ARNOLD & PORTER

Nathan W. Gross, AICP
Zoning and Land Use Specialist
Nathan_Gross@aporter.com

202.942.5956
202.942.5999 Fax

555 Twelfth Street, NW
Washington, DC 20004-1206

Not Engaged in the Practice of Law.

June 2, 2003

D.C. ZONING DIVISION
2003 JUN -2 PM 3:55
RECEIVED

Carol Mitten, Chair
D.C. Zoning Commission
441 4th Street, N.W.
Suite 210
Washington, D.C. 20001

Dear Ms. Mitten:

Enclosed are the remaining renderings and other illustrations requested of the Applicant by the Zoning Commission at the May 19, 2003 public hearing. Copies are also being delivered to the parties in the case. The enclosed exhibits are:

Color Rendering of the Georgetown University (G.U.) Boathouse from Capital Crescent Trail looking east.

Color rendering of G. U. Boathouse from Towpath w/o existing vegetation.

Color rendering of G. U. Boathouse from Towpath w/ existing vegetation.

Photo montage looking south from Canal Road, showing Boathouse roof line through trees.

Photo montage looking west from towpath, showing Boathouse roof line through trees.

Photo of the Washington Canoe Club (W.C.C.) and grounds, with heights.

Photo montage of waterside elevation of G. U. Boathouse, WCC, and Georgetown waterfront.

Photos of Harvard, Princeton, Yale and Coast Guard Boathouses, and oar storage at Thompson's (three pages).

Photograph of Boathouse Row, Philadelphia.

ZONING COMMISSION
District of Columbia
Case 02-30
Exhibit 244

ZONING COMMISSION
District of Columbia
CASE NO.02-30
EXHIBIT NO.244

Under separate cover we have submitted a videotape of operations and launch of shells in the early morning hours at Thompson's Boathouse. We would request 15 minutes at the beginning of the June 6, 2003 public hearing for University Architect Alan Brangman to show the video. We believe it will be informative for the Zoning Commission as well as others waiting to testify in the case.

We hope these exhibits will assist the Commission in its decision on the case.

