ARNOLD & PORTER

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Washington, DC 20004-1206

Not Engaged in the Practice of Law.

November 22, 2002

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

Re: Pre-Hearing Submission, Zoning Commission Case No. 02-31
(Georgetown University/National Park Service Text Amendment,
Boathouse Provisions)

Dear Ms. Mitten and Members of the Commission:

Pursuant to §3013 of the Rules of Practice and Procedure before the Zoning Commission, we are herewith submitting twenty (20) copies of the Pre-Hearing Submission on behalf of the Petitioners in the above-referenced case. This information includes the following items:

1. The Statement in Support of the Application together with supporting documentation.

2. A list of witnesses who will testify at the public hearing, a summary of their testimony, and an estimate of the time required for the applicant's presentation.

3. Certification pursuant to §3013.3: We hereby certify that all of the requirements of §3013 have been complied with in this submission.

4. A check payable to D.C. Treasurer in the amount of $1,000 for the hearing fee.

Please contact the undersigned if any additional materials are needed.

D.C. RECEIVED
OFFICE OF ZONING
2002 NOV 25 PM 4:15

Sincerely,

Cynthia A. Giordano

Nathan W. Gross, AICP

ZONING COMMISSION
District of Columbia
Case 02-31
Exhibit 12

Enclosures

ZONING COMMISSION
District of Columbia
CASE NO.02-31
EXHIBIT NO.12

LIST OF WITNESSES AND ESTIMATE OF TIME REQUIRED TO PRESENT CASE

Estimated Time Required to Present Case 1.5 hours

Witnesses:

U.S. National Park Service, National Capital Region:

John Parsons, Associate Regional Director or
Sally Blumenthal, Deputy Associate Regional Director,
Office of Lands, Resources and Planning:

I. Identification of Agency, Title and Responsibilities

II. Background Information on the Site and Property Exchange

III. Park Service Goals for Waterfront Recreation Uses, Boathouses

Georgetown University:

Alan Brangman, University Architect

I. Title and Responsibilities

II. Project Background and Goals

IV. Development Planning, Financing, Timetable

V. Community Involvement in Project

Arnold & Porter, Land Use Counsel:

Nathan W. Gross, AICP, City Planner/Land Use Consultant

I. Identification of Firm, Title and Responsibilities

II. Assessment of Key Planning Issues and Benefits of Proposed Text Amendments

PRE-HEARING STATEMENT IN SUPPORT OF PROPOSED TEXT AMENDMENTS FOR BOATHOUSE USE IN W-1 ZONES

U.S. NATIONAL PARK SERVICE AND GEORGETOWN UNIVERSITY, PETITIONERS

November 22, 2002

I. BACKGROUND

This Pre-Hearing Statement sets forth the Petitioners' rationale for the Zoning Commission to adopt text amendments affecting the use of riverfront properties for use as non-motorized boathouses. The Petitioners are the National Park Service ("NPS" or the "Park Service") and the President and Directors of Georgetown College, also known as Georgetown University ("Georgetown," or the "University"). The proposed text amendments, if adopted, would affect one property in the near term and others in the longer term. The near-term prospect is a property identified as Tract 102-114 that fronts on the Potomac River approximately one-fourth of a mile west of Key Bridge and due south of the Georgetown University campus. In addition, there are several locations along the Anacostia and Potomac Rivers where the Park Service and other agencies wish to encourage non-motorized boathouses and where the text amendment could facilitate such development.

A. The Georgetown Site. Tract 102-114 is owned by the U.S. government and controlled by the Park Service, which has entered into an Exchange Agreement (the "Agreement") with the University[1]. Under the Agreement, Georgetown will exchange

[1] A recent survey by Rice Associates submitted as part of this application depicts a slightly amended site, with the northern boundary extended and identified as "A portion of Parcel 300/1, Square 1179."

for Tract 102-114 a similar-size parcel of land that it owns farther to the west, which parcel also fronts on the Potomac River. The University has owned this parcel (Tract 102-109) since 1990. It was a gift from the CSX Corporation and was formerly part of the CSX railroad right-of-way that extended west and north from the Georgetown waterfront. In the 1990s the University and NPS engaged in discussions regarding a potential land swap of Tract 102-109 with another parcel of similar size (Tract 102-114) owned by the U.S. government and located immediately south of the University campus. In 1998 a formal agreement was concluded providing for a suitable study period and conditions for both parties, leading up to an exchange of ownership.[2]

The purpose of the property exchange is to enable the University to build a boathouse for the use of its crew team and a limited sailing program, while the Park Service obtains a different parcel of waterfront green space along the Potomac. The terms of the Exchange Agreement restrict the proposed boathouse in numerous ways, including:

- The only permitted use of the land is for a non-motorized boathouse.
- The height of the boathouse is limited to 40 feet and certain other dimensional requirements.
- The remainder of the 1.09-acre property must be maintained in a naturally landscaped condition.
- The design of the boathouse must be consistent with those in "boathouse row" on the Schuylkill River in Philadelphia or Northeastern University's boathouse.
- There must be no parking on the site.

The property exchange will occur only after zoning is established on the property and various other conditions of sale have been met.

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[2] NPS is legally prohibited from leasing government property, hence the need for a sale or exchange of property and accordingly seeking zoning on it to allow boathouse use and development.

The petitioners have separately applied for a zoning map amendment from "unzoned" federal land to W-1, the lowest density of the three Waterfront zones. This zone is designed to allow a mixture of uses suitable for waterfront locations (e.g., marinas) and is a low-density zone suitable for controlling the scale of a new boathouse. An alternative zoning of the proposed Waterfront Open Space ("W-O") zone has been recommended by the Office of Planning and will also be considered for the site. See the description of the proposed Georgetown University boathouse, as well as a site plan, floor plans, rendering and elevation in *Exhibit A*.

B. Other Potential Boathouse Locations. In addition to Georgetown University's proposed boathouse, the National Park Service desires to enable other boathouses to be constructed in several other potential locations. One or more boathouses may be desirable as part the Park Service's current review of future uses for Anacostia Park as well as locations on the west bank of the Anacostia and the Potomac River. This review is occurring in tandem with the Anacostia Waterfront Initiative ("AWI"), being spearheaded by the Office of Planning and with a major commitment of effort by 18 federal agencies as well.

A key concept in the AWI planning is the desirability of a continuous open space trail, accommodating biking and hiking, along both sides of the Anacostia and connecting with existing bike trails along the Potomac River and Tidal Basin areas. The preliminary plans favor creation of a few non-motorized boathouses for recreation and to help enliven the riverfront trail with suitable activity spots of an environmentally friendly nature. The proposed text amendments would help carry out such plans.

Without the text amendments, variances by the Board of Zoning Adjustment ("BZA") would be needed at some future boathouse locations to waive the normal parking requirement for a marina and waive the requirement that every lot must have frontage on a street. If the text amendments are adopted, the zoning process will simply be adoption of zoning for the affected property. Some of the potential boathouse locations are as follows:

- *Anacostia Park.* Various locations along the east bank of the Anacostia River are being considered for boathouse use. The great majority of the riverfront land on the east bank for several miles consists of the Anacostia Park. This park, maintained and managed by the National Park Service, has some recreation facilities, but is predominantly open grassland with some other vegetation along the waterfront.

- The West Bank of the Anacostia also offers at least two potential locations for future boathouses -- a site upstream of the Navy Yard, between new development now occurring on the former Washington Gas property and the river, and the stretch of the riverbank between the 11th Street bridge and the railroad bridge.

- Finally, there may be potential for an additional boathouse along the Potomac River in areas zoned W-1 on the Georgetown waterfront.[3]

C. Zoning Rationale. These zoning text amendments are proposed in this case rather than a separate multiple variance case at the Board of Zoning Adjustment ("BZA") for two reasons – to save the University six to eight months in its timetable for construction and use and to assist in establishing other boathouses pursuant to public policies. The University would have submitted a planned unit development ("PUD") application except for the need for two variances, which the Commission cannot grant in a PUD. The University is also following through on the Office of Planning's

[3] Attached as *Exhibit B* is a copy of a 1989 study and the draft March 2000 update, entitled "Special Study of Nonmotorized Boating in the Potomac and Anacostia Rivers, Washington, D.C." by the National Park Service. It provides background information about boathouses in the National Capital area and related policy issues, including various potential boathouse locations.

recommended W-O zoning with a one-step initial mapping and special exception approval with variances.

Timing. The University's previous timetable for opening the boathouse was spring of 2003. This is no longer possible due to delays not associated with zoning. The University's current desire is to open the facility in the spring of 2004 for the prime rowing season. There are several reasons why timing is important.

- Some of the donors whose gifts make the new boathouse possible have time limits or are generally anxious to see progress and completion.
- At Thompson's Boathouse, which Georgetown's crew team uses along with other schools along with an active boat rental program to the public, conditions are extremely crowded and hectic, hampering the team's practice. The University is under some pressure to leave, creating space for other users and the rental program.
- Finally, construction costs are escalating substantially in the current time period.

Other Boathouse Locations. Second, the proposed text amendments are designed to address site development issues not only of the Georgetown University boathouse but also a series of other boathouses or "boathouse rows" along the Potomac and Anacostia Rivers contemplated by the National Park Service, the Office of planning and other waterfront planning such as that being done by the National Capital Planning Commission ("NCPC"). The Office of Planning, along with NPS and NCPC, is involved in waterfront planning initiatives (especially the Mayor's Anacostia Waterfront Initiative) aimed at making better recreational use of the city's rivers, among many other objectives. Boathouses can be one source of low-impact recreational activity along the city's waterfronts.

In a number of these additional boathouse locations, the surrounding land will be public parks, and the boathouse sites may lack street frontage as normally required for

creation of a record lot in order to build a structure. Also, in some of the locations, parking for vehicles may be infeasible or undesirable, and may be unnecessary as well for use by a nonprofit or institutional boat club or team. Given the agreement between NPS and GTU to cooperate on the University's boathouse, it is a logical extension of that effort to propose text amendments that will be of use to additional boathouses sponsored or authorized by NPS, public schools and others. Note that the flexibility to be provided by the proposed amendments applies only to facilities where there would be no renting of boats for use by the general public. Boathouses or marinas with public or commercial use of watercraft would not have the exemption from street access to the lot and the parking waiver.

II. PROPOSED ZONING TEXT AMENDMENTS

The four zoning text amendments proposed in this Petition provide special regulatory controls and flexibility for waterfront properties surrounded by public park land and having no street frontage. The proposed amendments are as follows, together with commentary in italics after each one:

1. Adopt a new definition in Section 199:

Boathouse – a building or structure designed and used to store and provide water access for non-motorized watercraft. Eligible watercraft include racing shells, kayaks, canoes, sailboats, rowboats and similar boats. One or more motorized safety launches for coaches are allowed for supervision of rowing practice and water safety. A boathouse may include rest rooms, showers, locker rooms, kitchen, exercise area, boat storage and maintenance, coach's office, rowing tank, dock, and related functions.

