Testimony
of
Pat J. Heringa
1080 Wisconsin Avenue NW
Washington, DC 20007

The proposed Georgetown University boathouse at the proposed site west of the Key Bridge does not meet proposed criteria for proposed special exception and variance criteria for proposed zoning.

There will be adverse effects to the Washington Canoe Club, a local and national historic landmark. Permanent structural damage will likely occur (attachment) and land that has been leased and used by the club for 99 years is being taken away.

The proposed boathouse will adversely affect and could prohibit urban flat water kayaking and canoeing. The river above the Key Bridge has traditionally been used for training, regattas, recreational and novice kayaking and canoeing. The WCC Jr. National Team trains right here, in downtown Washington D.C., for Olympic competition. Over the years, past Olympians trained here and they continue to paddle right here with us, in downtown Washington D.C. Motorboats and crew boats from the new boathouse will dominate the river, taking over space, swamping canoes and kayaks, and dumping paddlers into the water. Paddlers already dodge rowers coming up the DC side of the river and paddle through the wake of motorboats that follow crew boats like the boats that will occupy the new boathouse. The new boathouse will exacerbate this problem.

The boathouse dock will adversely affect paddlers. Novice paddlers who rent kayaks from Jack's boathouse are encouraged to paddle along the DC shore in an area where they can feel safe and secure. Crew and motorboat traffic will change this dynamic, possibly making it unsafe for novice paddlers. The dock will displace the novice paddlers and eliminate three regatta-racers' lanes.

The road construction on the existing Capital Crescent Trail and the Capital Crescent Trail re-construction site immediately next to the existing Capital Crescent Trail will adversely affect users of the boathouses, the C & O Canal, Capital Crescent Trail, and Georgetown community. I ask the Zoning Commission to consider how the following can accomplished with the least change: transporting construction materials to the site; removal of trees and excavation from the site; transporting crew boats through Georgetown on 'M' St, Wisconsin Avenue, 31st St; and parking for 'alumni and parent events' in the Grand Room (GU Boathouse Campaign website).

A round about under the Key Bridge will adversely affect many bikers, skaters, runners, walkers, strollers and families with two children and their dog using the Capital Crescent Trail on getaway weekends. A round about 'K' St Interchange under the Key Bridge and Whitehurst Freeway would affect 'that moment' when they leave the city and enter into 'Nature', leaving their troubles behind them.

I urge the Zoning Commission to reject the special exceptions and variance requests for the Georgetown boathouse at the proposed site. I wish the best for Georgetown University crew teams and their special homegrown coach, Tony Johnson, who does not make wake and does not tip paddlers into the river.

ZONING COMMISSION
District of Columbia
Case 02-30
EXHIBIT 300

ZONING COMMISSION
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CASE NO.02-30
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Ms. Patricia Heringa
Washington, DC

Dear Ms. Heringa;

At your request, I did a preliminary field inspection of the Washington Canoe Club (WCC) and the adjacent site, which I understand is the location for a proposed new boat facility. I reviewed the sites with assumption that the new facility will be five stories and will be constructed on piles driven into the soil. I only reviewed the sites for possible damage to the WCC site while the piles were being driven on the adjacent site for the new five-story boat facility.

The WCC structure is a unique structure. In one sense, it is a very fragile structure and in another sense it is a strong robust structure. The fact that it has withstood 100 years of Potomac River floods goes to the strength of the structure. On the other hand by its very design the WCC facility is in some respects remarkably fragile. I believe that permanent structural damage to the WCC building is possible when piles are driven to support an adjacent five-story boat facility. At a minimum, WCC, the Zoning Commission, or the Washington, DC building code supervisor should require that a complete analysis of the moist soil at the rivers edge to see if it will transmit or absorb the shocks of pile driving and the vibrations from the use of the Capitol Crescent Trail behind the WCC for heavy equipment. Considering the historic nature of the WCC facility, permanent irreparable damage resulting from nearby new construction is possible. As constructed 100 years ago, the WCC building was never designed to withstand adjacent modern construct and the stress such construction will induce on the WCC structure.

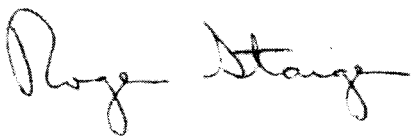
This type of riverbank sediments has the potential for transmitting the shock of the pile driving activities to the WCC facility. Considering the depth of the piles and the number of piles that will be required to support a five-story building, significant structural damage is possible to the WCC facility.

My recommendation is clear. A structural analysis of the Potomac River bank soils and effects of pile driving and construction traffic on the WCC structure should be complete prior to any construction. WCC or the Zoning Commission or other concerned party may wish to have an expert in soils to consider the ramifications of the pile driving.

I make this recommendation without any conflict of interest. While I have supervised the driving of hundreds of piles in sedimentary river soils, my workload is such that I have no ability to conduct a complete survey and analysis myself. I would be pleased to make recommendations on competent individuals or firms capable of conducting the necessary review.

Please do not hesitate to contact me, if you require additional information.

Sincerely,



Roger Staiger Jr, P.E.
Pennsylvania Registered Professional Engineer #20149E