Respectfully submitted,
ARNOLD & PORTER

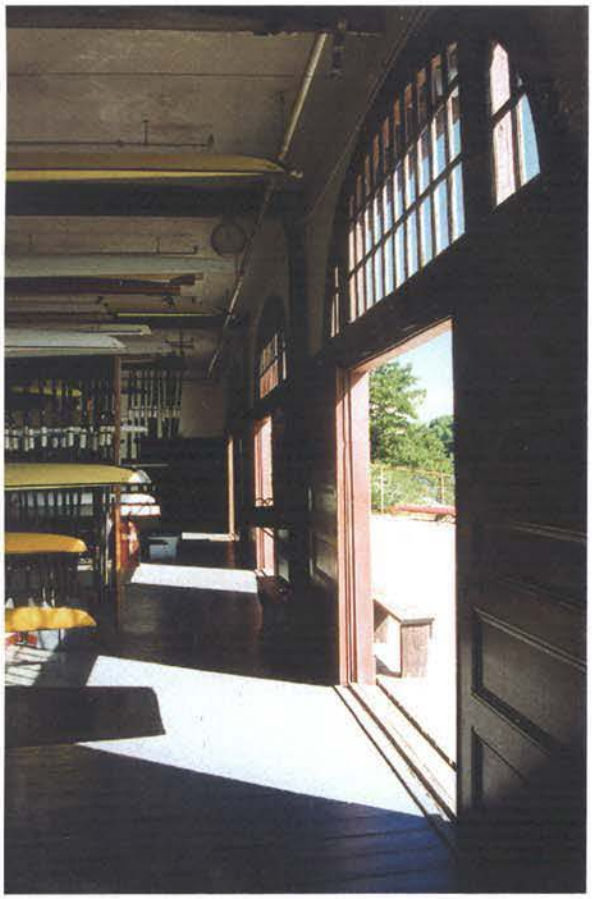
Nathan W. Gross, AICP

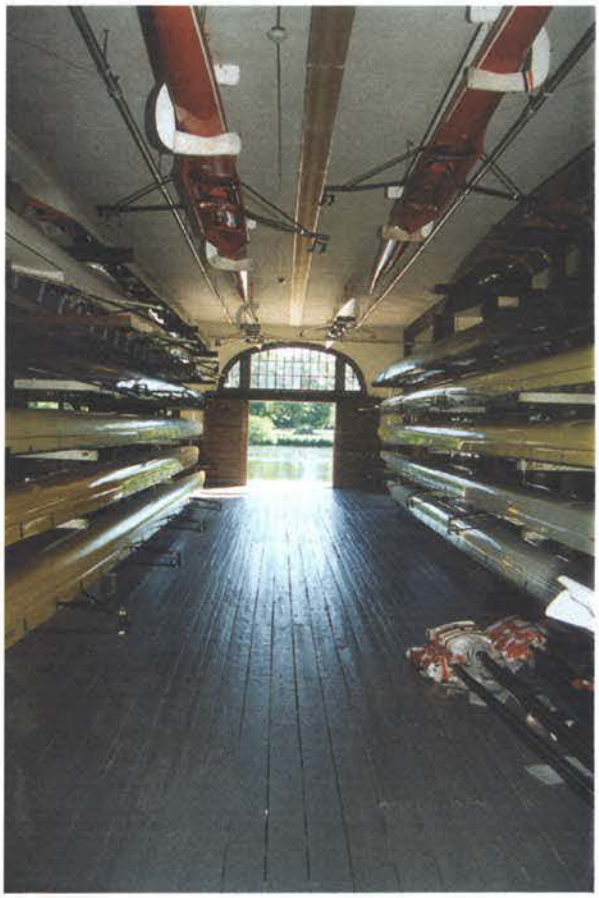
Cynthia A. Giordano

Cc: Advisory Neighborhood Commission 2E
Washington Canoe Club
Coalition for the Capitol Crescent Trail
C & O Canal Association



Harvard University Men's Boathouse
View from dock.





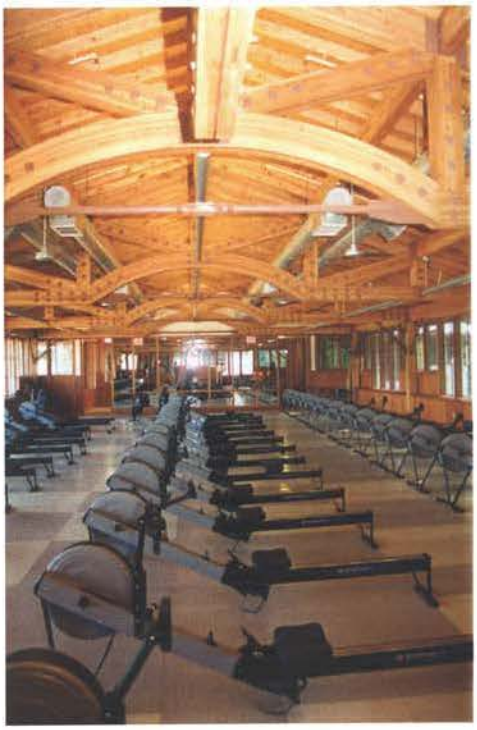
View of shell storage bays.