Comment: This definition limits the facility to non-motorized watercraft and sets forth the basic components allowed in a boathouse. A few motorized boats for coaches are allowed for safety and supervision of rowing. The definition also provides a specific linkage to "boathouse" as a permitted use in the W zones.

2. Amend § 3202.3 to allow creation of a lot without street frontage, as follows:

3202.3 Except as provided in § 2516 and the Act of Congress of June 28, 1898 (30 Stat. 520, chapter 519, § 5), a building permit shall not be issued for the proposed erection, construction, or conversion of any principal structure, or for any addition to any principal structure, unless the land for the proposed erection, construction, or conversion has been divided so that each structure will be on a separate lot of record; except buildings and structures related to a fixed right-of-way mass transit system approved by the Council of the District of Columbia; **and except land that fronts on a public body of water and is otherwise surrounded by public park land.** Any combination of commercial occupancies separated in their entirety, erected, or maintained in a single ownership shall be considered as one (1) structure.

Comment: This proposed amendment to §3202.3 (within §3202 Building Permits) would allow creation of a lot without street frontage in those very few situations where the land fronts on a public body of water and on other sides is surrounded by public park land. There are a number of locations along the Anacostia and Potomac Rivers where existing parkland exists and where it may well be unnecessary and undesirable to create a public street along a parcel in order for it to be eligible to be subdivided as a lot.

3. Amend the use provisions in § 901.1 of the Waterfront zone to add "boathouse" as a matter-of-right use with two conditions, as follows:

901.1(v) **Boathouse; Provided that the boathouse shall be used by a boat club, private institution, public school or other local government entity for recreational or competitive boating activities of a non-commercial and nonprofit nature, and no rental of watercraft to the general public shall be allowed; and provided further that the boathouse shall either be constructed in the W-1 zone or limited to the area requirements of the W-1 zone as set forth in §§ 930, 931 and 932 of this title.**

Comment: This amendment to §901.1 of the Waterfront zones would add "boathouse" as a permitted use as a matter of right, but subject to conditions including a limitation that the boathouse may only be for the use of a boat club, institution or public school for recreational and competitive purposes, with the important caveat that no renting of watercraft to the general public is allowed.

4. Amend the parking regulations in §2101.1 under "Places of Public Assembly (Except Hotels)," as follows:

USES	NUMBER OF PARKING SPACES REQUIRED
~~Boat club or~~ **Boathouse or** marina	1 for each 4 berths or slips, provided that no parking shall be required for

a boathouse on a property that lacks street access.

Comment: Petitioners propose to amend the parking text amendment from our original submission, as indicated above. As shown above, the existing one to four parking ratio would apply except for a property that lacks street access. This is intended to alleviate the Office of Planning's concern about lack of parking under the originally proposed text. It should also be noted that the lack of a requirement does not prevent parking from being provided in those locations where it is feasible and desirable. From 1958 to 1985 the high-density C-4 zone did not require parking, but virtually all buildings provided substantial amounts of parking.

III. PUBLIC BENEFITS OF THE PROPOSED TEXT AMENDMENTS

1. Low-Impact Recreational Use of the Waterfront; No Adverse Effects on Neighboring Property. The proposed boathouse will help animate this part of the waterfront while generating no motor vehicle traffic and providing no paved surface for parking. The boathouse will be an environmentally "friendly" use on the waterfront and will not adversely affect the use and enjoyment of neighboring properties.

The members of the crew team will walk to the boathouse, either from the Georgetown University campus immediately to the north of the site or from the end of K Street. The rowing shells will be brought to the boathouse from the end of K Street to the east of the boathouse site. In addition to use by the University's crew team, the boathouse will be used for a limited University sailing program and by young day campers during three to four weeks of the summer. Thus, the facility will provide for healthy, outdoor activity for university students and, during the summer, a few younger students. Very little noise other than human voices and the lapping of water will be generated by the activities on site, although a few, motorized coaches launches will be needed for water safety and to supervise rowing. The proposed activities are highly desirable on the Potomac River, especially given the fact that Washington's riverfronts

are inaccessible to the public or underutilized for recreation in all too many places. Because the boathouse property fronts on the Capitol Crescent Trail, the proposed use will also add visual and recreational interest for hikers and bikers on this part of the trail. As mentioned previously, there will be no parking or vehicular traffic at the site because of lack of street access and prohibition of parking under the terms of the land exchange. Finally, under the terms of the Exchange Agreement, "The University agrees to maintain as much of the site as possible in a naturally landscaped condition." Thus, the site will continue to be substantially devoted to grass and small trees -- part of the park environment along the Potomac.

2. Consistency with the Comprehensive Plan. The Home Rule Act provides that zoning shall not be inconsistent with the *Comprehensive Plan for the National Capital* (the "Plan"). The requested map amendment is fully consistent with, and advances relevant policies of, the Comprehensive Plan.

a. Waterfront Planning, Recreation and Environment. The District Elements of the Plan, at 10 DCMR 1115.1(c) under "Public and Institutional Land Use Objectives," calls for the District to engage in waterfront planning and to capitalize on "unrealized opportunities for creating exciting and imaginative water-focused recreation . . . and cultural development along the Anacostia and Potomac Rivers and [ensure] that new development enhances the physical and environmental quality of the rivers and adjoining areas." The proposed W-1 zoning and non-motorized boathouse use would advance this public objective.

b. Ward Two Element – Urban Design, Recreational Use. The Ward Two Element of the Plan, under Urban Design objectives at 10 DCMR 1317.1(d) states:

Emphasize superior design of new development and open space along Ward 2 waterfront areas:

(1) The city, working with the National Park Service, shall ensure that Ward 2 waterfront areas, including Georgetown, Maine Avenue, Buzzard Point and along the Anacostia, provide public access and use.

The proposed boathouse as designed can accurately be described as being of superior design quality. In granting conceptual design approval on October 18, 2001, the Commission of Fine Arts members were generous in their praise of the design, its suitability for the waterfront site and the manner in which it enhances and is compatible with the design of the adjacent Washington Canoe Club boathouse. The Historic Preservation Review Board and the Old Georgetown Board were also supportive. This positive result began with the mandate of the Park Service in the Exchange Agreement that the boathouse design must be generally consistent with the design of either Boathouse Row" on the Schuylkill River in Philadelphia or the boathouses of Northeastern University. Muse Architects examined a number of additional boathouses, including those in Cambridge, Massachusetts.

The resultant design uses gabled roofs, materials of shingle and stone, and porches and decks to link this new boathouse to the boathouse traditions of the past and create a handsome complement to the adjacent Washington Canoe Club structure. Because of topography and the low building scale, the proposed boathouse will be virtually invisible from points inland from the shore and primarily viewable from the Potomac River and the Virginia shore.

c. Federal Element – Natural Features and Recreation on Waterfronts. The Federal Elements of the Comprehensive Plan include the following policy statement under "Natural Features, Shorelines and Waterfronts:"

> *All lands within 150 to 200 feet of the water's edge along the Potomac and Anacostia Rivers should be managed in a manner that will encourage the enjoyment and recreational use of water resources, while protecting the scenic values of the waterways.*

The Applicants believe that the requested W-1 zoning, the boathouse use and design and continued open space use will advance this public policy.

d. Generalized Land Use Map – Land Use Element. The Generalized Land Use Map of the District's Land Use Element designates the subject site within a generous, continuous band of land along the edge of the Potomac River for use as "Parks, Recreation and Open Space." Clearly, the proposed zoning and restricted recreational and open space use of the Property as required under the Exchange Agreement are consistent with this land use designation.

3. The Proposed Text Amendments and the W-O Zone. In its setdown report on this petition, the Office of Planning proposed as a better alternative to W-1 a Waterfront Open Space ("W-O") zone that could be mapped on former public parkland when a boathouse or other waterfront open space use is desired. Under either zone there would need to be a sale or exchange of land by NPS with a private or D.C. government entity (i.e., an entity subject to zoning), followed by a zoning map amendment a W zone (presumably W-1) or to the W-O zone.

Under the W-O zone a special exception review of the proposed boathouse concurrently with the initial mapping of W-O zone from unzoned property is the recommended process. The Applicants support this as a generic approach that

accomplishes the desired one-step approval from unzoned to a zone classification and approval of a specific project. Georgetown's only concern is whether the text of the W-O zone can be adopted in a sufficiently expeditious way to be applicable to the University's timing needs. If that proves to be impossible, we believe our proposed text amendments contribute to the public interest and create no potential for negative effects. They are in three simple parts: Boathouse is defined and substituted for "boat club," a definition that excludes public and private schools as well as recreation departments of local or the federal government. Second, only those waterfront properties surrounding by public parkland are eligible to be subdivided without street frontage. Such properties will only be created by deliberative public actions. Third, the parking proposal has been amended to leave the existing standard of one space per four berths or slips in place, and only waive the parking requirement on properties that lack street access. On such properties, parking is clearly impossible.

The amendments would only affect uniquely situated sites – having a location fronting on one of the rivers, otherwise surrounded by parkland, and with no street access. Petitioners are not aware of any site already subject to zoning that meets these criteria, and we believe that few such sites will be created by property exchange from NPS to other entities. The Park Service can be expected to provide a high degree of design, operational and accessibility review of any such boathouses (as reflected in the Exchange Agreement with Georgetown), so that no further processing under zoning would be needed.

IV. CONCLUSION

For the reasons set forth in this statement, the Petitioners respectfully request that the Zoning Commission adopt the proposed text amendments with the revision recommended herein.

Sincerely,

Cynthia A. Giordano

Nathan W. Gross, AICP

Attachments

THE GEORGETOWN UNIVERSITY BOATHOUSE

After conceptual design and feasibility studies by Robert A.M. Stern Architects confirming the feasibility of the use, the University selected Muse Architects in Washington, D.C., to design the new boathouse. Muse Architects undertook extensive field studies of the boathouses referenced above and others, including those in Cambridge, Massachusetts. The resulting design has been approved with extremely favorable comments by the Historic Preservation Review Board, the Old Georgetown Board and the Commission of Fine Arts.

