did not consider the use of the site for construction of a private boathouse of the size being considered today.

The letter and the spirit of the National Environmental Policy Act call for the federal agency to evaluate the entire proposal, including the ultimate disposition of the public land involved; to consider alternatives to the proposal, including a "no action" alternative; and to do so in a timely manner.

5) Across the Potomac River in Virginia, the National Park Service proposes construction of a public boathouse on national parkland along the Potomac River. In this case, an Environmental Impact Statement process is under way. Why is the NPS carrying out this legal requirement for one national park site but not for another?

I urge you to stop the National Park Service from completing the proposed land swap, and, before any further action is taken, to require an Environmental Impact Statement evaluating all impacts of any land exchange and subsequent construction within the C&O Canal National Historical Park.

Sincerely,



Sylvia Woods

January 20, 2005

Mr. Joe Lawler
Regional Director, National Capital Region
National Park Service
1100 Ohio Drive, SW
Washington, DC 20242

Dear Mr. Lawler:

Please include the following "issues and alternatives" as part of the Environmental Assessment (EA) for the proposed private Georgetown University Boathouse in the C&O Canal National Historical Park:

I. ISSUES:

- The use of a section of the C&O Canal National Park for private development and the setting of a precedent for future private development in the Park;
- Significant impacts to the scenic Potomac River views from the Towpath, Virginia, Key Bridge and the River, from the construction of the enormous boathouse (the length of a football field and 50 feet high);
- Potential impacts to nearby historic properties (Washington Canoe Club, Canal embankment);
- Safety at the busy, narrow, fragile recreational and commuter corridor at the gateway entrance to the Park and the Capital Crescent Trail (CCT);
- Direct and indirect impacts to the natural resources, floodplain and wetlands at the site of the proposed boathouse;
- Potential impacts to public health during and after construction of the boathouse (if the corroding 84-inch diameter sewer line which runs through the proposed boathouse site is ever ruptured);
- Significant impacts to Park and nearby historic structures from building a private road to access the (inaccessible) site for construction, maintenance and servicing of the boathouse, as well as for access of the rowing hulls and boat trailers;
- River flows including depth, flows, and riverbed contours; potential for riverbed changes due to deposition and scour of sediment and the need for dredging.
- Size, design, location and use of the proposed collegiate boathouse;
- Cumulative impacts from the construction of three proposed boathouses in the vicinity of Key Bridge (two private university boathouses and one public boathouse);

- Impact on the pedestrian and vehicular traffic in an already constricted space with no parking at the site;
- Value of national parkland at gateway site relative to land owned by GU proposed for land exchange, and legality of such an exchange;
- Impact from utilities (underground, above ground) and effects from lights and noise before, during and after hours of operation of the boathouse;
- Effect on shoreline boaters from 75-foot private dock extending out into river;
- Hydrological issues related to the floodplain/runoff related to the development and effect of the boathouse on downstream structures and the C and O canal embankment. This is especially true in light of the fact that both the Washington Canoe Club as well as the C&O Canal are designated historic structures.
- Waterfront issues related to the goals and objectives of the DC Comprehensive Plan.
- Direct and indirect impacts to the non-motorized boathouse zone for the Georgetown Waterfront Park if the Whitehurst Freeway is demolished.

Among the many "alternatives" that should be considered in the EA are two environmentally friendly plans:

II. ALTERNATIVES:

Alternative A: Allow Georgetown as well as George Washington University to build both of their boathouses between the footers of Key Bridge East to 34th St. If boathouses of modest size are developed, there is MORE than ample room for two buildings and the new facilities will allow for room at Thompsons as well as give each collegiate program what they need. (Although perhaps not what they want.)

Alternative B: Instead of three separate boathouses, consider building only one public-private facility, outside the Park, between 34th St. and Key Bridge and open to university, high school and public boating programs, like Thompson's Boathouse at the south end of Georgetown. (A sketch of Alternative A and B are available at www.savethecanal.org, under "Alternatives.")

Alternative C:

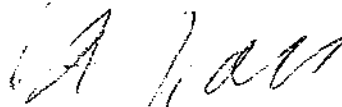
III. ADVANTAGES OF THE ABOVE-MENTIONED "ALTERNATIVES" OVER THE NPS-ALTERNATIVE IN THE PARK:

- Protection of undeveloped national parkland from private development;
- Preservation of green open space along a tidal floodplain for future generations (while redeveloping already paved land);
- Elimination of the need for a private access road to the proposed site;
- Easy access for construction, maintenance and servicing of the boathouse, as well as for access of rowing hulls and boat trailers
- Safer location, less congested traffic since sites are farther from busy entrance to the Park and CCT (especially true for Alternative B);

- Near public parking;
- Available to both public and private boating interests (only true for Alternative B);
- Away from historic properties (only true for Alternative B);
- Instead of the limited-scope EA that has been proposed by NPS, an Environmental Impact Statement (EIS) of the entire Georgetown non-motorized boathouse zone, between 34th St. to above WCC, should be done. An EIS would demonstrate the environmental, practical, technical and logistical advantages of moving the proposed location downstream from the currently proposed NPS alternative in the Park. An environmental analysis, as well as cost-benefit, engineering, viewshed and traffic studies of the zone should be included in the EIS, and a draft version of the report made available to the public for comments. (Note - NPS is already in the process of doing an EIS to identify a site for just one boathouse for the Arlington County, Virginia, shoreline, but has not yet considered doing an EIS for the Georgetown boathouse zone, where three proposed boathouses are contemplated!)

Above all, I feel strongly that there is no public benefit to this land swap and therefore there should be a vote of no action on the part of the parks service in this matter and keep the public land public and undeveloped!

Sincerely,



James A. Ross

313 River Bend RD
Fort Washington MD
January 11, 2005

Mr. John Parsons
Associate Regional Director
National Capital Regional
National Park Service
1100 Ohio Drive S.W.
Washington D.C. 20242

Dear Mr. Parsons:

I live in Maryland and I am a student at Lab School of Washington. It concerns me that our environment might be destroyed if we keep living the way we are. At our school we have been studying the topic of the Georgetown University Boathouse. I feel that building the boathouse is an idea that should have never come up. Building the boathouse would affect the environment, take the enjoyment out of using the trail, and would be start to ruin our national parks.

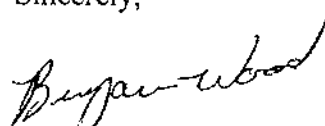
The building of the boathouse would have serious effects on the environment. The building would remove a lot of plants and trees. It would also take the homes away from the wildlife. The boathouse would wear away the canal on the bank and destroy the canal and path. Building the boathouse would destroy the environment.

