GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

Office of the Director

MEMORADUM

DATE: May 12, 2003

TO: District of Columbia Zoning Commission

FROM: Andrew Altman, Director
Office of Planning

SUBJECT: Waiver of Rules for Late Submittal of Final Report on Case No. 02-30

The attached Final Report concerning an application for initial zoning of W-0 for a parcel of land on the Potomac River for a new boathouse for the Georgetown University rowing team is being submitted less than 10 days prior to the Zoning Commission's consideration of the item and scheduled public hearing. The Office of Planning respectfully requests that the Commission waive its rule and accept the report into the record.

Attachments

AA/jl

ZONING COMMISSION
District of Columbia
Case 02-30
Exhibit 112

ZONING COMMISSION
District of Columbia
CASE NO.02-30
EXHIBIT NO.112

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

Office of the Director

FINAL REPORT

DATE: May 09, 2003

TO: District of Columbia Zoning Commission

FROM: Andrew Altman, Director
Office of Planning

SUBJECT: Final Report for Zoning Commission **Case No. 02-30**;

Map amendment to zone un-zoned waterfront parkland to W-0, filed by Georgetown University and the National Park Service, to permit the construction of a Georgetown University Rowing Club Boathouse on the Potomac River.

I. RECOMMENDATION

The Office of Planning recommends that Zoning Commission Case No. 02-30, which provides for a proposed map amendment for the Georgetown University Boathouse site for initial zoning of W-0 as well as relaxations to zoning regulations, be approved.

II. PROPOSAL

The applicants, Georgetown University (G.U.) and the National Park Service (NPS), have requested initial zoning for an area of land on the banks of the Potomac River, referred to as Tract 102-114. The NPS administers the 1.09 acre piece of undeveloped waterfront federal land as well as the surrounding parkland. G.U. wishes to construct a 35,500 square foot boathouse on the property, for use by the university's rowing programs, currently operating out of the Thompson Boathouse facility. A 240 long floating wood dock would extend out from the shoreline about 70 feet. Stone rip-rap would be utilized the potion of the river bank not currently stabilized with concrete. A wood fence is proposed along the east property line shared with the Washington Canoe Club. A new 10' wide service road adjacent to the Trail would be provided as part of a long-standing NPS service road plan and to meet Fire Department access requirements. It would provide emergency vehicle and delivery access only.

The NPS would exchange this site with G.U. for another waterfront property located approximately ½ mile to the west, currently owned by the University, following the establishment of zoning. The current G.U. property is undeveloped waterfront parkland zoned C-M-1, and there an agreement in place which would allow vehicular access to the site along Capital Crescent Trail from K Street. Following the exchange, it would remain undeveloped parkland, but would be owned and administered by the NPS rather than G.U. The exchange agreement restricts the use of the proposed G.U. boathouse site to a boathouse for non-motorized vessels, for the University's rowing program.

The applicant originally proposed that the property be zoned W-1. OP proposed, and the applicant has agreed to, the recently created W-0 Waterfront Open Space Recreation zone for this property, as it provides for low intensity open space and maritime waterfront uses such as the proposed boathouse, would establish basic criteria for uses such as a boathouse, and would provide for Zoning Commission simultaneous review of

special exception or variance requests for proposals when initial zoning is also being established, as would be the case with the G.U. boathouse.

A number of submissions in opposition to the proposed boathouse have been received, with concerns mainly related to potential impacts on the river, the park, the adjacent Washington Canoe Club, and the use and enjoyment of Capital Crescent Trail.

III. AREA DESCRIPTION – Refer also to the Location Plan, Attachment I

The subject site is located on the Potomac River, directly to the south of Georgetown University and to the west of the existing Washington Canoe Club boathouse, about ¼ mile west of Key Bridge and the end of K / Water Street NW. To the north are Capital Crescent Trail, the C&O Canal, the Potomac Heritage Trail, Canal Road, and Georgetown University. To the east is a narrow strip of parkland between the trail and the river, part of over 200 acres of waterfront parkland in the District between the C&O Canal and the Potomac River. There is no vehicular access to the site. A sewer line runs east-west under the property.

IV. COMPREHENSIVE PLAN

The subject site is designated as "Parks, Recreation and Open Space" on the General Land Use Map, the dominant uses being "parks and recreation centers, cemeteries, and the National Capital Open Space System." The proposed boathouse for the G.U. rowing teams is not inconsistent with this designation. The proposed W-0 Zone is also consistent with this designation.