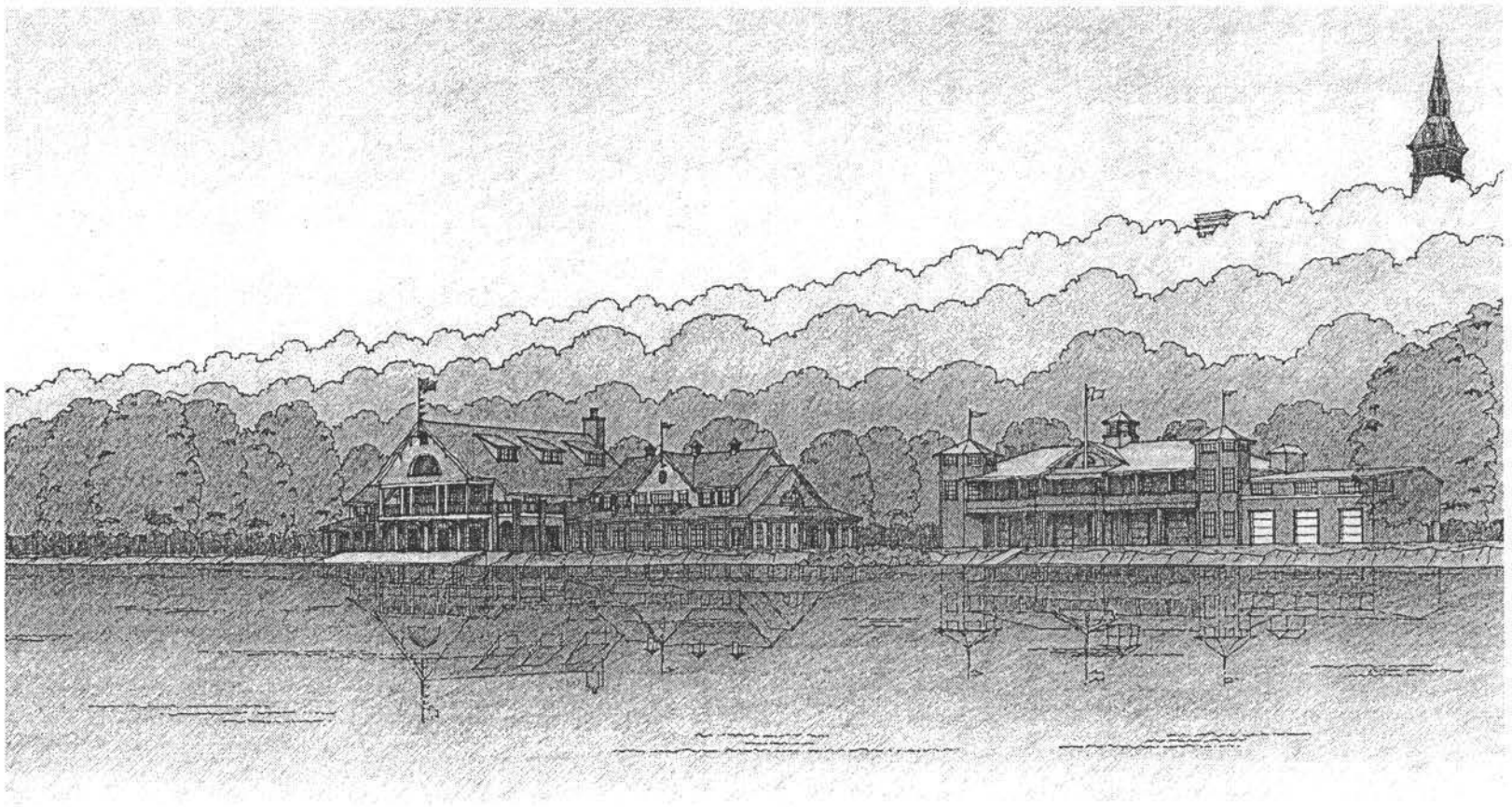
The site is located immediately adjacent to the Washington Canoe Club and Potomac Boat Club facilities. The building massing was conceived as three parts, in deference to these smaller structures adjacent to the site. Gabled roofs, materials of shingle and stone, and porches and decks link this new boathouse to the boathouse traditions of the past and create an handsome complete to the adjacent boathouse of the Washington Canoe Club. Because of topography and the low building scale, the proposed boathouse will be virtually invisible from points inland from the shore and primarily viewable from the Potomac River and the Virginia shore.

The boathouse will have functional areas for racing shell storage, repair bay, rowing tank (for indoor practice in inclement weather), showers/locker rooms/restrooms, ante room with kitchen, multi-purpose area for exercise and training, observation deck, coach's office, dock and ramp for water access. Because the site is nine feet below the 100-year flood plain elevation, the design will allow flood waters to enter the first floor but not reach the upper floors. After floods, the mud will be cleaned from the ground floor to make the structure ready for use again. Because its location on a flood plain, the D.C. Environmental Health Administration and Watershed Protection Division will review the project.

The zoning computations for the boathouse are as summarized below, subject to relatively minor modifications:

▪ Land Area	1.09 acres, or 47,480 s.f.
▪ Gross floor area	33,199 s.f.
▪ FAR	0.69 vs. 1.0 nonresidential allowed in W-1
▪ Lot Occupancy	41% (building coverage of 19,378 s.f.
▪ Height	40 feet to ceiling of uppermost story

Exhibit A: Plans – Georgetown University Boathouse



GEORGETOWN UNIVERSITY

NEW NON-MOTORIZED BOATHOUSE

WATER STREET, N.W. WASHINGTON D.C.

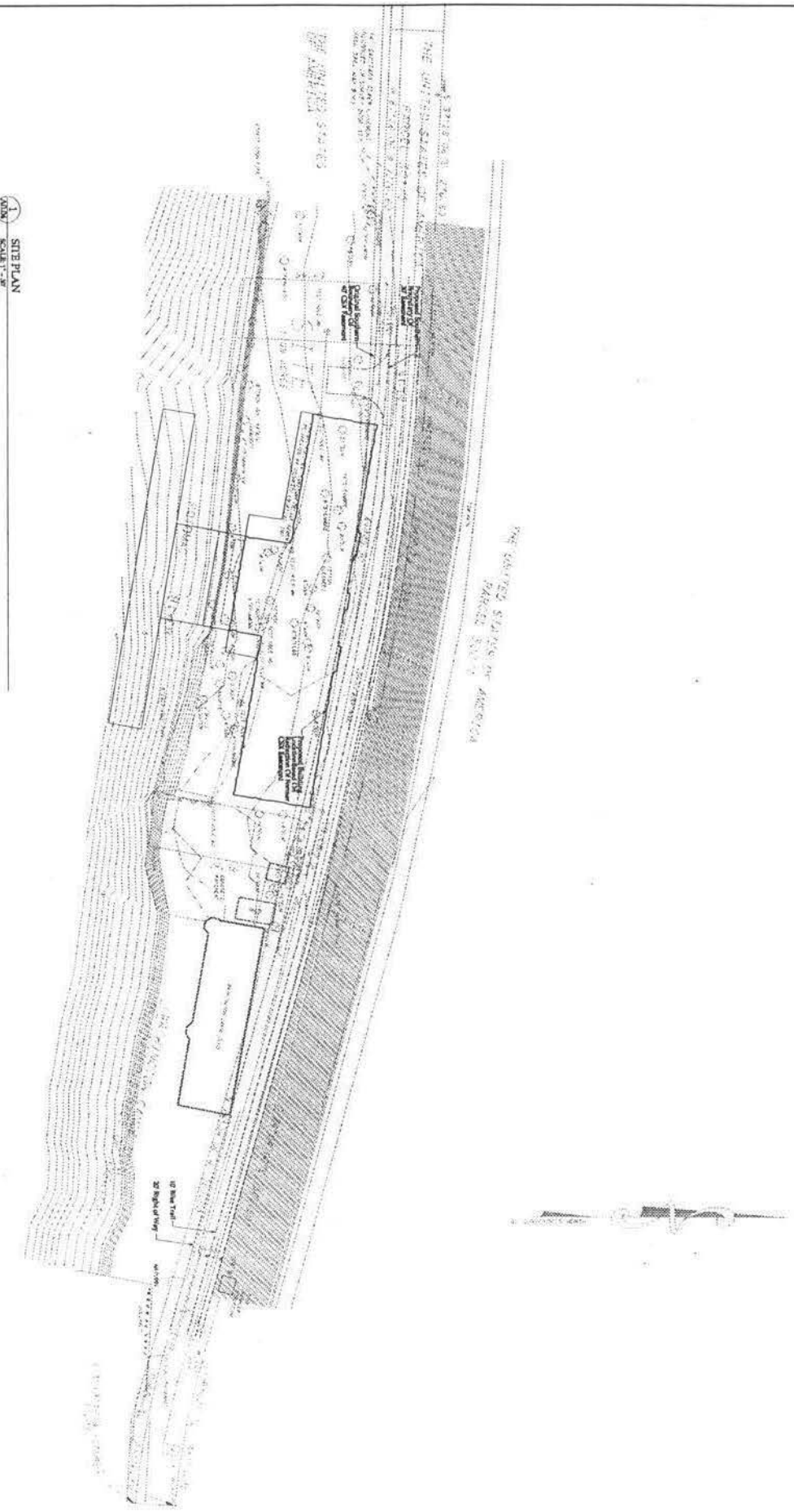
MUSE ARCHITECTS

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

JULY 11, 2002

COVER SHEET

A0.01



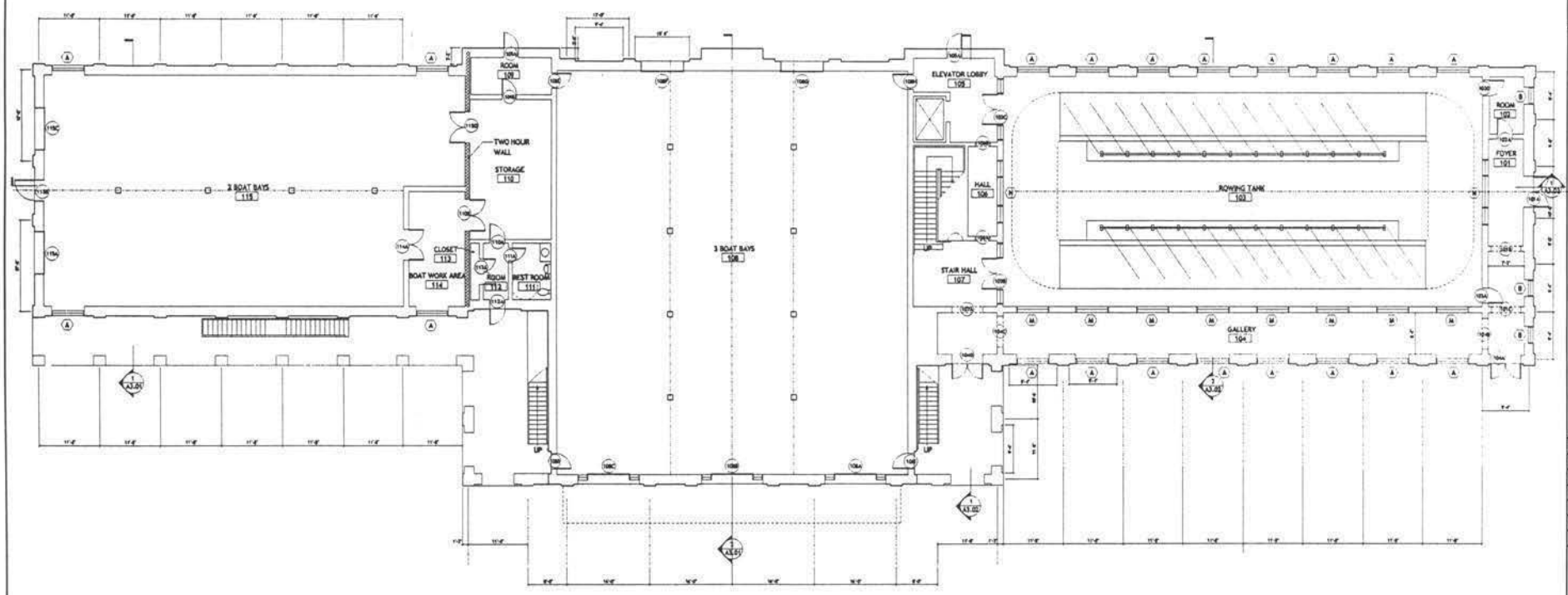
A0.04

SITE PLAN
SCALE: 1 = 30'