If the government allows Georgetown University to build on national parkland then other people will want to do it in the future. Georgetown's boathouse would be a private boathouse and the national park is public. The boathouse would be too big to be on that land. Georgetown should not be allowed to build anything on national parkland.

Building the boathouse will block the view of the river and make people not want to use the trail. The boathouse will be 50 feet tall and would block the view of the river. The people using the trail would have to have a complete block to the river. They will have to remove a lot wooded views just to put in that big building. The boathouse could damaged the historic structure in the process of being built. The boathouse would a project that not many people that use the trail would like.

For the reasons above I am opposed to the building of the boathouse. Thank you for your time to read my letter and I hope that it makes a difference.

Sincerely,


Bryan Wood

4216 Mathewson Dr. NW
Washington, D.C. 20011
11 January 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
Nation Parks Services
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons,

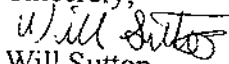
I have heard that George Washington University is trying to build a boathouse for themselves. I am a student at the Lab School of Washington and live in the Washington, D.C. Area. I have some concerns about why Georgetown University should not build a boathouse. I don't understand why Georgetown University needs to destroy the environment just for their own needs.

I am writing to you because I disagree with Georgetown University trying to build a boathouse. By doing this, Georgetown University is taking away the national park land. The building size will block the view of others that are sightseeing or just coming to visit the canal. With Georgetown University trying to build a boathouse they will be taking away at least one acre of trees.

With taking away the national park land it does not allow the national park to own the land anymore. This is taking the people's land away. This land is owned by the people and if Georgetown University doesn't care about what the people have to say about this, then why should the people take Georgetown University's side. If Georgetown University wanted to build a boathouse it should be for others and not just for themselves so then everyone might be happier even if it is taking away their land. They do not need to take away the park land, when there is other land close by where there is open land and where they don't have to tare down tress. They need to take that land and not tear down the land of the Nation Park.

The size of the building they are planning will be blocking the view of others that would want to see the river. The building would 50 feet tall, towering over the river, the Capital Crescent Trail, and the towpath. The building does not need to be 50 feet tall, because Georgetown University does not need a building with all that room. They would have unnecessary space and would just be selfish to have all that space just for themselves. If it is hovering over certain things then how are people suppose to enjoy the scenery if all they have in front of them is a big building. Georgetown University does not need a huge building just for their school.

These are the reasons why I oppose the Georgetown University boathouse as it is now planned. Thank you for reading my letter. I hope that my concerns will become your concerns and help you to decide to make the right chose.

Sincerely,

Will Sutton

Gregory Bauchan
4609 Greenwood Rd
Beltsville MD 20705

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. John Parsons,

I am a student at the Lab School of Washington and I live in Beltsville Maryland. My concern is that not just this one national park is threatened but all of them are. They are being threatened by the construction of the Georgetown University boat house. I do not agree to the construction of the boat house being built on national park land.

I have a few reasons why I do not want the house built. My first argument is that if you build this boat house then other schools and companies will try to build on national park land that is being protected. Building the boat house would be setting a precedent for others who might want to build on other national parks. When the C&O canal national park land was made every little piece of land had a purpose of being protected. That piece of land that is being swapped to become private land that is being destroyed when the national park service is protecting it.

My second concern is the environment that is being meddled with in the national park. When you take down 33,000 square feet of land, you are destroying a huge piece of land that is precious to the environment. When the trees are taken down they will be hard to replace because it takes so long for trees to grow back to maintain the ecosystem. Also, you are taking down trees that might prevent the Potomac river from possibly flooding and destroying the walking paths the people like to bike on and jog.

My final concern is that the building is way too big and has features that have no purpose. One feature is that it has indoor water simulators to practice, but if you need people to practice on how to operate in boat then you can just go out on the river and practice. Also it has a roof 40ft tall which is taking more space so then people can not see the river when they are jogging, biking, or walking on the trails along the river.

If you build this boat house you will be threatening other national parks. You are also destroying trees that are being protected by the national park service. Finally, you are building a huge boat house for no reason and for some reason you are putting it in a spot when you can have the same size in another. You can stop all of these complaints just by building the boat house somewhere else.

I appreciate you reading this letter and I hope you will listen to what I have to say.

Sincerely,



Gregory Bauchan

18 Battersea Lane
Fort Washington, MD 20744
1/11/05

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Parsons,

It was brought to my attention that the Georgetown University wants to build a boat house on the C&O canal. The problem is not that Georgetown University wants to build a boat house; it is that it would be located on National park land. It is understandable that such a large and prestigious university wants their own boat house. Again the building is not the problem it is the location. Though it would be more practical to have the building be smaller.

National Park land is public property. And the National Park Service was developed for the purpose to protect nature. If GU was allowed to build there, there are a number of problems that come to mind. Such as other universities in other parts of the country will use this an example. They would want to construct their own buildings on national parkland.

Another problem is since the land will belong to GU if ever GU decides to sell the land anything would be allowed to be built on the land. Such as a condominium which would completely ruin the look of that area.

Another problem is the waste the building would produce and the vehicles that need access to it. The only way a vehicle could reach the proposed site would be through the trail. Just imagine this, one day people are running on the trail and a large dump truck is driving down the trail and the runners would have to move out of the way something that was never a problem before.

For the reasons I've explained above, the boat house should not be built. It would only cause problems for the environment and community. Thank you for taking the time to read my concerns.

Sincerely,
Carlos Fernandez-Martinez

Carlos Fernandez Martinez

10149 Cedar Lane
Kensington, MD 20895
11 January 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons,

My name is Chaz Fitzsimons and I am a 10th grade student at the Lab School Of Washington. I live in Kensington, MD. I am writing about the C&O Boathouse. I think Georgetown University should not be allowed to build their boathouse on National Park land.

Building on national park land will set a precedent for others to build on National Park land. National park land belongs to everyone and should not be traded so that only one group of people can use it. If they are allowed to build on the C&O, soon people will be building in Yellowstone or Yosemite Park.

Georgetown University could build further down the the river. They could build on the Anacostia River where there is plenty of room to be developed.

Georgetown's proposed boathouse is 33,000 square feet. In order to build it they will have to cut down an acre of trees. The building will rise 65 feet above the river. The building will block the view of people walking on the Crescent Trail and on the C&O canal. Removing parkland will get rid of natural floodbarriers thus increasing erosion and making the river more vulnerable to flooding.