The proposed boathouse use would also support a number of Comprehensive Plan District-wide objectives promoting animating the waterfront, and Ward 2 objectives and proposed actions, as outlined in the report from the Office of Planning dated October 18, 2002. Initiatives to increase use and stewardship of the rivers conform to various Comprehensive Plan objectives, as well as other District planning initiatives such as the Anacostia Waterfront Initiative (AWI). The AWI advocates uses that animate the water, but does not directly address boating and facilities on the Potomac River.

V. ZONING DESIGNATION

The property is currently unzoned federal land, as is the adjacent Washington Canoe Club. There is W-1 zoned property to the east. The Capital Crescent Trail (formerly a railway line), is zoned C-M-1. Most existing boathouse facilities are on unzoned land or zoned W-1. The applicant originally proposed to rezone the site to W-1, but has since agreed that W-0 is a more appropriate zone. The application was advertised as recommending the W-0 zone designation with required special exceptions, and, in the alternative, W-1.

VI. ZONING ANALYSIS– Refer Also To Project Profile, Attachment II

The boathouse use is permitted in the W-0 zone by special exception. As designed, the structure conforms to W-0 regulations, other than waterfront setback and parking spaces. The W-0 zone provides for Zoning Commission review of special exception and variance requests as part of a zoning application (§926.1). The zone establishes special submission requirements and review criteria for such applications. These requirements and criteria had not been finalized at the time of submission, but the submission addresses the pertinent issues.

a. Special Exceptions / Variance Required

i. **Use** –§919.1 of the W-0 zone states that "*If the Board of Zoning Adjustment or the Zoning Commission consider that it is appropriate in furthering the objectives of the Waterfront District, a boathouse shall be permitted as a special exception in the W-0 District when authorized by the Board under § 3104, or the Commission under § 926.*" This consideration is subject to special criteria analyzed in section **VI e.** if this report.

ii. **Parking** - §922 states that "*All or a portion of required parking spaces for a boathouse may be reduced or eliminated by special exception if approved by the Board of Zoning Adjustment under § 3104 or the Zoning Commission under § 926...*", subject to the applicant demonstrating conformity to criteria analyzed in section **VI f.** of this report.

iii. **Waterfront Setback** - §935.3 states that "*The Board of Zoning Adjustment in accordance with § 3104 or the Zoning Commission under § 926 may consider a Special Exception in accordance with the criteria of §923, for any proposed waterfront setback of greater than 20' and less than 100'.*" The building would provide a setback of only 15' for the center portion of the building (the east and west wing would provide about 50'), so a variance would be required, as analyzed in section **VI g.** if this report.

b. W-0 Special Exception Application Requirements (§925)

i. **Survey plan** showing contours, floodplain, existing water bodies, existing vegetation and existing disturbed areas.

The proposal includes a basic site plan and a landscape plan that show contours, existing vegetation, the shoreline, and existing disturbed areas. The high water mark is established at an elevation of 2.94'. The site is undeveloped (other than some concrete stabilization along a portion of the riverbank) and within the 100-year flood plain, so the building is designed to allow floodwaters to enter the first floor but not reach the upper floor. A copy of the site plan, along with building plans, was distributed to District agencies as part of normal OP referral of the application for comments, and additional drawings were submitted to the Office of Zoning for referral to District agencies.

ii. **Proposed site plan** showing all improvements, treatment of a waterfront setback area, grading, and landscaping.

The survey and landscape plan shows the location of the proposed building and dock. To the north of the building would be a narrow planting strip. The applicant advises that approximately 25,000 cubic feet of fill would be required to establish a level grade for the building; there would be no filling of normally submerged areas.

iii. **Parking plan** showing parking spaces and access, emergency vehicle access, and a parking management plan for special events.

The proposal does not include on-site parking. Emergency vehicle access would be provided along a 10' service road adjacent to the Capital Crescent Trail. There would be no outside storage of boats. The applicant advises that University shuttle buses would be

used to shuttle special event visitors to the end of K Street NW, a short walk away.

c. W-0 Special Exception Review Criteria (§924)

§924.1 states that, in addition to meeting other specific and general special exception criteria, the applicant shall also prove that the proposed use meets the following standards:

i. The buildings, structures and uses will enhance the visual and public recreational opportunities offered along the waterfront.