JULY 31, 2012
MAY 30, 2012
MAY 2, 2012
APRIL 10, 2012
MARCH 23, 2012

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

MUSE ARCHITECTS
5630 CONNECTICUT AVE., NW, WASHINGTON, DC 20015 202.966-6266
O'DONNELL GRAHAM LANDSCAPE ARCHITECTURE - 229 Prince Street, Annapolis, MD 21401 - Tel. 301.498-6100
SHELLEY/BRYAN, INC. (Structural Engineering Consultant) - 1451 Dolley Madison Blvd, #210, McLean, VA 22101 - Tel. 703.827.9192
AJ ENGINEERS, INC. (Mechanical Engineering Consultant) - 4304 Evergreen Lane, Suite 304, Annandale, VA 22003 - Tel. 703.914.1414
A. MORTON THOMAS & ASSOCIATES (Civil Engineering Consultant) - 12750 Twinbrook Parkway, Rockville, MD 20852 - Tel. 301.881.2545



1 / A1.01 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

MUSE ARCHITECTS
3600 CONNECTICUT AVE., NW, WASHINGTON, DC 20015 202.966.6266
OTOOLE/BYRAM LANDSCAPE ARCHITECTURE - 229 Prince Street, Annapolis, MD 21401 - Tel. 301.858.3330
R.D. KELLER PLLC - Structural Engineering Consultants - 3401 Dalby Madison Blvd, CCH, McLean, VA 22101 - Tel. 703.917.9005
A.J. PERRONE, P.C. - Mechanical Engineering Consultants - 4304 Evergreen Lane, Suite 204, Annandale, VA 22003 - Tel. 703.914.1416
A. MARTON, THOMAS & ASSOCIATES (Civil Engineering Consultants) - 10272 Baltimore National Pike, Unit 304, Ellicott City, MD 21042 - Tel. 301.695.2400

GEORGETOWN UNIVERSITY

NEW NON-MOTORIZED BOATHOUSE

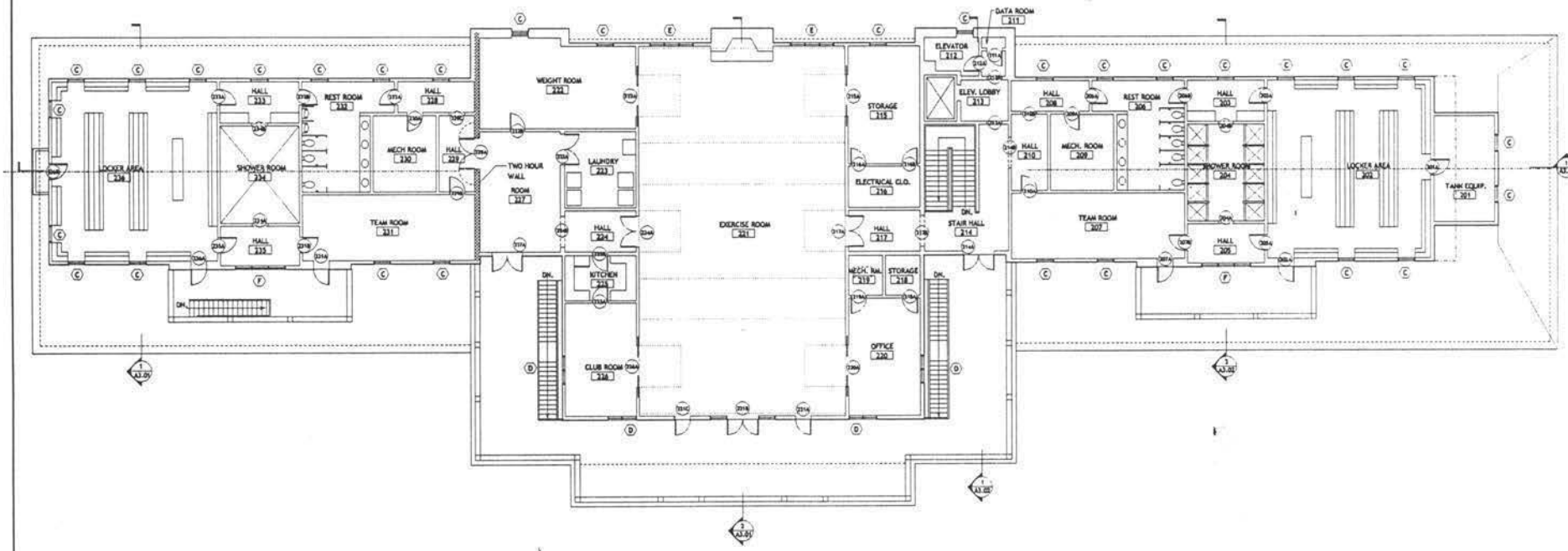
WATER STREET, N.W. WASHINGTON D.C.

FEBRUARY 28, 2012
MARCH 26, 2012
APRIL 16, 2012
APRIL 30, 2012
MAY 16, 2012
JUNE 15, 2012
JULY 11, 2012

FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

A1.01



1 A1.02 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

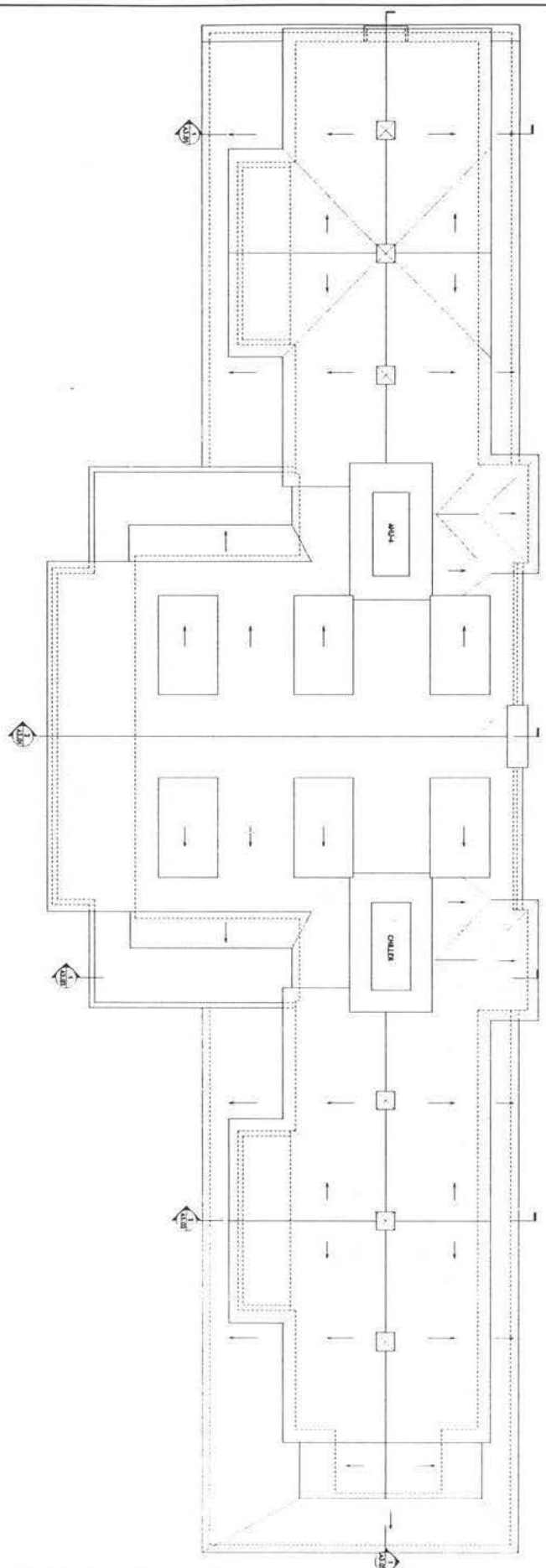
MUSE ARCHITECTS
3430 CONNECTICUT AVE., NW, WASHINGTON, DC 20015 202.966-6266
O'DONNELL GRAHAM LANDSCAPE ARCHITECTURE: 259 Prince Street, Annapolis, MD 21401 - Tel. 301.858-3330
B.E. LEIGHTY, P.E.: Structural Engineering Consultant - 1401 Dolley Madison Blvd, Suite 204, McLean, VA 22101 - Tel. 703.827.0404
J. ALEXANDER, P.E.: Mechanical Engineering Consultant - 4301 Connecticut Ave., N.W., Suite 100, Washington, D.C. 20008 - Tel. 202.966-2338
A. MORTON THOMAS & ASSOCIATES (Civil Engineering Consultant) - 12270 Tech Road Parkway, Beltsville, MD 20905 - Tel. 301.931.2525

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

FEBRUARY 28, 2002
MARCH 26, 2002
APRIL 16, 2002
MAY 16, 2002
JUNE 10, 2002
JULY 11, 2002

SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

A1.02



1 / A1.03 ROOF PLAN
SCALE: 1/16" = 1'-0"

A1.03

ROOF PLAN

SCALE: 1/16" = 1'-0"

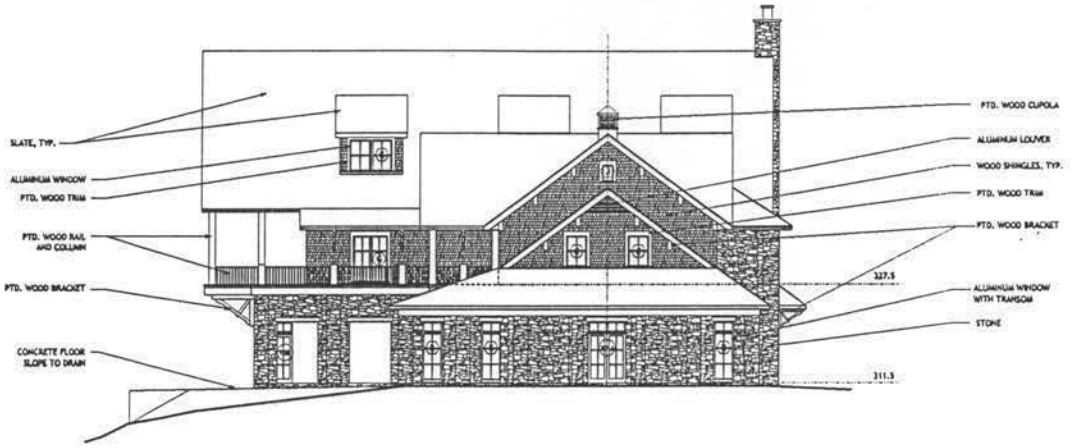
JULY 19, 2021	
JUNE 28, 2021	
MAY 24, 2021	
MAY 4, 2021	

GEORGETOWN UNIVERSITY

NEW NON-MOTORIZED BOATHOUSE

WATER STREET, N.W. WASHINGTON D.C.