Thanks for your time.

Sincerely,

Chaz Fitzsimons
Chaz Fitzsimons

7311 Burdette Court
Bethesda, MD 20817
January, 12 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons,

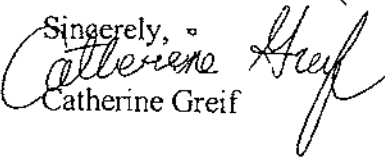
I am a student at the Lab School of Washington and live in Bethesda, Maryland not far from the C&O canal. I am writing you this letter as an assignment for class. I feel that the proposal made by Georgetown University needs to have some changes made to it. The boathouse needs to be smaller unless the University is willing to share the boathouse with other universities or high school crew teams in the area. All crew teams ultimately need space for their boats, so how is this plan going to satisfy others' needs? The historic Washington Canoe Club that has been in on the C&O canal for a very long time does not seem to have any sort of water protection besides the trees that surround it right now. I feel that this should be changed as well. If a university is going to build on the land right next to them causing flooding then there should be a some sort of waterway built to help prevent the building from getting utterly damaged by water. I begin to wonder why hasn't someone already built a device to prevent flooding, since if a building is going to be right on the water it is more than likely to flood.

As most of us know, the Georgetown University is a very wealthy school and would like this boathouse to remain private for their own use only. If the University decided to share the boathouse with other schools though, they could make more money from schools storing their boats there or just generally using the facility. I also feel that if they are building a building that everyone around them including neighbors are going to have to look at all the time and never use it should be open to them as well.

Georgetown University does not want to share the building, which is understandable to some extent, since they are paying for it, but why don't they have some of their facility open to other schools or neighbors around that area? Then part of the building can be for only the Georgetown University students. It's almost like everyone getting a little of what they want. Why try to make enemies when it is ultimately not needed?

In conclusion I feel that with some changes made to the design of the place, Georgetown University will be a huge asset to the D.C. Area. It will also get rid of the huge number of boats that are stored at other boat docks.

Thank you for taking the time to read this letter.

Sincerely,

Catherine Greif

3743 N. Tazwell Street
Arlington, Virginia 20007
12th January 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 204242

I am a student from the Lab School of Washington. I am writing to you today as part of a class assignment, and would like to express my concerns about the new boat house the Georgetown university is planning to build.

I feel that Georgetown University does need to have a boat house but I question the location and size of the building is what the problems are. I have done some research and have found that there is a slightly smaller pre-developed slot farther down the river. I understand that Georgetown has looked into this but have decided against it because of its smaller size. I understand that one of the reasons that the boat house needs to be so large is because Georgetown plans to have a huge rowing tank built into the building. I think that this tank would be better suited away from the river and on the university's campus. As well as the large amount of acreage the building would take up is the issue of height. The plan is for the building to rise a huge 65 feet over the river. The canal is only about half that their for blocking your view as you walk by along the canal tow path. The height of this building is planned to be used for a large room used for parties and special functions with a nice overlook over the river.

Another problem with this building is that it would be taking up national park land. As you know the reason national park land was created was to protect area of land from development. Building the boat house is in conflict with that law and will allow other organizations to cite a precedent that has been set.

Thank you for taking the time to read this letter and I hope some improvements can be made.

From,


George Macenhimer

9128 Goshen Valley Drive
Laytonsville, Maryland 20882
January 11, 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons;

I am a freshman at The Lab School and I live in Maryland. I am concerned for the environment that Georgetown University is planning to build a boathouse on land that is owned by the National Parks

My argument is that they are going to build a boathouse in the C&O Canal National Park. The park was built for everyone and if they build the boathouse then no one will be able to see the river and big boats might be housed at the boathouse, which might promote a safety issue for the kayakers and the canoeists.

The scene of the beautiful river won't be seen because of the new boathouse. But the national park was built for everyone and they have the right to say what they can and can't do to the river. Also forcing the floodwaters into a narrow corridor between a massive building could erode the canals embankment and damage the canal.

For the reasons I have explained above, I think the boathouse shouldn't be built because it could destroy D.C.'s natural beauty. I want to thank you for taking your time in reading my letter.

Sincerely,

Kailey Newsome

Kailey Newsome

5613 Knowlwood
Maryland 200861
January 12, 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive, S.W
Washington, D.C 20242

Dear Mr. Parsons:

I am a freshman from the Lab school of Washington. I live in Maryland. I am learning about the environment at school. I am writing because the Georgetown boathouse should not be built because it will be hazardous to runners, it will block the view of the river, and it will increase possibility of flooding.

The boathouse will be huge, and it will block the sun on the Capital Crescent Running Trail. If there's ice on the trail, it will not melt and the trail will be dangerous. Many people may get hurt.

The large building will block the beautiful view of the river for the people hiking or jogging on the trail. All people will see is the boathouse. The landscape will not be the same and it will not be as pretty.

Many trees will cut down to build the boathouse. This is hurtful to the environment. Without the trees, the area will flood more easily and there will less oxygen for people to breathe.

For the reasons I have written above and because I care about the Potomac River, I feel strongly that Georgetown University should not build its boathouse. Thank you for taking the time to read about my concerns.

Yours truly,
Sophie Poncelet
Sophie Poncelet

1234 Main Street
Chevy Chase, Maryland 20865
10 January 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Park's Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

I am a student who goes to The Lab School of Washington and I live in N.W. D.C. We are studying about environmental and local political issues.

I am writing because I think that the university should not be able to build on the national park's land. I think that because if they wanted to they would swap each others land. But I have heard that they have inherited some of the park's land and that surveyors should measure the land to make sure that the land is fairly equal. For people that use the canal for recreation, the new boat house will be blocking the view of the park. Also for the people that go through the park almost every day, the boat house will be blocking the sun. Then it will be cold in the park.

I think that the land should be measured to make sure that the land is equal because if it wasn't that would not be fair. If Georgetown University would want to build a boat house they need to look at the things that the boat house might cause to be a disturbance. Also if the university would want to build a boat house they need to look somewhere else. They could build the house somewhere else that is being constructed on like the Potomac. The university needs to find somewhere else to build their boat house, especially not in a national park.

I appreciate for your time to read my concern. I hope that you do something about this. Also I hope that you will continue to protect all of the park's land. Thank you for your concern.