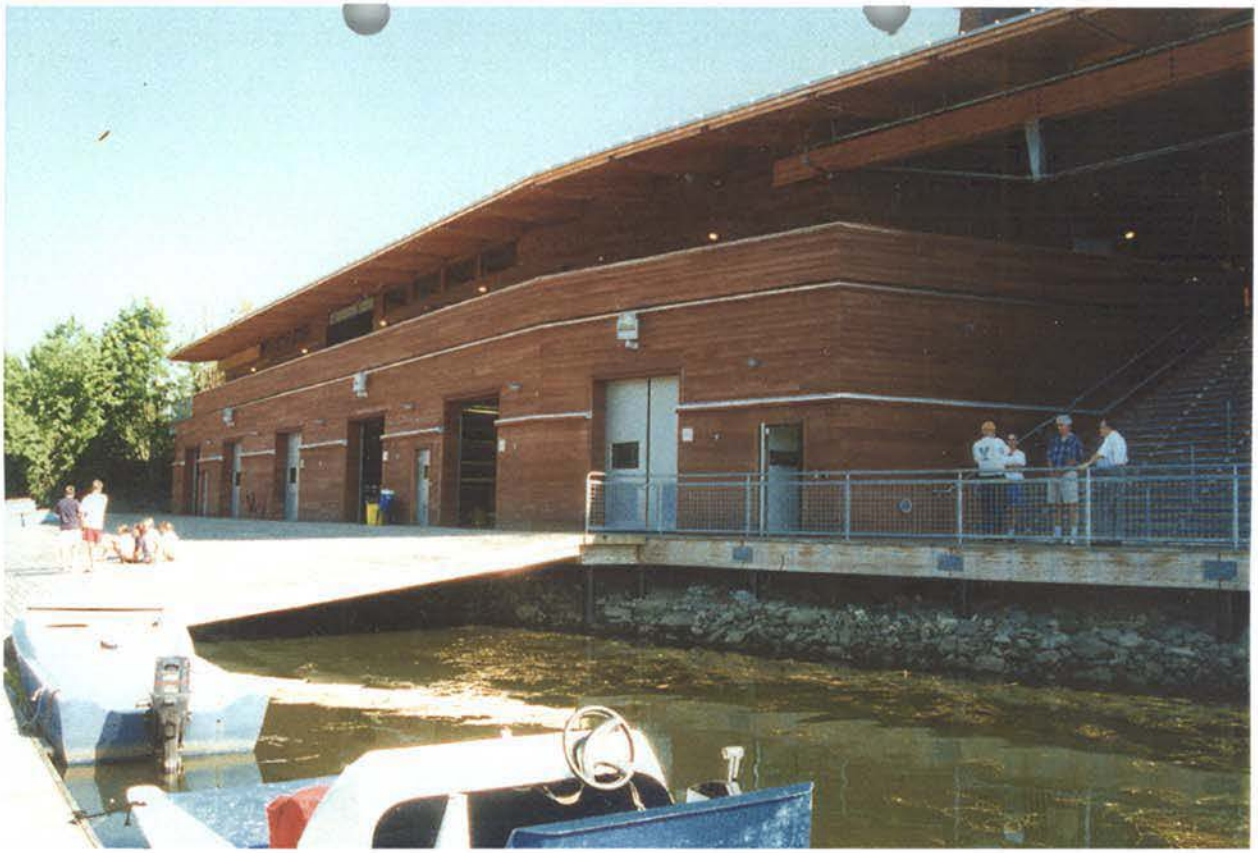
Princeton University Boathouse
View of original building.



View of 1999 addition.



View of exercise room.



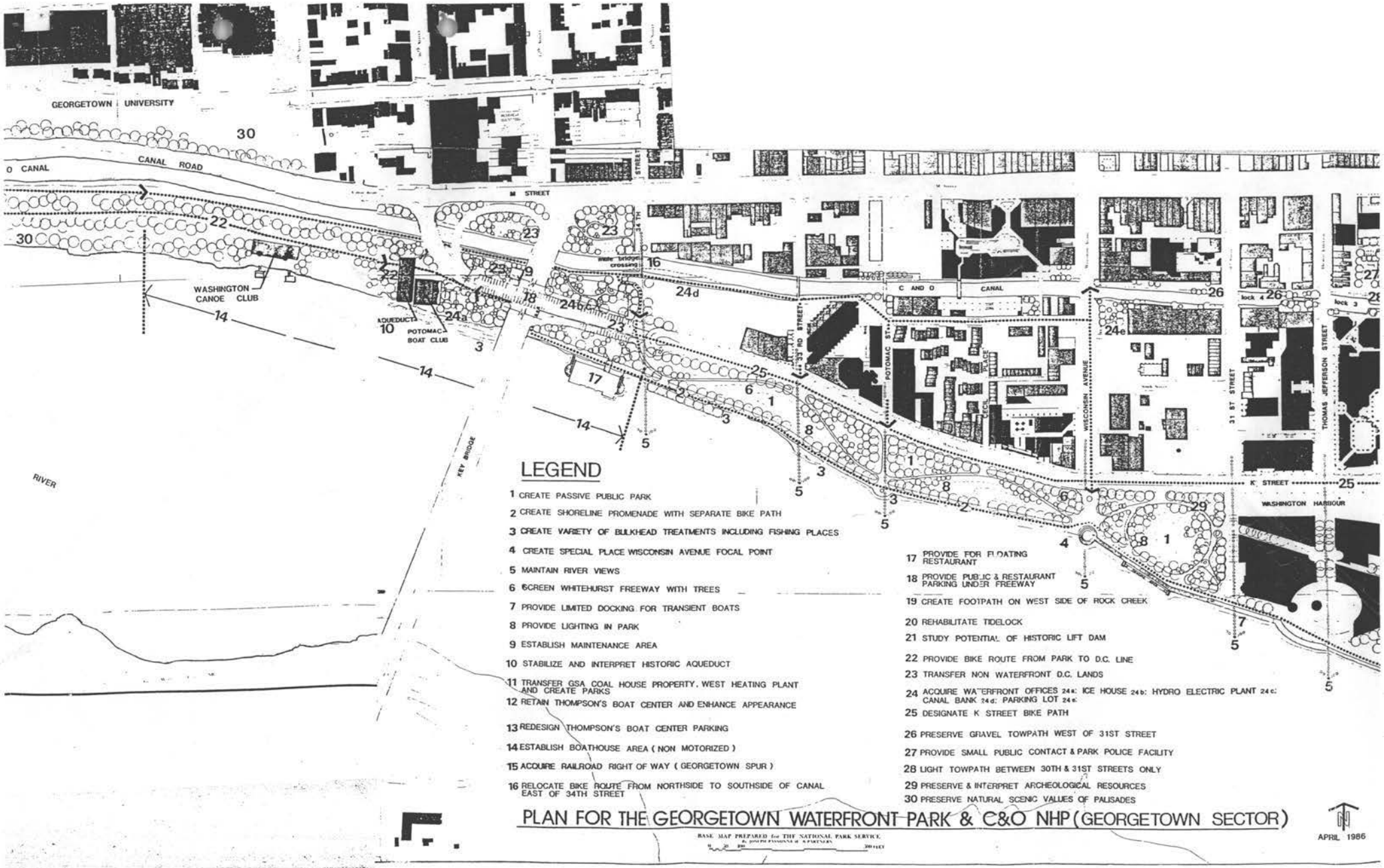
Yale University Boathouse
View from dock.