The boathouse use would provide recreational opportunities along the Potomac River, and animate both the water surface and the entrance to Capital Crescent Trail. It would provide for waterfront use by Georgetown University students, and, according to the applicant, free up space in the over-utilized Thompson Boathouse for wider public use.

The building design, while larger than the existing Washington Canoe Club, incorporates massing, materials and a style that is in keeping with the maritime use and waterfront location, and it provides attractive facades to both the trail and the waterfront sides of the building. The Commission of Fine Arts, and the Old Georgetown Board have approved the design of the building.

ii. Buildings, structures and uses on land will be located and designed to minimize adverse impacts on the river and riverbank areas. Boathouse, marina or yacht club buildings should be located entirely on shore directly in front of berths.

The proposed boathouse site is adjacent to an existing boathouse, close to urban areas. Although it would result in the development of a portion of waterfront, the lack of parking and outside boat storage would lessen physical impacts on the narrow park area and the riverbank. The land exchanged for the site, which is currently zoned and potentially developable, would, as a result of change in ownership, remain undeveloped parkland.

OP is concerned with the requested 5' variance for waterfront setback. Although the site is narrow, and proximity to the shoreline for a boathouse is a necessity, the intention of the setback is to provide a buffer between the building and the riverbank. However, this site is particularly constrained by the relatively shallow width, the presence of the Capital Crescent Trail to the north, and a wish to maximize side yard setbacks. With careful construction practices and riverbank protection, it is unlikely that an additional 5' of setback would provide significant environmental or visual benefit.

iii. Buildings, structures and uses on, under, or over water will be located and designed to minimize adverse impacts on the river and riverbank areas.

Not applicable for the boathouse building, as it would be located entirely on land. The pier would be a floating wood dock and ramp that leads to a permanent platform at the level of the boat storage bays. An Environmental Impact Screening Form and other normal Federal and District environmental review would be required at the building permit stage. The applicant advises that the project has been reviewed by the DC Environmental Regulatory Agency and the Army Corps of Engineers, which has

determined that there are no wetlands on the site or habitats that will be disturbed by the building. Because of its location within the 100-year floodplain, the applicant also notes that the D.C. Environmental Health Administration and Watershed Protection Division will review the project. The applicant further notes that Federal Emergency Management Agency (FEMA) guidelines for this type of design are being followed and a submission is being made to FEMA through the DC Environmental Regulatory Administration.

iv. All structures and buildings will be located so as not likely to become objectionable to surrounding and nearby property because of noise, traffic or parking, and so as to not limit public access along or to the waterfront, other than directly in front of a boathouse, marina or yacht club principal building or structure.

The proposal does not include on-site parking, as the siting permits most regular users to arrive by foot or bicycle from Georgetown University. Street parking is available on K Street, within easy walking distance. The location and the intended use should limit noise impacts on the nearby uses; the only adjacent facility is also a boathouse. The existing Capital Crescent Trail will remain located behind the proposed boathouse and the existing Washington Canoe Club. Entrances to the boathouse and the proposed use of native species planting would add visual interest to this elevation.

v. Impervious surfaces are minimized, and buildings, structures and other uses will be designed and sited to minimize surface storm water run-off directly into the river.

The project includes no on-site parking or new paved access ways. This will reduce new impervious surfaces on the site and along the trail. There would be no exterior storage of boats, which further minimizes impervious surfaces. Existing concrete along the riverbank is to remain in place. New trees close to the edge of the river are proposed to be native species.

vi. Screening, coping, setbacks, fences, the location of entrances and exits, or any other consideration for accessory or non-accessory parking spaces will screen and protect adjacent parkland and the waterfront.

Not applicable, as no new parking or parking access ways, on or off site, are proposed.

vii. Emergency access will be provided to any buildings, structures, or other space devoted to active public use.

Infrequent emergency vehicle access would be provided along a new service road adjacent to the Capital Crescent Trail.

d. §3104 Special Exception Criteria

Will the special exceptions be in harmony with the general purpose and intent of the Zoning regulations and Maps?