Sincerely,

Melissa Fauntroy
Melissa Fauntroy

9302 Milroy Place
Bethesda, Md 20814
January 14, 2005

Mr. John Parsons
Associate Regional Director
National Capitol Region
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons:

I am a student of the Lab School in Washington. I live in Maryland. I am concerned about the environment. I am writing to you because I do not think George town University should build a boathouse there. I am concerned about the boathouse for several reasons.

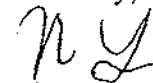
First of all they will destroy lots of trees to build the boathouse. The trees are important to the environment. There will also be flooding without trees. This is one reason why the boat house should not be there.

Secondly the boathouse is bigger than they need. The giant boathouse will block the view of the Potomac for the people on the trails. Also the boathouse will block the view of the sun so ice will not dry. Because the ice will not dry bikers will get hurt and cars can slide.

Finally say the boat house gets built there. Then other people will want to build on other national parkland. Eventually there will be no more park land left.

Thank you for taking the time to read this letter.

Sincerely,



Nick Gonzalez

4032 Mansion Court N.W.
Washington, D.C. 20007
14 January 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons:

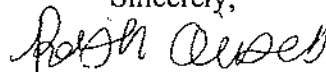
I am a Student at the Lab School of Washington. I am writing concerning the Idea for the Georgetown University Boat house. I believe that the boat should not be built on National Parkland.

I am a regular user of the C&O Canal to bike and the river to kayak and I think that a 65 foot building over the river and the towpath will be an eye sore. In order to build the new Boat house you will have to cut down lacer of forest which is a lot of woodland to cut down concreting we are in a city and in a National Park. They are plenty of other spaces to build the boat house and not cut down national parkland.

I also believe that the building is oversized. It is not necessary to have a 65 foot tall boat house. If the building is that tall it will not allow ice that forms to melts and that can be a potential hazardous to the people who use the trail. Also if the boat house is built it will set a precedent and more schools will want to build boat houses on National Parkland.

Thank you for reading my letter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Rajeh Oweis".


Rajeh Oweis

2648 Greenbriar lane
Annapolis MD 21401
January 13, 2005

Mr. John Parsons
Associate Regional Director
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C 20242

I attend the Lab school of Washington DC. I live in Annapolis Maryland My concerns are that if If Georgetown university builds there building for the boat house, There will be more wanting to build on the land too and it wouldn't be fare to the other clubs. bulldozing down 1 acre of trees will not be good because they help clean the air and you and I both know that the air here is not the greatest. What i think you should have done is ask the people what they think. And how your building will affect the land that you are wanting too build on. Over all i think You need to find some were else for the club because there is to much conflict about the location of your club. And I know wherever you go your idea will not be very liked

Please consider what i am trying to say

Sincerely,

Brandon Kilsheimer

5112 52nd St. NW
Washington D.C. 20016
14 January 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
110 Ohio Drive, S.W.
Washington, D.C. 20242

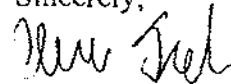
Dear Mr. Parsons:

I am a student at the Lab School. I live in the D.C. area. I do not think the boat house should be built. There are many reasons. First, it is public property. The federal guidelines say the national parkland cannot be sold, because it belongs to all the people of the U.S. That means that the public should be able to have a say about the new boat house. Also, since the proposed boathouse is 65 feet above the Potomac River, it will obscure views of the hikers, bikers, and joggers.

Secondly, it's a safety issue. An example is that in the winter ice will form on the paved trail and will not melt as the boat house will block the sun. This will create hazardous conditions for the people using the trail. Another example is that if there are large boats then there will be crowding of the river and would make it dangerous for the kayakers.

Thirdly, ruining the environment. For example, roughly one acre of trees and wild life will be permanently destroyed. By removing these trees not only makes the land more vulnerable to floods, but makes the surrounding lands erosion prone. The wild life will have no where to swim or eat if there are too many boats crowding the . Thank you for taking the time to listen.

Sincerely,



Claire Teel

7804 Birnam Wood Dr
McLean, VA 22102
January, 12 2005

Mr. John Parsons
Associate Regional Director
National Capital Regional
National parks service
1100 Ohio Drive, S.W.
Washington, D.C 20242

Dear Mr. Parsons

I am a student who goes to The Lab School of Washington. I live in McLean, Virginia.
I like the environment a lot. I think it is very pretty. We should keep our National Parks.

I don't think we should build a big boat house just for a college. It takes up a lot of space. It is not fair for the people who bike and walk on the tow path. It will make it smaller and tighter.

During the construction it will take up animal habitat and erosion and runoffs could happen. People who are walking on the tow path will not be able to see the river any more. The natural look of that part of the park will be lost. The building will not allow sunlight on the trail when it snows and ices, it will not melt. It can be dangerous for the people who are on the trail.

Building the boathouse will ruin the environment. For example the construction workers would have to cut down many trees. Cutting down the trees may decrease oxygen and cause other problems. This would make it harder for animals to find homes and it would increase chance of floods, erosion and runoff.

The boathouse will take the enjoyment out of walking along the canal. The people who walk on the tow path with the new building will not be able to see the river. It will look less beautiful with all of the trees gone. National parkland would be used for private purposes. The boathouse would take a lot of space for the National parkland. Only Georgetown University would be allowed to use it. There is already a boathouse for them to use.

If you could please not build the boathouse. It is not fair to the people who use it. It is not right to build on national parkland. Thank you for reading my letter.

Sincerely,



Amy Cusenza

7816 Oldchester Rd.
Bethesda, MD 20817
12 January 2005

Mr. John Parsons
Associate Regional Director
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons,

I am a ninth grader at the Lab School of Washington. I live in Bethesda and I feel strongly about protecting the environment. I am writing because I feel that if Georgetown University gets the land for the boathouse, then other colleges or organizations will take advantage of that and want to build on National Park land, which will result in National Parks being destroyed and filled with objects that are not naturally beautiful.

I'm writing this letter because I want my voice to be heard and I would like to try to make a difference. This boathouse raises three issues that concern me. Access to the public, unfairness to other colleges or organizations, and preserving natural beauty of the area.

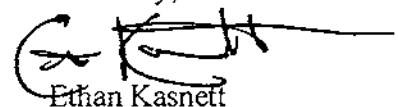
The boathouse as it is planned will only be able to be used by the Georgetown University students which is completely unfair. This is unfair because the land that was once owned by the National Park Association was a public park and now, the University wants it to become a private boathouse.