MUSE ARCHITECTS
5630 CONNECTICUT AVE., NW, WASHINGTON, DC 20015 202.966-6266
O'DONNELL GRAHAM LANDSCAPE ARCHITECTURE - 229 Prince Street, Annapolis, MD 21401 - Tel. 301.898-0330
M.G.KRETBIOAN, INC. (Structural Engineering Consultant) - 1451 Dolley Madison Blvd, Suite 2220, McLean, VA. 22101 - Tel. 703.827.9552
AJ DICESARIS, P.C. (Mechanical Engineering Consultant) - 4304 Evergreen Lane Suite 204, Annandale, VA. 22003 - Tel. 703.914.1434
A. MORTON THOMAS & ASSOCIATES (Civil Engineering Consultant) - 12750 Twinbrook Parkway, Rockville, MD 20852 - Tel. 301.881.3560



1 A2.01 EAST ELEVATION
SCALE: 1/8" = 1'-0"



2 A2.01 SOUTH ELEVATION
SCALE: 1/8" 1'-0"

MUSE ARCHITECTS
3600 CONNECTICUT AVE., NW, WASHINGTON, DC 20015 202-966-6266
CROCKETT GRAHAM LAMPROPOULOS ARCHITECTURE - 229 Prince Street, Alexandria, MD 21401 - Tel 301.858.6330
BLAZEJEWSKI P.E., P.C. (Structural Engineering Consultant) - 5401 Dudley Madison Blvd, #240, McLean, VA 22101 - Tel. 703.827.9028
ATLANTIC MECHANICAL, INC. (Mechanical Engineering Consultant) - 4550 Forbes Blvd, Lanham, MD 20706 - Tel. 301.459.3200
A. MORTON THOMAS & ASSOCIATES INC (Civil Engineering Consultant) - 12750 Twinbrook Parkway, Rockville, MD 20852 - Tel. 301.881.5940

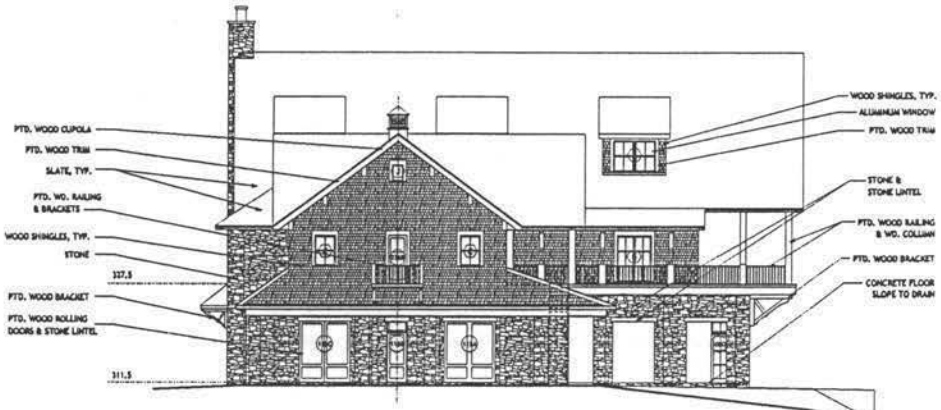
GEORGETOWN UNIVERSITY
NEW NON-MOTORIZED BOATHOUSE
WATER STREET, N.W. WASHINGTON D.C.

MARCH 26, 2012
APRIL 14, 2012
MAY 16, 2012
JUNE 18, 2012
JULY 11, 2012

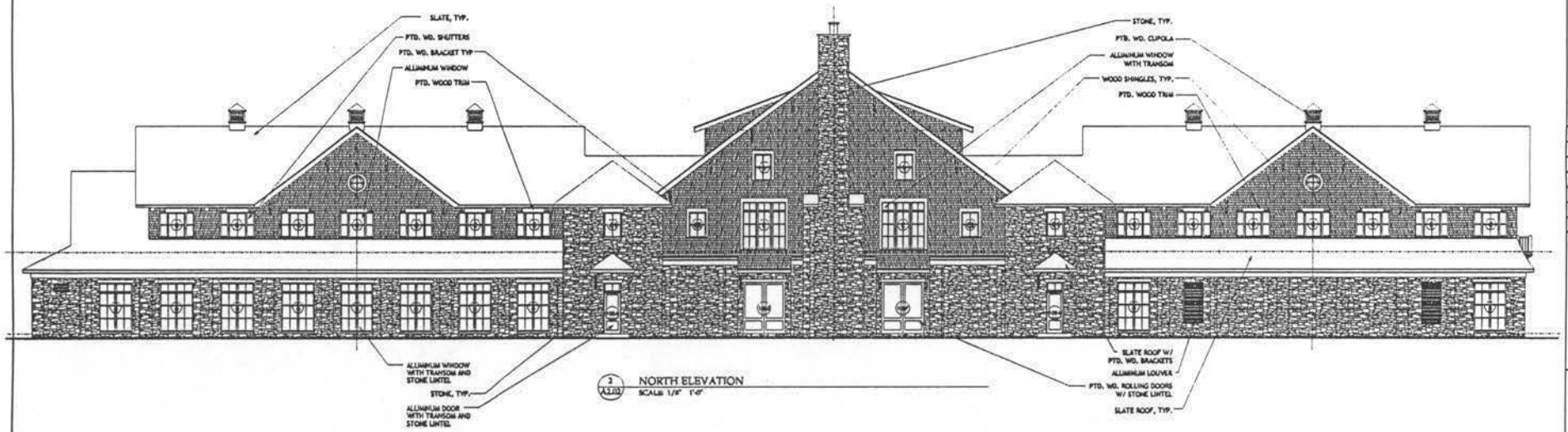
ELEVATIONS

SCALE: 1/8" = 1'-0"

A2.01



1 A2.02 WEST ELEVATION
SCALE: 1/8" = 1'-0"



2 A2.02 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

MUSE ARCHITECTS
SILVER CONNECTICUT AVE., NW., WASHINGTON, DC 20015 202.966.6266
CITIZENSHIP GRAHAM LANDSCAPE ARCHITECTURE: 529 Prince Street, Annapolis, MD 21401 - Tel. 301.858.6570
BRADLEY PRYSLAK, P.C. (Structural Engineering Consultant): 3455 Duke Jackson Blvd., 2220, Jackson, VA. 22201 - Tel. 703.427.9292
ATLANTIC DESIGN, INC. (Mechanical Engineering Consultant): 4045 Evergreen Lane, Suite 204, Annandale, VA. 22003 - Tel. 703.914.8454
A. MORTON THOMAS & ASSOCIATES, INC. (Civil & Environmental Consultant): 10750 Parkridge Boulevard - Suite 400 - Reston, VA. 20191 - Tel. 703.883.2417

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

APRIL 14, 2010
MAY 14, 2010
JUNE 10, 2010
JULY 11, 2010

ELEVATIONS

SCALE: 1/8" = 1'-0"

A2.02

Exhibit B: Special Study of Nonmotorized Boating in the National Capital Region

SPECIAL STUDY

NONMOTORIZED BOATING
IN THE
POTOMAC AND ANACOSTIA RIVERS
Washington, D.C.

Preliminary Report
January 1989

U.S. Department of the Interior / National Park Service



Walk into a boathouse sometime when no one is around. The locker rooms and boat bays seem almost to speak in dignified tones. The sport of rowing is the language: pride and tradition its dialect.

Whether a century old and graced with finely detailed woodwork or new – made of brick and steel, the boathouse is more than a storehouse for boats and oars between regattas. It is an entryway to the lineage of rowing, its doors opening to anyone who wants to row and grow into that proud lineage.

With passing years, boathouses themselves grow into comfortable dwellings where generations of crews and scullers come to learn and compete. . . . Old and new intermingle. Odors of yesterday's gasoline, epoxy and river-sodden rags waft through the boat bays, while coxswain megaphones of yesteryear hang in the repair room. Old oars and shells recall the days when wood was the only material to test a rower's skill. . . . These are the collective hallmarks of tradition, the most enduring threads of rowing's fabric.

Athletes remember the people, events and surroundings that came together so a crew could row to victory. And the boathouse, with racing shells in their berths and bulletin board by the pay phone on the wall, is where today's sweat, determination and cheers join yesterday's legends.

– from Robert Stewart, 1988
Rowing: The Experience
Philadelphia: Boathouse Row Sports, Ltd.

SUMMARY

The National Park Service has the opportunity to enhance the boathouse row along the Georgetown waterfront (a historical use appropriate to the waterfront's shoreline park values).

Relevant existing boating facilities were examined, including the Thompson Boat Center, Fletcher's Boat House, Jack's Boats, Washington Canoe Club, Potomac Boat Club, Organization for Anacostia Rowing, Alexandria's Boathouse, Occoquan Boat Club, and motorboat clubs along the west shore of the Anacostia River. The major problem is lack of space for new and expanded teams.

The National Park Service's 1985 demand study was updated; in general, rowing activities nationwide and in the metropolitan area have doubled, with high school and college team activity up 60 percent in three years. The major proposal driving this special study involves Georgetown University's desire to build and operate a new boathouse on the Georgetown waterfront.

Both the Georgetown and Anacostia waterfronts were examined, and nine possible sites were located. In Georgetown the preferred sites are near Key Bridge; the best Anacostia site is at the end of M Street, opposite the Anacostia recreation center.

A number of legal and administrative mechanisms under which boathouses can be built and operated on federal land are available, including cooperative agreements, concessions agreements, and leases.