Coast Guard Academy Boathouse
View of rowing tank.



Thompson's Boathouse
View of oar storage.



PLAN FOR THE GEORGETOWN WATERFRONT PARK & C&O NHP (GEORGETOWN SECTOR)

BASE MAP PREPARED for THE NATIONAL PARK SERVICE
by JOSEPH PASSONNEAU & PARTNERS

APRIL 1986



Georgetown Waterfront Park Plan, 1997

THE GEORGETOWN WATERFRONT PARK

PLAN SUMMARY

Creation of the Georgetown Waterfront Park will finally preserve virtually all the Potomac River shoreline in the District of Columbia as part of the open space system of the Nation's Capital. In keeping with the adjacent, historic neighborhood, this park will be a strolling garden with open lawns, informal plantings, curvilinear paths, and seating for park visitors. It will enhance the relationship of Georgetown to its waterfront through the preservation of views to the river down the streets that intersect the park from the hillside of the historic district to the north. Shade trees will be planted throughout the park to screen as much of the Whitehurst Freeway as possible. A shoreline promenade will be created for the entire length of the park between Rock Creek and Key Bridge. It will feature a variety of treatments to achieve interest and use at the water's edge, including steps, esplanades, walls, a floating dock, and grassed slopes from which to observe rowing regattas and other boating activities. The existing bulkhead will be retained, but its surface will be modified. The historic Washington Globe lighting poles along the pathways will provide safe night-time use of the park by the public.

POTOMAC RIVERFRONT PARK SYSTEM

The 1901 McMillan Plan for the Nation's Capital proposed renovating the industrial riverfront of Georgetown into a quay with adjacent public promenade and roadway. The Congress of the United States, through the Capper-Crampton Act of 1950, recognized the importance of protection of both shorelines of the Potomac River from Fort Washington, Maryland and Mount Vernon, Virginia to Great Falls and provided for Federal acquisition and development of continuous riverfront parks. Over the past 30 years, the Department of the Interior, the National Capital Planning Commission, the Commission of Fine Arts and the District of Columbia have supported this objective and have identified the Georgetown Waterfront as a future addition to the Park System of the Nation's Capital managed by the National Park Service.