This boathouse also brings up the point of unfairness. It is unfair because other organizations and colleges have wanted to build on National Parks but in the past it hasn't been allowed. Why should it change now? There is no difference. Even though that it is just a small portion of the National Park it is still a part of it. Don't take advantage of the National Park Association, then everyone will want to.

The Georgetown University boathouse will also take away natural beauty from the National Park. The boathouse is estimated to rise 65 feet into the air. Considering that the C&O Canal is right next to the Crescent Trail, people will have the view of the boathouse will they walk. The boathouse will also block the sun from the trail, and not allow any ice that forms to melt. This is very dangerous to those who talk use the trail.

I feel that the whole Metropolitan area will benefit if there wasn't a boathouse. It has been the way for a long time and I don't see any point of changing it. Perhaps Georgetown University should build its boathouse somewhere else. Thank you very much for your time and I hope you take this letter seriously and use my thoughts and ideas in the future.

Sincerely,



Ethan Kasnett

508 Van Buren Street NW
Washington DC 20012
11 January 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons,

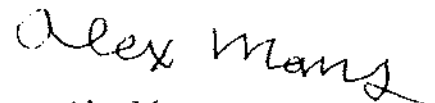
I am a Student at the Lab School of Washington. I live in Takoma Park and I am concerned about the boathouse that Georgetown University is planning to build. First, the construction could have major effects on the nature around the boathouse. In addition, the size of the boathouse will affect the scenery. Finally, the boathouse will not benefit the other universities and citizens in that area. Many of these problems could progress and cause more problems.

The boathouse will have an effect on passersby who like to watch the canal. Many citizens will file complaints about the size of the boathouse. The construction will also involve tearing down many trees and other plants.

Finally, the boathouse is restricted to only Georgetown University students and will not allow public access. The other universities might also start to buy land and make boathouses which will cause more trees to be torn down.

In conclusion, The boathouse will cause many problems on the nature around it. It will affect the scenery from the sight of nearby people. The Georgetown University will only be used for its students and will not allow public access. Thank you for spending some of your time to read my letter.

Sincerely,

A handwritten signature in cursive script that reads "Alex Mans".

Alex Mans

Peter Tennis
8113 River Falls Drive
Potomac Maryland
1/11/05

Mr. John Parsons
Associate Regional Director
National Capital Region
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

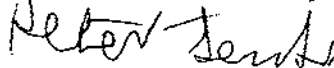
Dear Mr. Parsons:

I am a student at The Lab School and I am writing to stop the building of a privet boat house on national land. National park land was established specifically to protect nature from development. This building is good example why it was created. If this boat house gets built it will create more problems on the river like cutting down trees. Cutting down trees will ruin vegetation and take a long time to grow back if they grow back.

If you start building the boat house there will construction equipment and trucks on the paths that might create problems for the people that use the paths and could disrupt the environment in that region for ever. The building will be 65 feet tall and very long with indoor rowing tank. The bout house does not need to be that big. It could be small and a rowing tank on the river is dont make senses.

If you build this building then in the future. They might use this as an excuse to build another private building on privet land. This would destroy more national land and soon there will be no more land. If you were to move the building to a other location on the lake then there will be no disagreement of the location and every one will win. These reasons are why you should not build the bout house.

Sincerely,

A handwritten signature in cursive script that reads "Peter Tennis".

Peter Tennis

30 West Kirke Street
Chevy Chase, MD 20815
January 14, 2005

Mr. John Parsons
Associate Regional Director
National Capital Regional
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons:

I am a student at The Lab School Of Washington, I live in Maryland and i have general concerns about the environment. I am writing to you because i think Georgetown University should not build a boat house as it is currently planned, and i would like to give you my reasons.

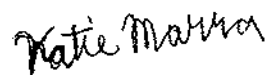
First of all the plans are to build a boat house for Georgetown University on what is now national park land. The reason the C & O Canal was made part of the national parks service 50 years ago was to protect it from development. The boat house as planned would be an enormous building that will block the sun from coming in, not to mention the view of the Potomac River that we have when we are walking on the C & O Canal. I do agree that you should have a boat house for the students but not in this area.

You would have to take down one acre of trees when you could find an area that is a big open space to place that building on. If you really think that you are going to put that building in front of a beautiful view and on top of the trees.

Because of the reasons above i don't think you should build the boathouse.

Thank you for reading my letter.

Sincerely,

A handwritten signature in cursive script that reads "Katie Marra".

Katie Marra

4020 Highwood Ct.
Washington, D.C. 20007
14 January, 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons,

I am a senior at the Lab School of Washington. I live in Georgetown and I am very much concerned about my environment. I am writing this letter because I am strongly against the proposed Georgetown University boathouse. I think that it is a bad idea.

Firstly, the fact that it will take up one acre of land means that we will have to cut down many trees. This destruction of trees is going to harm the environment. We are supposed to help and protect our environment, not destroy it even more! The area of land and the Potomac River are more likely to be flooded due to the lack of protection from the trees.

Secondly, the building is supposed to be sixty-five feet tall. This is a big disadvantage for the people using the Capital Crescent Trail and Canal Road, because they would lose the beautiful view overlooking the Potomac River. The whole landscape would be changed. The natural beauty of this land would be lost and changed into a concrete building.

Lastly, I think this whole idea is very selfish! This is because Georgetown University would take this land away from the National Park and furthermore only a limited amount of people would take advantage of it. Taking away public property and making it for private use only is not right!

I want the best for my environment where everyone can have the opportunity and the right to use it in a clean way.

Thank you for your time and understanding and hopefully some of my points will be taken into consideration.

Sincerely,

Maurice Vigier de Latour

Maurice Vigier de Latour

3337 Tennyson Street
Washington D.C. 20015
10 January 20005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive S.W.
Washington D.C. 20242

Dear Mr. Parsons

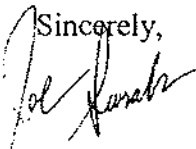
I am a student at The Lab School of Washington in the twelfth grade. I am a resident of Washington D.C., and have a concern that the building you are going to build would be harmful to the environment. I am writing to you to share my point of view on this issue. I do not believe that you should build the new boat house for three important reasons. First, is because the area that you want to use is national park land. Secondly, The size of the building and the equipment you want to put in it is ridiculous. Lastly, you would have to cut down and kill a lot of trees destroying home for animals and effecting wildlife habitat.

The Georgetown boathouse is planned to be built on national park land. Once land is made into national park land it can't be build on. By doing this it will be setting a precedent for other people to want to be able to build on park land. This takes me into my second reason for not building this boathouse.