Boathouse Use:	The W-0 Zone is intended to " *provide waterfront park space recreation area with related waterfront-oriented or waterfront-enhancing uses, to serve local and regional open space recreation needs*" (§900.6), so provides for uses such as this one which animate the waterways in the District, particularly areas in close proximity to developed urban lands. The proposed boathouse use is in keeping with this intent, and is a use appropriate to the site and the surrounding uses.
Parking:	Generally, it is the intent to minimize parking and vehicular traffic impacts of new developments, where it is feasible to do so. The facility is within walking distance of Georgetown University, minimizing or eliminating the potential traffic implications of placing the boathouse in a site distant from the university. The parking special exception request is in keeping with this intent, given the proximate location of the university and existing parking on K Street.

Will the special exceptions adversely impact the use of neighboring property?

Boathouse Use:	Adjacent uses include Washington Canoe Club (WCC) and the Capital Crescent Trail. Members of the WCC have indicated opposition to this application, due to the scale of the proposed building; potential impacts on canoe and kayak use of the waterway adjacent to the shore; and potential impacts resulting from construction close to the historic WCC building. There would about 95' separating the two buildings. The boathouse will impact the Capital Crescent Trail, in that it would result in the removal of adjacent undeveloped parkland, for a length of about 440 feet, and would impact views of the water from the Trail, particularly in the winter. However, it will animate a portion of the trail, provide more users, and provide more of a "point of interest" at the trailhead. The agreement also ensures that the parcel of land along the trail that is owned by the University remains undeveloped and in a natural state. There should be limited if any negative visual or other impact on more distant properties, although OP feels that the facility as designed would visually compliment the river-scape when seen from afar.
Parking:	A more distant site would likely result in the need for vehicular traffic from the university, increasing street traffic in Georgetown and a need for parking at the site. Parking is available on K Street, and the transportation management plan calls for the use of University shuttle buses to transport special event visitors or rowing teams to the end of K Street, a short walk away, when it is required.

e. §919.2 Boathouse Use Special Exception Review Criteria

§919.2 states that "*In addition to demonstrating that the boathouse meets the criteria for special exceptions set forth in §§924 and 3104, the applicant shall further demonstrate that*:

(a) *The boathouse and associated structures will be designed to enhance the visual and recreational opportunities offered along the waterfront;*

Refer to **VI c. i.** above.

(b) *The boathouse and associated structures will not result in fill of normally submerged areas, and will minimize excavation to that reasonably required for a principally above-grade facility;*

The boathouse is proposed to be located entirely on the shore. The pier is designed to be a floating wood dock and ramp that leads to a permanent platform at the level of the boat storage bays. No fill of normally submerged areas is proposed; excavation appears to be minimized.

(c) *The boathouse and associated structures will be located so that they are not likely to become objectionable to surrounding and nearby property because of noise, traffic, or parking."*

Refer to **V c. iv.** above.

f. §922.2 W-0 Parking Special Exception Review Criteria

§922.2 states that all or a portion of required parking spaces for a boathouse may be reduced or eliminated by special exception if the applicant can demonstrate that:

(a) *The provision of parking would result in significant adverse impacts on adjacent park land;*

Providing parking on site would require new public vehicular along a portion of the Capital Crescent Trail; would result in a greater amount of paved surface along the edge of the Potomac River which would result in both environmental and visual negative impacts, and possibly would result in the need for more land to be removed from the existing park for its conversion to parking.

(b) *The type or location of the associated principal use results in diminished demand for parking from what would otherwise be required by zoning regulations;*

The proposed boathouse site is close to Georgetown University, where regular users of the boathouse will reside or attend. As such, most users will be able to walk or ride bicycles to the site. The site is not intended to be used by the general public on a regular basis, but existing parking is available along K Street.

(c) *Reasonable and conveniently located alternatives to parking exist and are available to the boathouse users with minimal impact on adjacent land or development."*

Parking for visitors is available a short walk away along K Street. The Capital Crescent Trail, which users of the boathouse can use to access the site by foot or bike, is in existence. The University has shuttle buses that will be used to transport special event visitors to the end of K Street.

g. Waterfront Setback Variance (§3103.2)

Does the property exhibit specific uniqueness with respect to exceptional shape, narrowness, shallowness, topography or other extraordinary or other exceptional situations or conditions?

At 94 to 127 feet in depth, the site is narrow for a facility of this kind. The required 100-foot setback is not possible, so a structure on the site could not be built without a relaxation to waterfront setback. The Capital Crescent Trail is directly to the north of the proposed site and parallels the water at a distance of about 130 feet from the water's edge, so a conforming setback would require considerable disruption to the Trail. The topography of the site is relatively flat to within a short distance from the shoreline, and the building would be located on this flat section. A portion of the riverbank is already stabilized with poured concrete.