APPROVAL OF THE PLAN

In 1985, the Council of the District of Columbia adopted a resolution to transfer approximately 10 acres of land to the National Park Service for park purposes upon completion of the Whitehurst Freeway rehabilitation which is anticipated in 1998. These lands, located between K Street and the Potomac River and stretching from 31st Street to just above Key Bridge, were originally acquired for a proposed freeway abandoned 30 years ago. Subsequent to the City Council action, the National Park Service conducted an extensive public planning process which resulted in this plan. All appropriate Federal and local agencies and organizations have approved this plan for the Georgetown Waterfront Park.

Prior to development of the park, an evaluation of potential archeological resources will be completed and, if necessary, modifications to the landscape elements will be made to avoid excavation of intact archeological resources.



ELEMENTS OF THE PARK PLAN

(The numbered elements below are indicated on the park plan above)

1 WISCONSIN AVENUE FOCAL POINT

The termination of Wisconsin Avenue at the Potomac River will be treated as a focal point and special place in the park to be articulated with a plaza, fountains, kiosks and plantings. Steps will allow the public access to the water.

2 NON-MOTORIZED BOATHOUSE AREA

There is an unmet demand for boathouses for rowing on the Potomac River. New boathouses will be located in a zone near the Key Bridge. The boathouse area includes the site of a proposed floating restaurant and extends upstream approximately 1,100 feet above the Key Bridge. This will ensure preservation of the natural appearance of the Potomac Palisades. New boathouses could be provided, either privately or through a National Park Service concession.

3 FLOATING RESTAURANT

The District of Columbia issued a lease permitting a 200-seat capacity floating restaurant with parking for 86 cars between 34th Street and Key Bridge. The area designated for new boathouses encompasses this site, since the floating restaurant might be combined with a boathouse and because it would likely become available for boathouse use if the lessee does not proceed with the restaurant plan or discontinues the restaurant.

4 ACQUISITION OF WATERFRONT TOWNHOUSES AND ICE HOUSE

The acquisition and demolition of three townhouses, when combined with adjacent parkland, will provide a site for a new boathouse adjacent to Key Bridge. The ice house is a 1937 commercial structure between the C&O Canal and K Street, which is occupied by numerous short term lessees. The proposed acquisition and demolition or adaptive reuse of this building for a boathouse will complete the network of parkland surrounding the Key Bridge forming a gateway into the District and prevent future incompatible redevelopment.

5 PRESERVATION OF THE POTOMAC PALISADES

Above Key Bridge and west of the boundary of the designated boathouse area, the natural conditions of the Potomac Palisades will be preserved. The Potomac River above Key Bridge is one of the scenic treasures of the Nation's Capital and no new development will be permitted in this area. In sections not now adequately protected, particularly along the south edge of the Georgetown University campus, scenic easements and other agreements will be sought to prevent intrusive development.

6 CAPITAL CRESCENT TRAIL

The Georgetown Spur rail line right-of-way was acquired by the National Park Service and was paved as part of the Capital Crescent Trail. Joint trail and boathouse need for the right-of-way will be achieved in such a way as to avoid user conflicts.

7 HISTORIC AQUEDUCT STABILIZATION

The remains of the C&O Canal aqueduct will be stabilized and wayside exhibits explaining the historic origins of the structure and enhanced landscaping will be introduced.

8 PUBLIC PARKING

The K Street right-of-way will be closed to provide for a controlled public parking area for approximately 100 cars. Vehicular access to the boathouses will be maintained for emergency and delivery use only.

9 PARK MAINTENANCE AREA

A small park maintenance facility will be established in existing structures on the north side of K Street under and adjacent to Key Bridge.

10 LIMITED DOCKING FOR TRANSIENT BOATS

Limited short-term public docking space at a floating dock will be provided east of the Wisconsin Avenue focal point. This will afford an opportunity for all types of boaters to enter the park from the river but not to moor overnight.

11 SCENIC AND PUBLIC ACCESS EASEMENTS OVER PRIVATE PROPERTY

Through a land exchange between the National Park Service and the owners of private property at the east end of the park, shoreline continuity and pedestrian access along the Potomac River and Rock Creek has been ensured in perpetuity. Public improvements which have been or will be constructed and maintained by the private property owners include a riverfront promenade in front of Washington Harbour; a landscaped garden with a pedestrian trail on the west side of Rock Creek, and a park along the Potomac River between 31st Street and Thompson's Boat Center. Building set backs and height restrictions over the private development at Washington Harbour and the adjacent complex along Rock Creek ensure compatible development adjacent to the park.