This study specifically recommends the following:

two or three more boathouses, with at least one along the Anacostia River

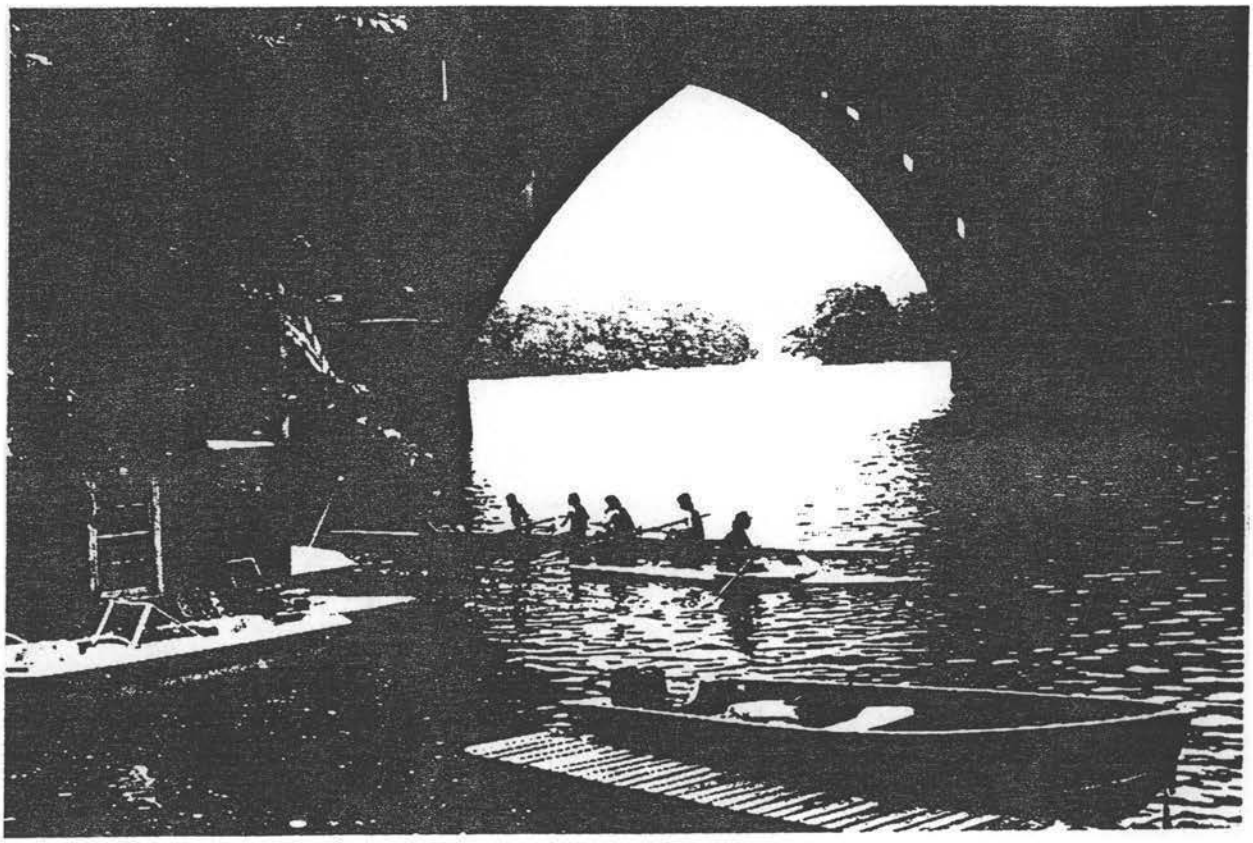
priority use of preferred sites

a cooperative agreement with a consortium of rowing interests (universities, high schools, rowing groups, etc.) for both construction and operation of these specialized boating facilities

architectural compatibility and controls by the National Park Service

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Rowers passing under Key Bridge

INTRODUCTION

SETTING

In the Washington, D.C. area, rowing has traditionally taken place on the Potomac River at the mouth of the Palisades, from the Arlington Memorial Bridge upstream to the first rapids. As many as six boathouses once graced the Georgetown waterfront. Today only two remain--the Potomac Boat Club and the Washington Canoe Club. This special study addresses the possibility of adding boathouses to the Georgetown waterfront, in the area shown as zone 14 in the *Plan for the Georgetown Waterfront Park and C & O Canal National Historical Park* (NPS, USDI 1987), as well as along the Anacostia River's west side near the Sousa Bridge.

The segment of the Potomac River under study is unique in the metropolitan area, in that it is protected from prevailing winds by the steep, rocky cliffs of the Palisades, yet gentle, flat water where currents are slowed by tidal action. Accessible from the heart of the city, the area quickly turns to forested shoreline where all hint of the city disappears. America's classic rowing sites are found in similar stretches of river along the eastern seaboard: Annapolis' Severn River, Philadelphia's Schuylkill River, Princeton's Lake Carnegie, and Boston's Charles River.

The study also addresses the possibility of additional boathouses along the Anacostia River's western shore from the 11th Street bridge to the proposed Barney Circle Freeway bridge. In recent years the Anacostia River has gained favorable notice as a site for rowing and other types of nonmotorized boating. Although the Anacostia crosses less dramatic Coastal Plain formations and does not flow past picturesque rocky cliffs, it has its own charm for boating. Low bridges keep out all but small motorcraft. The upper parts of the Anacostia in the District of Columbia, alongside the National Arboretum and the Kenilworth Aquatic Gardens, seem as remote from the city as do the Potomac Palisades.

For years the water quality of the Potomac and Anacostia rivers was so poor that boaters were discouraged, but today the rivers are usable for water sports. Boating conflicts, although minor, occur in both rivers. On the Potomac, within the study area, rowers are irritated by large motorboats, which are attracted past the Washington Harbor complex, creating wakes that interrupt practice rowing. Generally, most boaters observe the 6 mph speed limit in the Palisades area – those that do not, create problems for everyone. Fishermen near Fletcher's Boat House are equally bothered when rowers turn around there, showing little sensitivity for the fishing grounds. Competitive rowers may be inconvenienced when day users inadvertently row their rental boats or canoes into competition courses. However, the numbers of accidents are few.

Although both areas offer unique opportunities for rowing and other specialized, nonmotorized water sports, there are dangers and hazards associated with the rivers. During the winter they can completely ice up, destroying docks and buoy systems. Both rivers can flood and endanger all structures in the floodplain. In the Anacostia, especially, debris in the river after floods and storms makes boating hazardous. Summer thunderstorms are a frequent occurrence, often unfolding suddenly and endangering slow-speed rowers on the water. And least serious, but perhaps the most common and frustrating, are the long periods of heat in the summer, creating conditions of glare and fatigue and making rowing uncomfortable. Although most practice occurs in the early morning when it is cooler, afternoon regattas and competitions can suffer from Washington's intense, humid heat.

CURRENT TRENDS

Nonmotorized boating on the Potomac and Anacostia rivers reflects national trends in recreation and water sports. It also mirrors the special needs and interests of the Washington area population, in part attracted to the area for its fine boating opportunities.

There is a continuously growing interest in the sports of canoeing, windsurfing, and rowing, with the latter activity growing the fastest. Rowing has become a competitive sport in high schools and colleges, and space for both competitive teams and individuals who use the sport for physical fitness is in demand. As a result, the rates to rent space and equipment in existing facilities are mounting along with the escalating real estate costs in the city.

One indicator of the growing interest in rowing is the construction of new boathouses at several universities and park areas. Locally, new boathouses have been built during the past five years along the Alexandria waterfront (for use by all Alexandria high schools), and at the Occoquan reservoir in Prince William County. During this period, the nationwide membership of the United States Rowing Association (USRA) has doubled from 12,000 to 25,000 members.

OTHER CITIES

The two remaining boathouses along the Georgetown waterfront are reminiscent of other, more intact boathouse rows along the east coast. Most famous is Philadelphia's boathouse row of Victorian-style timber structures set picturesquely above a dam near center city. Private rowing clubs or universities currently occupy the boathouses; in past years, Olympic teams trained there.

In Boston, the boathouses associated with the Harvard University shoreline of the Charles River recall the relaxed boating days at the turn of the century. Princeton, Yale, and Dartmouth each have university boating facilities on the edges of their campuses.

Generally, however, these older boathouses, as picturesque and traditional as they may seem, are often overcrowded, inadequate, and prone to fire. New boathouses strive to preserve the special qualities of tradition associated with boathouses while still accommodating modern needs, such as adequate storage, restrooms, and boat repair space. Dartmouth and MIT have recently built new boathouses, and Northeastern and Rutgers universities are among those currently planning new boathouse facilities.

In Watertown, Massachusetts, the Community Rowing Club was converted from a historical riverside industrial building into a rowing and fitness club, with facilities for individuals and competitive teams.