Does the extraordinary or exceptional situation impose a practical difficulty that is unnecessarily burdensome to the applicant?

Requiring a greater setback may result in functional difficulties with the boathouse, as the narrowness of the site and the location of the Capital Crescent Trail preclude moving the boathouse further from the shoreline. However, OP would support an adjustment to the building envelope to increase the setback to a minimum of 20 feet.

Can the relief be granted without substantial detriment to the public good and without substantially impairing the intent, purpose and integrity of the Zoning Regulations and Map?

Boathouses must be located adjacent to the water, and they can foster greater passive use, and therefore stewardship, of the waterways. The only adjacent building – WCC – orients south to the water rather than towards the proposed boathouse site, and does not provide public waterfront access. For most of the building length, a waterfront setback of about 50' would be provided – it is only for the center ¼ of the building provides a 15' setback. The 20' minimum (by special exception) waterfront setback was established to minimize impacts on the riverbank and the river, and to provide minimal space for public access along the waterfront. In this case, public access is not required, would result in both safety and logistical difficulties for the normal operation of a boathouse, and is already provided by the Capital Crescent Trail to the north. Increased attention to minimizing environmental impacts on the river and shoreline are required as buildings are located closer to the bank, in this case shoreline issues continue to be addressed by various environmental review processes.

VII. AGENCY REFERRALS

In addition to normal referrals by the Office of Zoning, this application was referred to the following District government agencies for comment:

- Department of Consumer and Regulatory Affairs (DCRA) – no response as of the date of filing this report.
- Department of Housing and Community Development – indicated support for the proposed zoning.
- Department of Parks and Recreation - supports the application for the map amendment permitting construction of the Georgetown University Rowing Club Boathouse as it enhances the use of the Potomac Riverfront for recreational purposes.
- Department of Public Works (DPW) - no response as of the date of filing this report.
- DPW Tree and Landscape Division - no response as of the date of filing this report.
- District Department of Transportation (DDOT) - no response as of the date of filing this report.
- Department of Health - no response as of the date of filing this report.
- Fire and Emergency Medical Services Department - no response to the OP referral as of the date of filing this report. The applicant advises that a 20' wide fire access lane to the site is required.
- Metropolitan Police Department – The MPD notes that the proposal would not bring additional traffic or concerns, and would provide an enhancement to the area waterway and adjoining lands.
- Water and Sewer Agency (WASA) – WASA did not express opposition to the proposal in concept, but noted that review of detailed plans and engineering requirements is required, including 15-year peak flow; proposed locations of the storm/sanitary sewers and water lines connection; future average and maximum daily water demand and wastewater discharge; erosion and sediment control plan approval from DOH; and adequate protection must be provided for the 84" sewer over which the new building will be erected.

VIII. PUBLIC COMMENTS

The boathouse concept design has been approved by the Commission of Fine Arts (October 18, 2001), the Old Georgetown Board (October 04, 2001), and the Georgetown Waterfront Commission (March 20, 2002). At its October 02, 2001 meeting, ANC 2E voted to not oppose the boathouse design.

As of the drafting of this report, numerous individuals and organizations, including Georgetown residents, members of Washington Canoe Club (WCC), users of the Capital Crescent Trail, and such prominent organizations as the Sierra Club and the American Hiking Society, have indicated opposition to the proposal to staff and in letters submitted to the Commission. Concerns include:

- loss of parkland and natural wildlife habitat along the waterfront;
- the size of the proposed boathouse structure and associated dock, particularly in relation to the Washington Canoe Club;
- loss of views from the trail;
- potential environmental impacts on the river and the shoreline;

- potential impacts on the Capital Crescent Trail and the historic Washington Canoe Club structure during and following construction; and
- impacts on existing area road traffic and on current canoe and kayak lanes on the river.

The applicant has submitted to the Commission copies of letters which response to many of these concerns, from:

- the National Park Service to the Washington Canoe Club (May 07, 2003), responding to many of the concerns raised by the WCC;
- from an ecologist with the U.S. Army Corps of Engineers to the National Park Service (1995), noting that there are no jurisdictional wetlands on the proposed boathouse site; and
- from the C&O Canal National Historic Park to Georgetown University (November 04, 2002), outlining design goals for a new service road and emergency access right-of-way.