Secondly, this buildings proposed size is 33,000 sq. ft. To build this building you would have to tare down around and acre of land with a vast number of trees and vegetation. Also by tarring these trees down you would be removing shade, wooded views, wildlife habitat, and natural flood barriers, and increase erosion and runoff into the potomac. By building this boathouse the natural scenic character of this section of the national park would be lost forever.

Lastly, some of the equipment that you plan on putting into this building I don't see a purpose for. You want to put in rowing tanks to simulate rowing conditions. Why would you do that with a river less than 30 feet from the building.

Thank you for taking your time to read this letter. I hope that you take some of my reasoning into consideration.

Sincerely,

Joe Scolah

4541 W Street, N.W.
Washington, D.C. 20007
13 January 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear, Mr. Parsons:

I am a student at the Lab School of Washington and I am in the 9th grade. I live in Washington D.C. I do not think that it is a smart idea to make a boathouse because the boathouse will harm the environment. I am writing because the boathouse will be negative for the environment. It will pollute the environment and it might block the stream of water and might over flood.

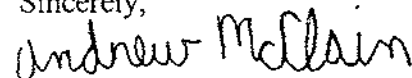
The boathouse is 65 feet above the river. Therefore the boathouse will block the sight of the river. Also the stream of water would be narrower the before. Launching large boats into a narrow, crowded section of the river – used by many recreational kayakers and canoeists – poses a safety issue.

To make a boathouse you need to get wood from trees. If you do that parkland would be stripped of vegetation and sacrificed construction and concrete removing shade, wooded views, and wildlife habitat. National parkland would be sacrificed to private development. The boathouse will be bad for the parkland's environment and the animals that live there.

If the boathouse is made there would be floods. With the floods it will erode the land and destroy half of the parkland, also the floods will be dangerous for people to walk around the park. It might be sow horrible that the park might have to close down. It is just not worth to make a boathouse.

In conclusion, it will be a bad idea to make a boathouse. Boats can not get through the narrow path. Wildlife will be ruined in the parkland. Floods will destroy every thing in its path and no trees to stop the eroding. Also proposal is not in the public's interests. It is not fair to let public land be used only for Georgetown University. My Boy Scout troop often hikes in the national park and we do not want the park to be destroyed. Place, for the people who walk or bike in the park do not make the boathouse. Just think about it.

Sincerely,



Andrew McClain

3507 Rittenhouse Street
Washington, D.C. 20015 NW
10 January 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Parks Service
1100 Ohio Drive
Washington, D.C. 20242 SW

Dear Mr. Parsons

I am a student attending the Lab School of Washington in my junior year and would like to state my concerns about the this G.U. boathouse proposal. Often during the spring and summer I'll ride my bike or take a walk down on the trail, so as a frequent user of the Park I would appreciate if you could maybe ease some of these concerns I have about this boathouse proposal.

First and foremost, would this not be taking away currently public land and making it for private use. Correct me if I'm wrong, but I always thought that the land in the National parks was not to be bought or traded for private use. What would happen if someone wanted to trade land for land in Yellowstone? The offer would be immediately shot down.

Secondly, the proposed boathouse will take up an acre of land. Would not cutting down an acre of trees on the banks of the river destroy natural protection against floods? The next concern is about the increased erosion caused by the building. Has G.U thought about the effect a 50 foot Boathouse will cause, aside from taking away a scenic view from the Crescent Trail and the road?

Thank you for your time

A handwritten signature in cursive script, appearing to read 'Jake Garcia', written in dark ink.

Sincerely
Jake Garcia

1234 Main Street
Chevy Chase, Maryland 20865
10 January 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons,

I am a student at The Lab School of Washington. I live in Bethesda Maryland , currently right near the Capital Crescent trail and the C&O Canal. I am disappointed to hear that the Georgetown University Boathouse is going to be built on national park land. The park is a historic landmark. By putting a building on national park land you are destroying what the park is all about, and what it stands for. My number one concern is what will happen to the park if the boathouse is to be built.

Building the GW boathouse is also an environmental concern to me. Having a boathouse would take away the beauty of the park, as well as the scenery. You wouldn't be able to see above the river from the canal. What about the Canal? It floods every few years, and if the boathouse is built it will block the natural flooding areas. Wildlife as well would be destroyed. If this building is to happen the Capital Crescent Trail will be shut down to tall runners, bikers, walkers and strollers for about one year. The national park is being invaded and disturbed.

The public is disappointed with this decision. The people who live in the community think that it ruins the beauty of the park. They want the building to not be built. The public doesn't want the Georgetown University boathouse because it takes away the historical relevance of the park. The building as well takes away the value of the park.

The structure and where the building would be built will prevent people from seeing what's behind it. The building is about 50 feet tall towering above the river and would take away space on the Capital Crescent Trail. I thank you for your time and I hope my concern is tended too.

Sincerely,
Sasha Cutler



Teddy Miller
14906 Spring Meadows Dr.
Germantown MD 20874

Mr. John Parsons
associate Regional Director
National capital Region
National Parks Services
1100 Ohio Drive S.W.
Washington, D.C. 20242

Dear Mr. Parsons,

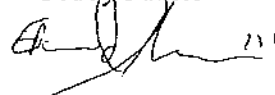
As a student at Lab School of Washington, i am greatly affected by the proposed construction of a boathouse by Georgetown University. I have worked as a construction worker during my summer vacations, so I know how much of a mess the canal will become if construction begins. As I drove down Canal Road today, I noticed how thin and loose much of the walls along the canal were. Could these walls really support the weight of this huge 33 thousand square foot building?

Researchers have proven that floodwaters forced into narrow passages between the two buildings would erode the embankment and damage the canal plus the towpath. I have walked the Crescent Trail with my mother once a month for years, if the view I appreciate the most, is destroyed by a boathouse only used by a few, I will be upset. I will find it appalling if only Georgetown students have the privileges of using it.

I hope you find my letter useful and that you are able to both please Georgetown University and to preserve the C&O Canal .

Sincerely,

Teddy Miller

A handwritten signature in black ink, appearing to read 'Teddy Miller', with a stylized flourish at the end.

