WRITTEN TESTIMONY Cases 02-03 and 02-31

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Thank you Madam Chair and members of the D.C. Zoning Commission for allowing me to testify before you tonight. It is with great sadness for me and my entire family that I speak before you concerning proposed changes to the nature of the Chesapeake and Ohio Canal National Historic Park. It was here on the C & O Canal path that my Great Great Grandfather drove the mules that pulled the barges up the canal to bypass Great Falls. It was here that he met my Great Great Grandmother while he was fishing on his lunch break and it was here that they met each day to court one another. The toe-path North of Georgetown is like sacred ground for my entire family and we ask you kindly to leave this land unzoned to prevent any new construction that would destroy the views of the Nations' Capital City and the river views from this historic pathway. This park is truly a national treasure.

Secondly, I'd like to bring your attention to just one of the dangers that already exists on the river and which will absolutely intensify with any zoning approval for GTU to build their boondoggle boathouse on the D.C. side of the river north of Key Bridge. Recently my life was endangered by a motorboat launch of a careless crew coach. I was paddling on the D.C. side of the river hugging the shoreline enjoying a family of Merganser Ducks with 6 babies when I heard a motorboat at full throttle. I turned around to see a crew coach and boat speeding on the opposite side of the three sisters from the usual travel pattern and heading up river in a path 30 feet from me. I started screaming, "NO WAKE! NO WAKE! NO WAKE!" When the second person in the speeding boat finally got the attention of the driver to shut down the engine they were passing me. This crew launch kept going without any regard for the wake they left behind. Now with their backs to me as they continued up river, I was left alone fighting for my life. When you get capsized into freezing cold waters at this season of the year it is next to impossible to memorize the registration number of the motorboat to report the incident.

On or about May 12, 2003 I called Harbor Patrol of the Metropolitan Police to report this violation and complain about the lack of law enforcement. I spoke to Officer Dennis Hance of this ongoing problem. Officer Hance assured me the Harbor Patrol is fighting this on a daily basis and doing the best that they can. Officer Hance stated that "Enhanced Enforcement" would go into effect Sunday, May 18, 2003 and that four overtime positions have been added to aid Harbor Patrol in cracking down on speeding violations in the *No Wake Zone* (North of Memorial Bridge) and targeting primarily North of Key Bridge. The public would be outraged if they knew that they were paying for 4 overtime positions to patrol a river because of the privileged elite in motorboats when the Metropolitan Police are under constant budget restraints with lack of manpower to do their job. This is unconscionable.

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Thirdly I feel the National Park Service has violated the trust of the tax paying American people by agreeing to this land swap. The NPS is in violation of what they purport to stand for and are being bad custodians of the land they are to protect. If NPS truly cared to make the river accessible and safe for the public to encourage the use of the river, they would not condone a sport where a motorboat launch has to violate the law to keep up with the crew boats. The *No Wake Zone* means a speed of less than 6 MPH or slower if that is necessary not to create a wave. This zone was created for safety reasons. NPS should encourage and cultivate a safe river environment in this *No Wake Zone* for sculling, out-rigger canoes, recreational sailboats, the ancient sport of dragon boat racing, recreational canoeing & kayaking and Olympic style canoeing & kayaking which are more affordable to the public at large. I had plans to join DC Strokes Rowing Club but I could not afford the cost of $90 per month to belong to that club. Rowing is most definitely a sport for the wealthy or well connected, not for the general public, so I took up kayaking as an affordable means to enjoy this river which I love. I have had a kayak at Thompson's boathouse since 1990 and because I fear for the safety of my life, I never paddle from 6:00 AM till 8:30 AM due to the crew boats and the wakes created by the motorboat launches and the lack of enforcement. When regattas are being held, I am forced to stay off the river due to the unsafe environment and away from Thompson's Boathouse because of the crowds of people. If NPS was sincerely interested in the public they would help stimulate affordable boating for all people not just the elite special interest groups like GTU.

Lastly, the sport of rowing and the GTU boathouse with its party room and bar would be the perfect cornerstone for the development of the SE Waterfront where the District of Columbia is trying to build a Washington Harbor Place similar to Baltimore Inner Harbor. The Regatta's which attract thousands of spectators would have parking and Metro access and would be able to patronize shops and concessions to better support the local economy and keep the motorboat coach launches out of the *No Wake Zone*. The festive atmosphere of the rowing sport is exactly what the SE Waterfront needs. This would enhance the park being developed by NPS along the Georgetown waterfront to allow other boating activities to flourish safely. This plan would be a win win situation for the public and GTU would only have to swallow their pride not to be in Georgetown.

Please, I strongly urge you to zone the entire C & O Canal National Historic Park riverfront from the Key Bridge west to the District line to eliminate any new development.

Thank you kindly for allowing me this opportunity to testify on such an important and historic milestone decision.

Respectfully submitted,

Terry Lee Hume