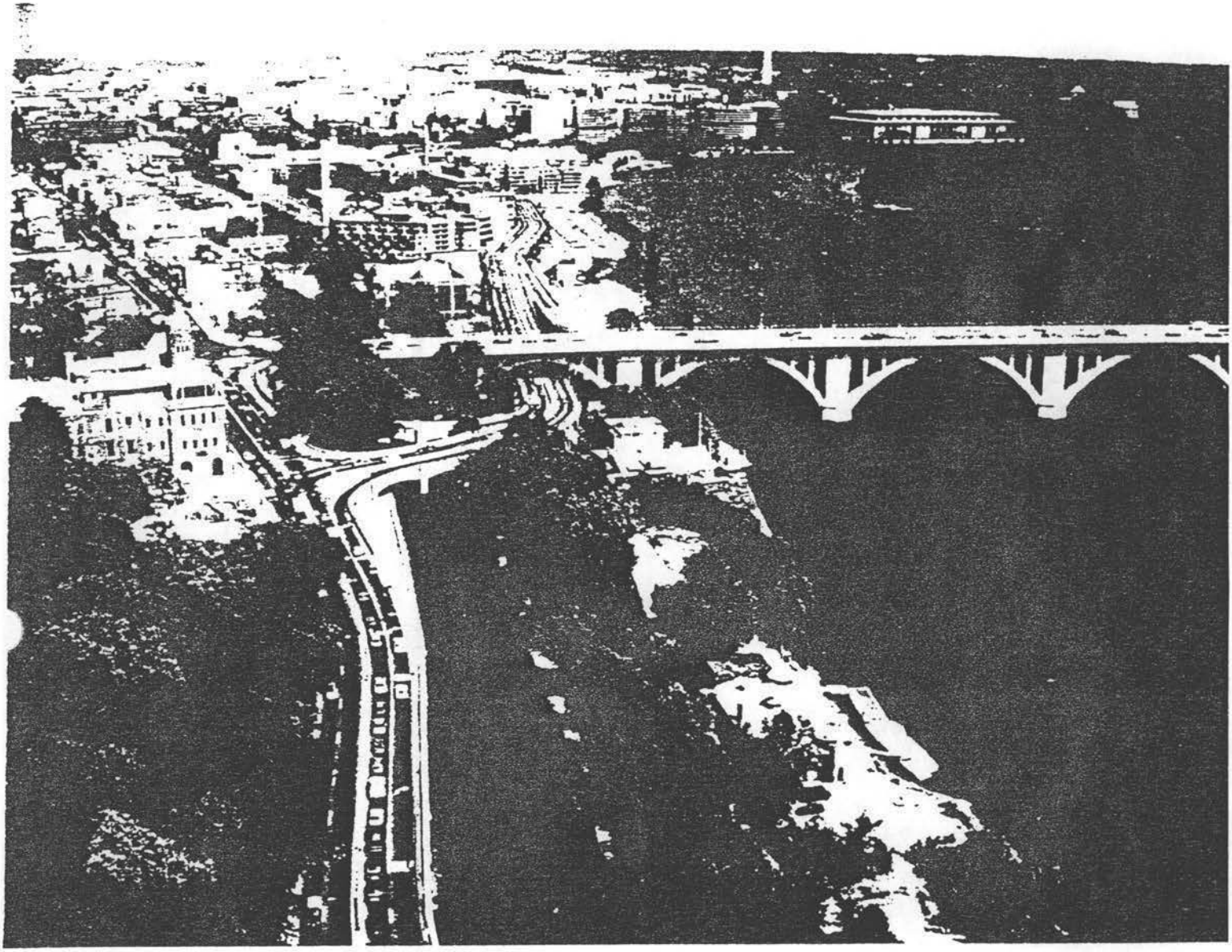
PAST STUDIES AND PLANS

The Georgetown waterfront and the Anacostia shoreline have been the subject of numerous studies and plans over the years. Both shores were the site of commercial shipping and industrial enterprises until they were acquired in the 1920s and 1930s as federal riverfront parkland. Since that time, various agencies have published plans for their development and use for public enjoyment.

The National Park Service designed and built the Thompson Boat Center at the mouth of Rock Creek on the Potomac River in the mid 1950s. It is now operated by GSI, Inc., a concessions company. In 1970 a design was completed for a boathouse along the Anacostia River in Kenilworth Park at the mouth of Watts Branch. About the same time, canoe and rowboat facilities were also proposed for Oxon Cove. None of these facilities was ever funded or built.

Plans relevant to this study began with *The Urban River: A Staff Proposal for Waterfront Development in the District of Columbia*, prepared by the National Capital Planning Commission (NCPC) in 1972. It suggested policies and program objectives for the waterfront and influenced all later planning. The NCPC then prepared its *Shoreline Acquisition and Development Policies and Programs* in 1976 to implement the national open space system of the comprehensive plan for the National Capital. It emphasized policies concerning public ownership of the entire Potomac and Anacostia shoreline, making development of the waterfront part of the national park system. The waterfront park system within the city should be completed and all but minor portions made part of the open space system. Proposals for the Georgetown area included the following:

> Beginning at a point 1,700 feet west of Key Bridge where the natural shoreline of subarea 1 ends, existing open space would be improved through appropriate landscaping. Although it is recommended that water-related uses such as boathouses be concentrated along an area extending 500 feet east and west of Key Bridge, as the need arises, additional water-related uses could be accommodated to the point where natural shoreline begins. However, these uses should be located so that park character will be maintained throughout the area.



Aerial view of the Georgetown Waterfront
showing the Washington Canoe Club in the foreground and
Key Bridge just above the Potomac Boat Club

For subarea 7, along the west side of the Anacostia River between the Sousa Bridge and the railroad bridge, the following is recommended:

> Land in subarea 7 should be devoted entirely to park use. It should be developed as part of the national open space system with a district recreation center located on the site in accordance with policies contained in the comprehensive plan for the national capital. Land uses for that portion between the Sousa and railroad bridges should include primarily marina and support facilities with some general open space for overlooks over the water and for passive activities such as picnicking.

In 1978 the National Park Service issued a *Special Marina Study* addressing the problems and opportunities associated with motorboating and marinas in and around Washington, D.C. It did not specifically address nonmotorized boating other than sailing. The study ascertained that private marinas would probably reach capacity by 1988 and that future growth would depend on public facilities. It suggested the following:

> expansion of private and nonfederal public marinas
>
> systematic improvement by the National Park Service of its marinas
>
> negotiation of long-term contracts and permits to allow for both NPS and private investment in improvements
>
> improvement of launching ramps and associated parking as soon as possible
>
> monitoring of slip demand in future years
>
> completion of development concept plans for Fort Washington, Daingerfield Island, and the Anacostia waterfront, identifying areas for potential future development

In 1983 the NCPC issued a *Comprehensive Plan for the National Capital.* The "Parks, Open Space, and Natural Features" element of the plan is the guiding document for federal planning policies in the Washington, D.C., metropolitan area. Some of its observations and recommendations relevant to this study include the following:

> The entire Potomac and Anacostia River system should be a constant source of natural enjoyment, urban orientation, and visual delight. Its major features should be retained and enhanced as great natural open space resources and as recreational opportunities for residents and visitors.

The shoreline and waterfronts of the Potomac and Anacostia rivers within the District of Columbia should be publicly owned except at planned waterfront locations in Georgetown and Buzzard Point where controlled private development could be permitted.

All lands within 150 to 200 feet of the water's edge along the Potomac and Anacostia rivers should be managed to encourage the enjoyment and recreational use of water resources while protecting the scenic value of the waterways.

Anacostia River Park should continue to serve as a natural park of special riverside and scenic quality and character.

The District of Columbia and federal governments should consider mechanisms that would mandate the provision of nonmotorized public access along its shorelines, through the use of easements or other binding agreements.

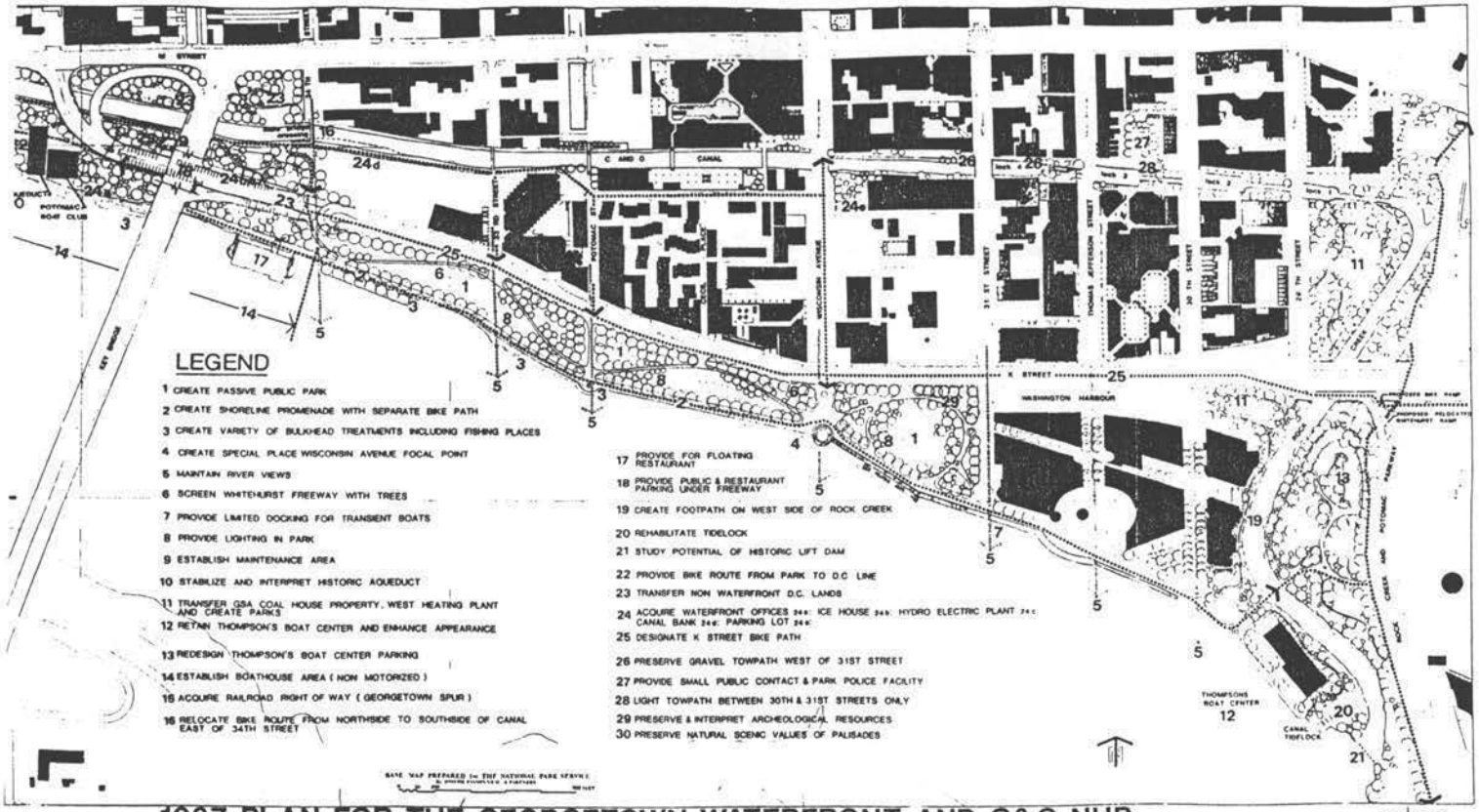
In order to guide the complex private and public projects of the Georgetown waterfront, a cooperative plan between the National Park Service, the District of Columbia, interested citizen groups, and the NCPC was issued. Upon completion the 1987 *Plan for the Georgetown Waterfront Park and the C & O Canal National Historical Park* was approved by both the Fine Arts Commission and the National Capital Planning Commission. It includes the following relevant points:

The following proposed plan actions have evolved out of the public planning process. In keeping with the designated historic district, the thrust of the plan emphasizes preservation, restoration, and enhancement of the area's historic resources. The plan also maximizes the unique physical geography of the area.

- The Thompson Boat Center will remain as a canoeing and rowing facility with bike rentals. No expansion of this facility is envisioned, and no more nonboating uses are to be introduced into this building. A study to evaluate the feasibility of improving the architectural appearance of the building will be undertaken.