IX. SUMMARY AND RECOMMENDATION

Boathouses are considered a desirable use on the changing and improving Anacostia and Potomac River waterfronts, as they can foster a greater use and enjoyment of the rivers, serve to animate the water for both active and passive recreation users, and provide for greater awareness and stewardship of the waterways. A number of boathouses and marinas currently exist, especially along Washington Channel, on the Anacostia River between the 11th Street and Souza Bridges, and close to Key Bridge. While the Anacostia River is envisioned (in the Near Southeast and Anacostia Waterfront Initiative plans) as the site for most future boathouses as part of a "Boathouse Row", the proposed site is considered appropriate for this particular function as it would be associated with Georgetown University, located directly to the north of the site. The new facility would free up space for other users in the heavily utilized Thompson Boathouse facility, and provide increased activity on the Potomac Waterfront and at the entrance to the Capital Crescent Trail.

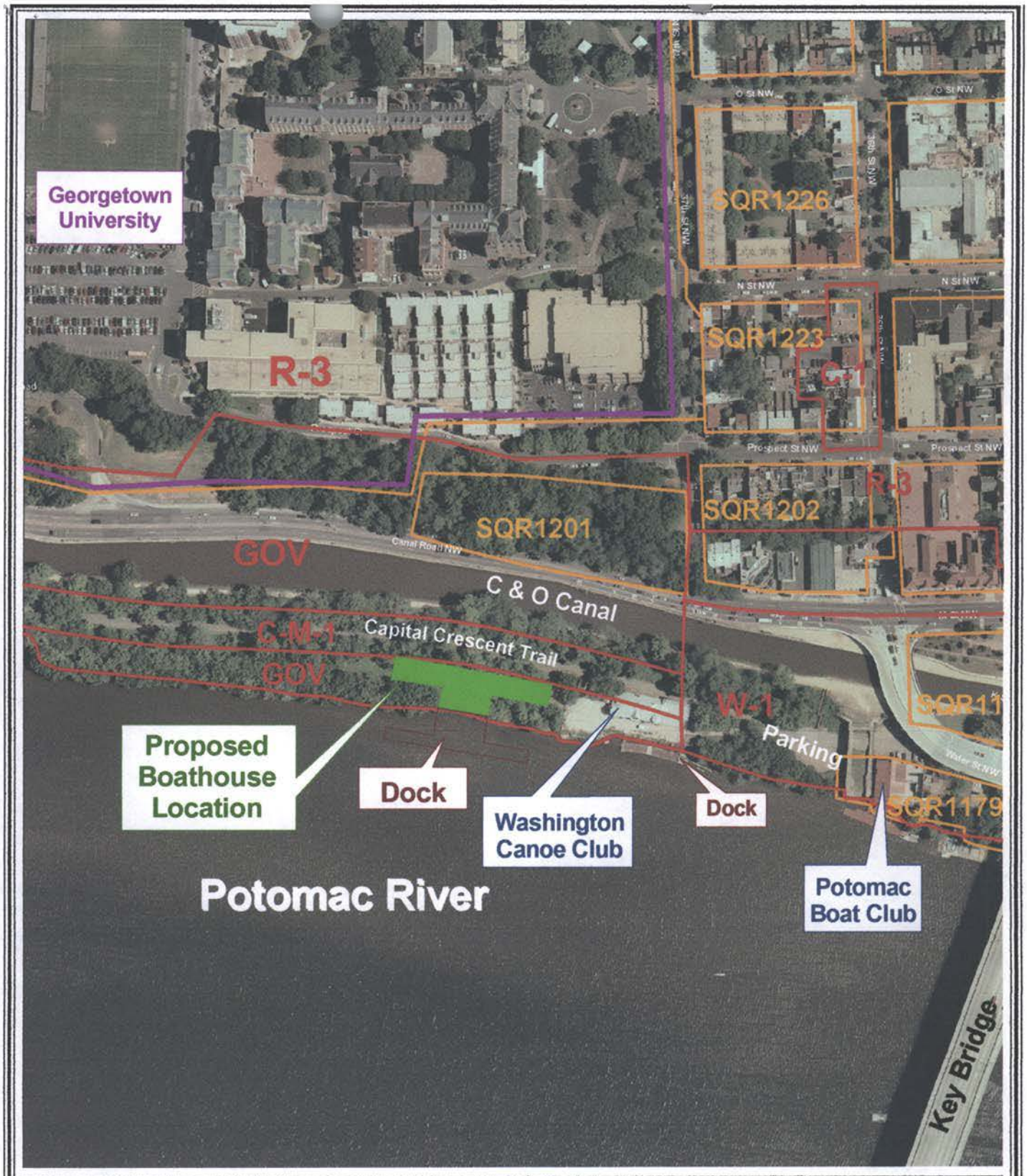
The proposal would trade, for other currently undeveloped parkland, approximately one acre of land located directly adjacent to and existing boathouse facility, which does not appear to have a significant detrimental impact on the surrounding environment. Like any development, the boathouse would have an impact on surrounding lands and uses. Development within existing parkland should be minimized and located elsewhere where it is feasible to do so. In this particular case, the boathouse would be located directly adjacent to existing development, and within walking distance of the primary users, Georgetown University students, so the proposed location is both logical and, from a traffic perspective, preferable to sites remote from the university. Impacts on adjacent lands and uses - the bank of the river, the Capital Crescent Trail, and the existing Washington Canoe Club - would occur, and would likely be at a maximum during the construction period. Careful siting, design, construction, and consultation with organizations representing Trail users and the adjacent canoe club organization can minimize negative impacts, and result in long-term benefits to the broader community. OP feels that the review mechanisms are in place to address environmental impacts.