12 THOMPSON'S BOAT CENTER

The architectural appearance of the Thompson's Boat Center will be enhanced although the structure will not be enlarged for non-boating uses. It will continue to provide facilities for rowing, canoeing, sailing and bike rentals.

13 MEMORIAL SITE AT TERMINUS OF VIRGINIA AVENUE

Redesign of the Thompson's Boat Center parking lot will create a memorial site at the terminus of Virginia Avenue. While reconstruction would reduce paved parking space, extensive overflow onto specially designed grassed areas would withstand occasional use for rowing regattas.

14 NEW PARKLAND AT GSA COAL HOUSE AND WEST HEATING PLANT

If it proves feasible to remove the West Heating Plant and Coal and Ash House, the property will be transferred from the General Services Administration to the National Park Service for conversion to open space.

15 K STREET BIKEPATH

A bike route along K Street will be designated by the District of Columbia to eliminate bike traffic on the C&O Canal towpath and in the Georgetown Waterfront Park. At the east end of K Street, it will link to the Rock Creek Trail with a new connection which is being constructed as part of the Whitehurst Freeway rehabilitation.

16 TIDELOCK REHABILITATION AND HISTORIC LIFT DAM STUDY

The tidelock, at the confluence of Rock Creek and the Potomac River, is the historic terminus of the C&O Canal. In 1831, the tidelock and 4-foot high lift dam were constructed to create a 7-acre retention basin, most of which has been since covered by roads. The tidelock will be partially reconstructed and its historic function explained in wayside exhibits. In order for the lock to be operational, the lift dam would have to be reconstructed. A study should be undertaken to establish whether partial or complete restoration of the lift dam is environmentally feasible or desirable.



View of proposed GU Boathouse from Capital Crescent Bicycle Trail, looking East.

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View of proposed GU Boathouse from C & O Towpath without existing vegetation.



View of proposed GU Boathouse from C & O Towpath with existing vegetation.



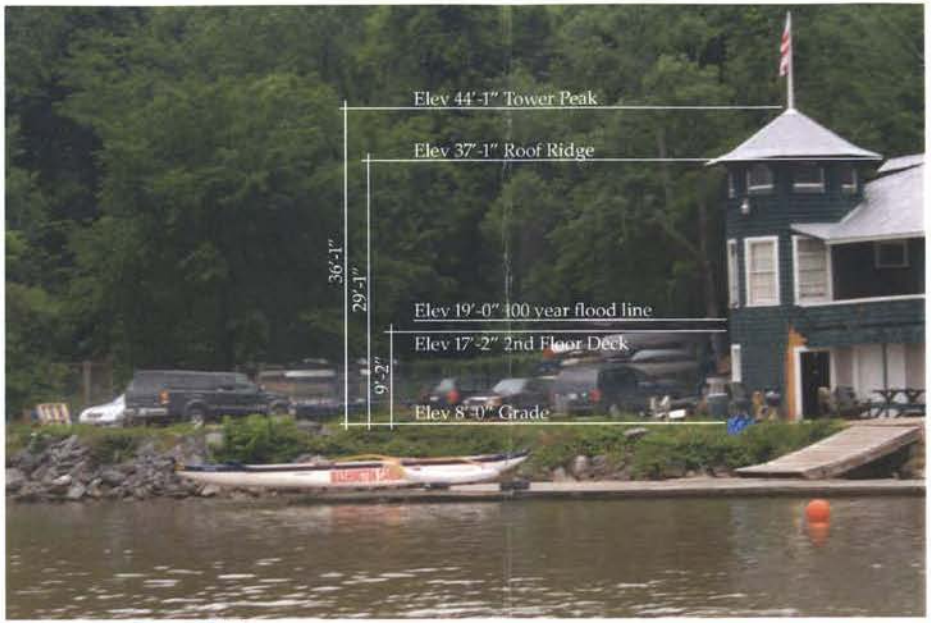
View from across C&O Canal



View from along Canal Towpath

MUSE ARCHITECTS
5630 Connecticut Avenue NW
Washington DC 20015
Phone 202.966.6266
Facsimile 202.966.9666

GEORGETOWN UNIVERSITY
NEW NON-MOTORIZED BOATHOUSE
WATER STREET, N.W. WASHINGTON D.C.