11700 Glen Court
Potomac, Maryland 20854
January 14, 2005

Mr. John Parsons
Associate Regional Director
National Capital Region
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Dear Mr. Parsons:

I am a junior at the Lab School of Washington. I feel that constructing a house in a private is absolutely absurd. I live in Potomac Maryland, in area about fifteen minutes away from where Georgetown is planning settle their house boat. I feel that I have the right to be concerned, considering that I live very close to part of the canal that is in Potomac. I am concerned with pollution in our world, especially in Washington D.C. Fraternity, Sorority, and college parties will disrupt the environment in the canal. It won't be good if the boathouse is going to occupy a private area, instead of universities or another space they can find. It is taking too much space, and should be much smaller in terms of environmental space.

The canal in the DC should not be polluted. Not only the boat will cause pollution, but the students at college parties will disrupt the environment. Alcohol and junk food from parties would dirty up the canal, making the area where the boat will located a discussing place to be in. From a view of the boathouse, it would look like a dirty mess, as result of the college kids trashing the area at parties. Pollution is horrible in our world it not only destroys nature, but also causes diseases. Pollution would disrupt our ozone.

The next issue I want to talk about is related pollution, since it disrupts the environment. When the workers will construct the boat, they will destroy an acre of land with an abundance of trees. Tearing down the environment would effect wildlife; causing animals to suffer, get sick, or even death. Tearing down the trees would causes erosion and runoff, forcing flooding waters into a narrow corridor between massive buildings and the C & O canal and towpath, blocking views of the city of Washington, DC.

Another issue is the fact that the boat will take too much space, causing harm to the environment, to wildlife, and blocking views. The boathouse is supposed to be 50 feet in diameter. Taking up too much space might cause pollution in the water, even if college students don't interfere with the environment and trash the area. The boathouse would block the views of the river in the city, since it is 65 feet above the river. Someone should control this situation.

The reasons that I am trying to discuss, shows that I feel very sensitive and strongly upset over the whole idea of a boathouse. I have always have been sensitive and cared for the environment. I can't the whole idea of pollution, and interfering with nature. I am not

January 18, 2005

Dear Mr. Parsons:

I am currently a Senior at The Lab School of Washington. I commute from Potomac, Maryland, every school day and I am concerned about the environment along the Potomac River, by which I drive. Particularly, I am concerned about the possible decision to place the Georgetown University boathouse alongside the Potomac River. This possibility raises major concerns in my mind.

First, the land on which this private organization wants to build is the people's land. To allow a private concern to take the land for its own purposes equates to simple and plain robbery from the people. The whole reason this national park was created 50 years ago was so everyone could enjoy it, not so a select few could relish and savor the enjoyments for themselves. In addition, the amount of land that Georgetown University proposes to build on is considerable. The size of the proposed boathouse alone would equal 33,000 square feet! The amount of public land needed to situate such a substantial building is too much for the public to sacrifice to a private organization.

Second, an entire acre of land will be stripped of its trees to accommodate the proposed building site. Although this may not seem like a lot of trees in the grand scale of things, the use of one little piece of land at a time can make this world a little better or a little worse and, over time, the world will either be a lot better ... or a lot worse. Please also consider that the same acre of trees provides a buffer line that helps to protect the Potomac River from flooding. If flooding occurs even one time, I guarantee you that there will be a lot of unhappy people.

Third, if this boathouse is allowed to be built, its construction will be a nuisance and possibly hazardous to the people using the trail along that part of the Potomac River. Heavy machinery and construction debris will clutter the area for months. The public should not be put at such risk so that a university can build an exclusive structure to which the public will not be allowed to enter or use. Also, please note that this proposed structure will block the view of the river, thus changing forever the esthetic of the park itself.

U.S. DEPARTMENT OF INTERIOR
NATIONAL PARK SERVICE

MEETING OF THE
CHESAPEAKE AND OHIO CANAL
NATIONAL HISTORICAL PARK
ADVISORY COMMISSION

Friday, January 21, 2005

10:00 a.m. – 11:30 a.m.

C & O Canal SHP Headquarters
1850 Dual Highway
Hagerstown, Maryland 21740

(TRANSCRIPT PREPARED FROM A TAPE RECORDING.)

Kathryn Y. Henry, Transcriptionist
10818 Donelson Drive
Hagerstown, MD 21795
(301) 223-5546
khenry@myactv.net

A G E N D APAGE:

1. Roll Call 3
2. Approval of Minutes from Last Meeting 4
3. Discussion on Georgetown Boathouse15
4. Presentation:
 JOHN PARSONS, Associate Regional Director,
 Lands, Resources and Planning, National Park Service,
 National Capital Region

P R O C E E D I N G S

CHAIRMAN WIDENFELD: (In progress and people speaking simultaneously) ...commissions in general, citizen's commissions in general, but I have no idea if (inaudible).

MS. _____: I know that Joe is going to be late.

CHAIRMAN WIDENFELD: Okay, Joe is going to be here.

MR. _____: He is downstairs.

CHAIRMAN WIDENFELD: Is there anybody who is acting as, who is, who is taking, not just minutes, but ah

MR. _____: Well.

CHAIRMAN WIDENFELD: I mean taking notes and

MR. _____: Well, we will

CHAIRMAN WIDENFELD: and roll call and all of that?

MR. _____: Yes, I am, and I'm

CHAIRMAN WIDENFELD: (Inaudible) roll call for (inaudible)

MR. _____: wearing different hats here and I'm prepared to do roll call and we will just run through this.

MR. _____: Jo?

MS. REYNOLDS: Here.

MR. _____: Barry?

MR. PASSETT: Here.

MR. _____: Chuck?

MR. WEIR: Here.

MR. _____: Terry Hepburn?

(No response)

MR. _____: JoAnne?

(No response)

MR. _____: Donna?

(No response)

MR. _____: Jeannie?

MS. DENK: Here.

MR. _____: Muriel?

(No response)

MR. _____: Nancy?

MS. LONG: Present.

MR. _____: Joe?

(No response)

MR. _____: Jim.

DR. GILFORD: Yes.

MR. _____: And, Brother James?

BROTHER KIRKPATRICK: Here.

MR. _____: (Inaudible)

MS. _____: Send (Inaudible).

MR. _____: Okay. And

CHAIRMAN WEIDENFELD: _____: Do you need any kind of (inaudible)?

MS. _____: I just need to sit down.

MR. _____: Do this.

MR. _____....of our very generous nominees, who come month after month,

Anne and George.

MS. _____: What did (Inaudible)?

MS. _____: I may have a fractured pelvis.

MR. _____: All right.

CHAIRMAN WEIDENFELD: All right, so

MR. _____: I told you to get your distemper shot Jo and you wouldn't listen.