OP recommends approval of W-0 zoning for this site as well as the requested special exceptions and variance.

AA/jl

ATTACHMENTS:

I. Aerial Photo
II. Revised Project Profile



Feature Key
- Zoning Boundaries
- Square Index
- Georgetown University
- Approximate Boathouse Location and Size

Zoning Commission
Case No. #02-30
Proposed Georgetown University Boathouse

DC Office of Planning
May 9, 2003

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Attachment 1

ZC case #02-30, Georgetown University Rowing Club Boathouse **Appendix II**

Revised Project Profile

Standard	W-O Zone	Zone – W-1	Proposal[1]
Boathouse Use: (§919)	permitted by special exception	permitted	**Boathouse**
Lot Area:	not regulated	not regulated	1.09 acres; 47,480 sq.ft.
Height: (§930)	40 feet maximum to the ceiling of the uppermost floor, per Zoning definition	40 feet maximum	40 feet; although east and west wings are substantially lower.
Stories:	not regulated	not regulated	2 stories
Floor Area Ratio: (§931)	.75	2.5 max; 1.0 max. for non-residential uses	.75
Square Footage:	35,610 sq.ft.	118,701 sq.ft. max. / 47,480 sq.ft. non-residential max.	35,524 gross sq.ft.
Assembly area:	not regulated	not regulated	2,880 sq.ft.
Lot Occupancy: (§932)	50%	80%	48%
Side Yards: (§934)	12' minimum each side	not required; 8' minimum if provided.	50' on east side, 58' on west side
Waterfront setback (§935)	100', 20' by special exception	not regulated – 12' min. rear yard required	**15'[2] – variance required**
Front yard / setback from trail:	not regulated	not regulated	approx. 14'-20' to trail (4'–10' to fire access lane)
Approx. setback from Canoe Club:	not regulated	not regulated	95' between buildings
Parking:	1 space for every 2,000 square feet of building area	No directly relevant regulations; Boat club – 1 space / 4 berths	**None - Special Exception under §923.2**
Boat Storage Bays:	not regulated	not regulated	
• Internal:	not regulated	not regulated	60-80 shells[3]
• External:	not regulated	not regulated	0
Lot Frontage / Building Permit Issuance: (§3202.3)	§3202.3 amended to say: "…a building permit may be issued for a boathouse or marina to be constructed on a lot that is not a lot of record, provided that such lot fronts on a public body of water, is otherwise surrounded by public park land, and is zoned W-0."	§3202.3 requires the creation of a conforming lot prior to the issuance of a building permit for any construction	The proposed site meets the W-0 wording.

1 Information provided by applicant.

2 To the center portion of the building (about ¼ of the total length), the east and west wings would provide a setback in excess of 50 feet; the dock would extend out from the building over the surface of the water.

3 Anticipated number of boats stored.