Washington Canoe Club

MUSE ARCHITECTS
5630 Connecticut Avenue NW
Washington DC 20015
Phone 202.966.6266
Facsimile 202.966.9666

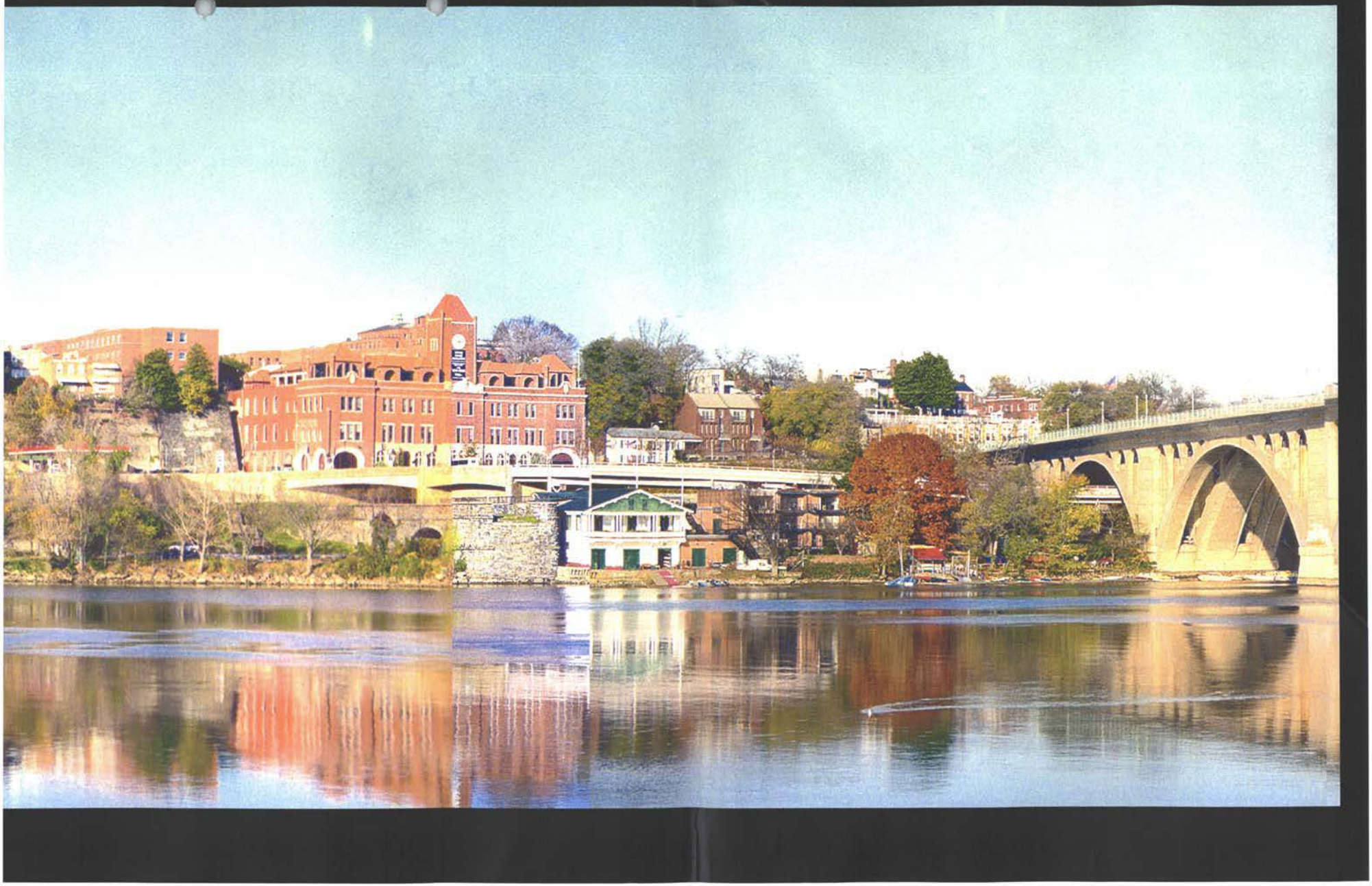
GEORGETOWN UNIVERSITY
NEW NON-MOTORIZED BOATHOUSE
WATER STREET, N.W. WASHINGTON D.C.



Georgetown University New Non-Motorized Boathouse

Muse Architects

Washington, DC





Boathouse Row

Philadelphia, PA