(Laughter)

CHAIRMAN WEIDENFELD: Before I ask about the minutes, did everybody get the minutes?

MS. _____: Long ago.

CHAIRMAN WEIDENFELD: Long ago, you did this? For July? So ...

MR. _____: Yes.

MS. _____: There's a lag.

MS. _____: In October.

CHAIRMAN WEIDENFELD: For July?

MS. _____: Yeah, I think it was October.

CHAIRMAN WEIDENFELD: October. Okay, then you all did get that. All right, great. Oh, that's right. She sent that over beforehand.

Are there any comments, or revisions, or changes to the minutes of our last meeting?

MR. _____: (Inaudible)

MS. _____: I have a question.

CHAIRMAN WEIDENFELD: Nancy, did you have any (inaudible) matters to change?

MS. LONG: On page 3 at the bottom.

CHAIRMAN WEIDENFELD: Is that where that big star is? How would you like to do something?

MS. LONG: Oh no, I'm sorry.

CHAIRMAN WEIDENFELD: A little (inaudible)

MS. _____: I'm sorry.

MR. _____: No, I'm going to page through notes as we go. We also, well; I'll say this right now. Last time, what we did is, is a, Gloria took some shorthand notes and, just very sketchy. We had the tapes rolling the entire time. After we got the transcription, we sent it out to be, to have it transcribed, which it was. Then she filled in her handwritten notes with some additional information off the tapes or off the transcribed record of the meeting.

So, we have a full transcription of the meeting from last time, which I think you all agreed you didn't want to receive all 200 pages of whatever it was. And, then you got a summation. And so, assuming that that was satisfactory, we are prepared to do the same thing again.

I'm going to take some notes. We will send the tapes out for transcription. And, we'll come back.

There was a fair amount that Nancy or Gloria had to fill in because none of you, none of us identified ourselves when we spoke. So, it will be helpful, if, and I would suggest it will be difficult to do, if, perhaps, Sheila, that if you call on people, and just say their first name. We don't have any duplicates. So, that will be a cue as to who

CHAIRMAN WEIDENFELD: Who is changing tapes and doing that?

MR. _____: We're

MS. _____: Well, Kathy, Sheila, and I will work it out.

CHAIRMAN WEIDENFELD: Oh, good. Okay?

MS. _____: Yes.

MR. _____: That's why you see some additional microphones, so that we have better sound quality. It will make it easier for the person doing the transcription. Okay, if

CHAIRMAN WEIDENFELD: So, if I neglect to, you will just speak up so that Sheila ... Just say your name.

Nancy?

MS. LONG: On the bottom of page 3, it might be well to identify the (Inaudible), where it's located. We don't know, but if someone is really looking for information.

MR. _____: Okay.

MS. LONG....it might not (inaudible).

I'm not done yet. I'm sure people will say (inaudible).

MR. _____: Oh yeah, any time this commission is getting taped, and I'm sure it has been taped long before I got here, we still have those tapes. We have never gotten rid of the tape of any commission meeting.

MR. _____: I've seen the drawers and the filing cabinets full of those tapes in the library. So, I know they are there. I can't verify that they are not erased, but I know they're there.

(Laughter)

MR. _____: We don't store the magnets there?

CHAIRMAN WEIDENFELD: Will there be anything else Nancy? Jo?

MS. REYNOLDS: I have a question for clarification on page 3, the paragraph above scenic easements. It starts out very passive. I made a motion that the Commission endorses the spirit and the intent to the right-of-way to conditions at the C & O Canal Information Center. And, it doesn't scan to me. I don't know what that means.

MR. _____: And, it doesn't scan to you?

MS. REYNOLDS: I mean, I don't know what that sentence means.

MR. _____: Last, at the last

MS. REYNOLDS: At the C & O Canal Information Center. The conditions at the C & O Canal Information Center.

MR. _____: A copy of (inaudible)

MS. REYNOLDS: Conditions of the C & O Canal Information Center?

MR. _____: We'll clarify that. But, if you will recall, at the last meeting we had a two-page description of some of the latest figures working on it.

MS. REYNOLDS: It may just be a typo.

MR. _____: Well, it could be. In all probability it's that.

MS REYNOLDS: Probably it could be an "of the" instead of "at the."

MR. _____: Okay.

MS. REYNOLDS: It would make sense if we said, "of the."

MR. _____: Okay.

CHAIRMAN WEIDENFELD: Anybody else?

Okay, I think that we should move on. We have a got a lot of things on the agenda and that would be my suggestion to move right (inaudible). Each thing that we are going to have to flesh out a bit.

So, the first item is the Georgetown University Boathouse and I think that before....

John, thank you very much for coming today. I know (inaudible).

MR. _____: It was my pleasure.

CHAIRMAN WEIDENFELD: It's been all our pleasure.

And, but before that, I'm wondering if (inaudible) there was an (inaudible) of the missionaries at the Scoping meeting that was held on the 11th of January. And, I don't know, did we have several meetings before hand? I don't know, if we should just get into it or if anybody wants to give some overview?

MR. _____: Well, what the (inaudible) wanted to know...

We may be able to open up the venting in here a little bit more.

I'll start out with a couple of things. For those of you who were able to come to the Scoping meeting, members of the Commission or others who are here, I really appreciate

I'll start out with a couple of things. For those of you who were able to come to the Scoping meeting, members of the Commission or others who are here, I really appreciate your attendance for this patience. I thought the meeting came off fairly well from the feedback that I got from everybody who has made a comment to me. But, it was that they were pleasantly surprised that it came off as well as it did. So, that's good. As far as the (inaudible) part, then we are doing okay.

What we thought we would do this morning, because we are still in the public scoping period that doesn't really officially end until at the end of today. You know, we thought that for the full Commission we would just do a little bit of an overview because there really isn't anything new (inaudible). We haven't reviewed all the public comment that has come in and there will probably be more that comes in this afternoon and there may be more over the weekend. I don't know.

But, we will probably go over the process and talk a little bit about that, and somewhat like the presentation that was at the beginning of the meeting. And so, we thought we would do that and to do that we thought John would fill in for the two consultants, who gave that presentation. Last, a week ago Tuesday night. It was, the panels that you see up there are the same ones that were used at the Scoping meeting. And so, John you might just walk us through kind of that information. Particularly for those who weren't at the Scoping meeting.

MR. _____: Uh oh.

MR. PARSONS: You know what I'm supposed to do? Turn the power on.

MR. _____: Yes.