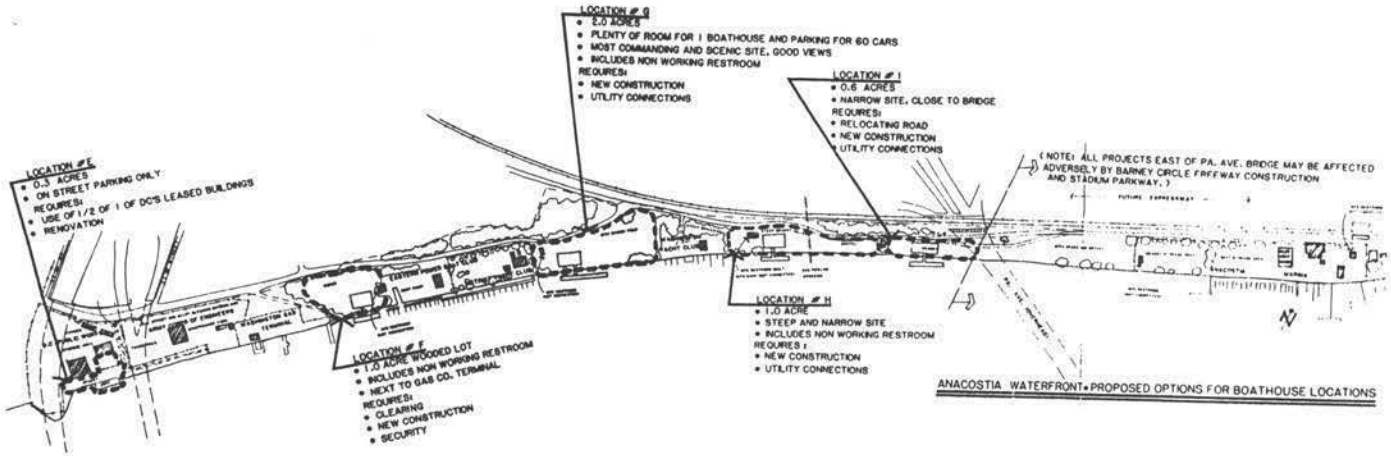
While the existing parking lot [at Thompson Boat Center] is not being used at full capacity most of the time, considerably more space is needed during special boating events.

Establish Nonmotorized Boathouse Area: A recent special NPS study indicated that there is considerable unmet demand for nonmotorized boating facilities along the Georgetown waterfront. The [1987] plan designates a general area of land and water within which new boathouses are appropriate (zone 14). • The area assigned to boathouses does not extend west of Key Bridge more than about 1,000 feet because of the policy aimed at preservation of the natural appearance of the Palisades. To the east of Key



1987 PLAN FOR THE GEORGETOWN WATERFRONT AND C&O NHP

800 | 40,066
DSC | JAN 89


LOCATION # E
• 0.3 ACRES
• ON STREET PARKING ONLY
REQUIRES:
• USE OF 1/2 OF 1 OF DC'S LEASED BUILDINGS
• RENOVATION
LOCATION # F
• 1.0 ACRE WOODED LOT
• INCLUDES NON WORKING RESTROOM
• NEXT TO GAS CO. TERMINAL
REQUIRES:
• CLEARING
• NEW CONSTRUCTION
• SECURITY
LOCATION # G
• 2.0 ACRES
• PLENTY OF ROOM FOR 1 BOATHOUSE AND PARKING FOR 60 CARS
• MOST COMMANDING AND SCENIC SITE, GOOD VIEWS
• INCLUDES NON WORKING RESTROOM
REQUIRES:
• NEW CONSTRUCTION
• UTILITY CONNECTIONS
LOCATION # H
• 1.0 ACRE
• STEEP AND NARROW SITE
• INCLUDES NON WORKING RESTROOM
REQUIRES :
• NEW CONSTRUCTION
• UTILITY CONNECTIONS
LOCATION # I
• 0.6 ACRES
• NARROW SITE, CLOSE TO BRIDGE
REQUIRES:
• RELOCATING ROAD
• NEW CONSTRUCTION
• UTILITY CONNECTIONS
(NOTE: ALL PROJECTS EAST OF PA. AVE. BRIDGE MAY BE AFFECTED ADVERSELY BY BARNEY CIRCLE FREEWAY CONSTRUCTION AND STADIUM PARKWAY.)
N
ANACOSTIA WATERFRONT • PROPOSED OPTIONS FOR BOATHOUSE LOCATIONS

- Bridge, the boundary embraces the site of the proposed floating restaurant. Should the restaurant not be constructed, the area would be appropriate for boating facilities, which could be either privately or NPS concession operated. Floating boathouses or boathouses on land would be suitable provided public boating use of the facilities is always available.

- Preserve Natural Scenic Values of Palisades: Above Key Bridge, west of the boundary of the designated boathouse area, the natural conditions of the Palisades will be preserved. The Potomac River above Key Bridge is one of the main scenic treasures of the nation's capital, and no new development will be permitted here. In areas not now adequately protected, particularly the south edge of the Georgetown University campus, attempts will be made to acquire scenic easements and other devices to prevent intrusive developments.

The special NPS study referred to above was conducted in 1985 in preparation for the Georgetown waterfront plan. Data were gathered on area boat clubs, teams, and storage facilities to determine how these organizations use the river and waterfront, what the existing and potential demands for growth are, what user conflicts occur on the river now, and what new problems could arise as a result of waterfront changes. The 1985 survey's results indicated that thousands of D.C.-area residents participate in competitive and recreational rowing (sculling), flatwater kayaking, canoeing, sailing, rowboating, and windsurfing from spring through fall every year. Between 600 and 700 students row on crew teams on the Potomac River, and another 250 row on the Occoquan reservoir in northern Virginia; several of these scholastic programs are interested in expanding but cannot do so because there is no available storage space. Support facilities for these activities along the Potomac near Georgetown include the Thompson Boat Center, Jack's Boats, Potomac Boat Club, Washington Canoe Club, and Fletcher's Boat House. Interviews with members of the boating community revealed that storage space at Thompson's and at both boat clubs are at capacity, with some waiting lists.

Concurrently, a series of plans addressing the Anacostia River have concluded in a recent, complex highway project – the Barney Circle Freeway, connecting I-395 at Pennsylvania Avenue to I-295 south of Benning Road. The project was divided into various stages: conceptual planning, alternatives development, and preliminary engineering and design. Five alternatives were considered, and the final environmental impact statement was published in 1983. The environmental impact statement emphasized that all efforts would be made to minimize visual impacts of the new work, and that access to the Anacostia River and Park would be maintained. The alternative chosen includes pedestrian and bicycle access across the river at all bridges as well as trails on both shores for the entire length of the project. An access parkway to RFK stadium follows the Anacostia's west shoreline from Pennsylvania Avenue north to East Capitol Street.

Most recently a brochure called *The Anacostia: The Other River* (Interstate Commission on the Potomac River Basin 1988) outlines goals for the Anacostia and its tributaries. It states that "The vision that the 'entire Potomac and Anacostia river system should be a constant source of natural enjoyment, urban orientation, and visual delight' should become a reality." The study's goals include the following:

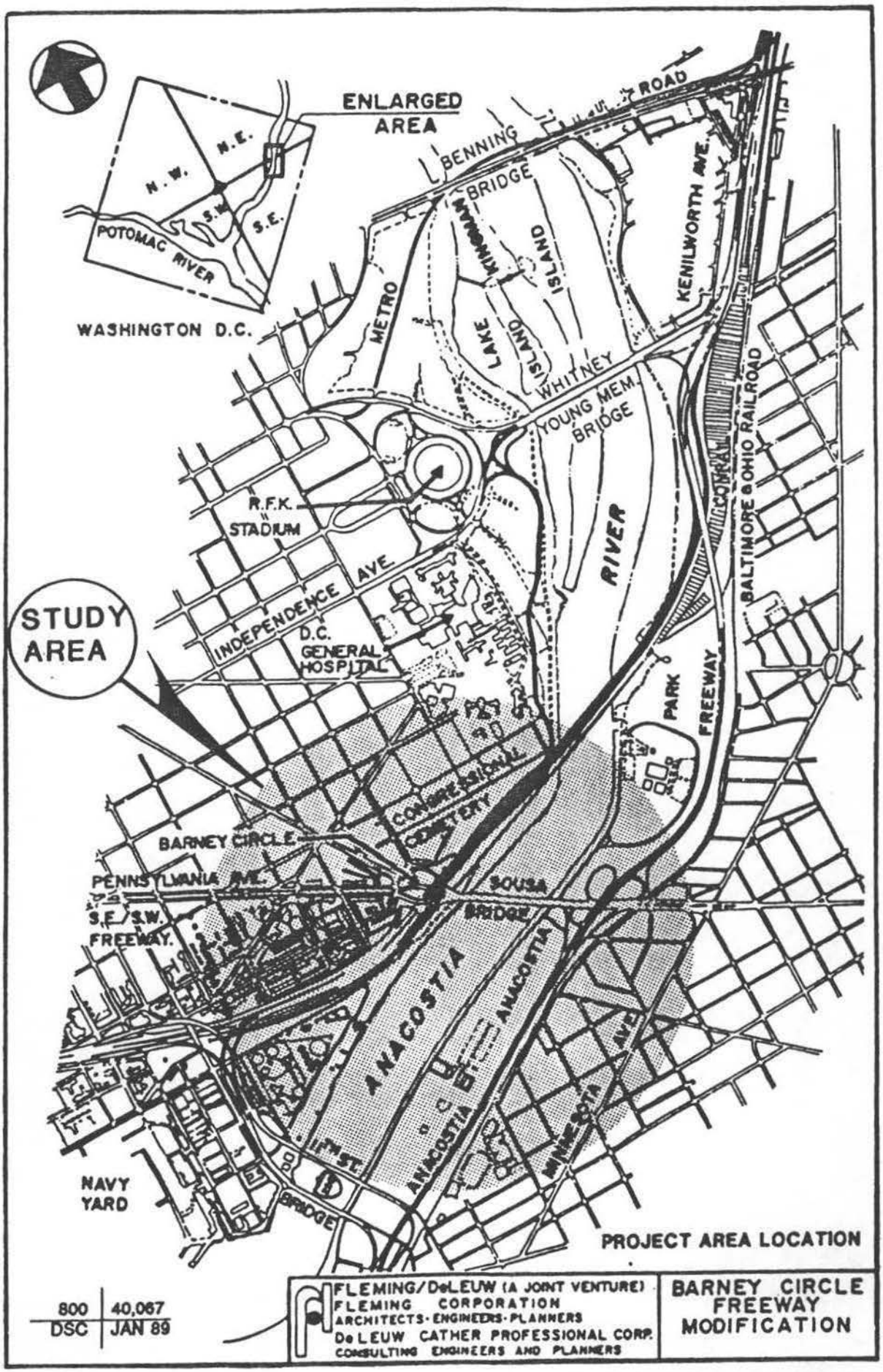
> achievement of improved water quality and the protection of aquatic life, habitat, and other beneficial ecological relationships
>
> basinwide management of erosion, sediment, and other sources of pollution
>
> maintenance of the tidal portion of the Anacostia River as a navigable waterway for commercial and recreational activities insofar as this is practicable
>
> expansion of opportunities for public recreational access and use
>
> enhancement of public interest and public participation in [river] restoration activities

BACKGROUND OF STUDY

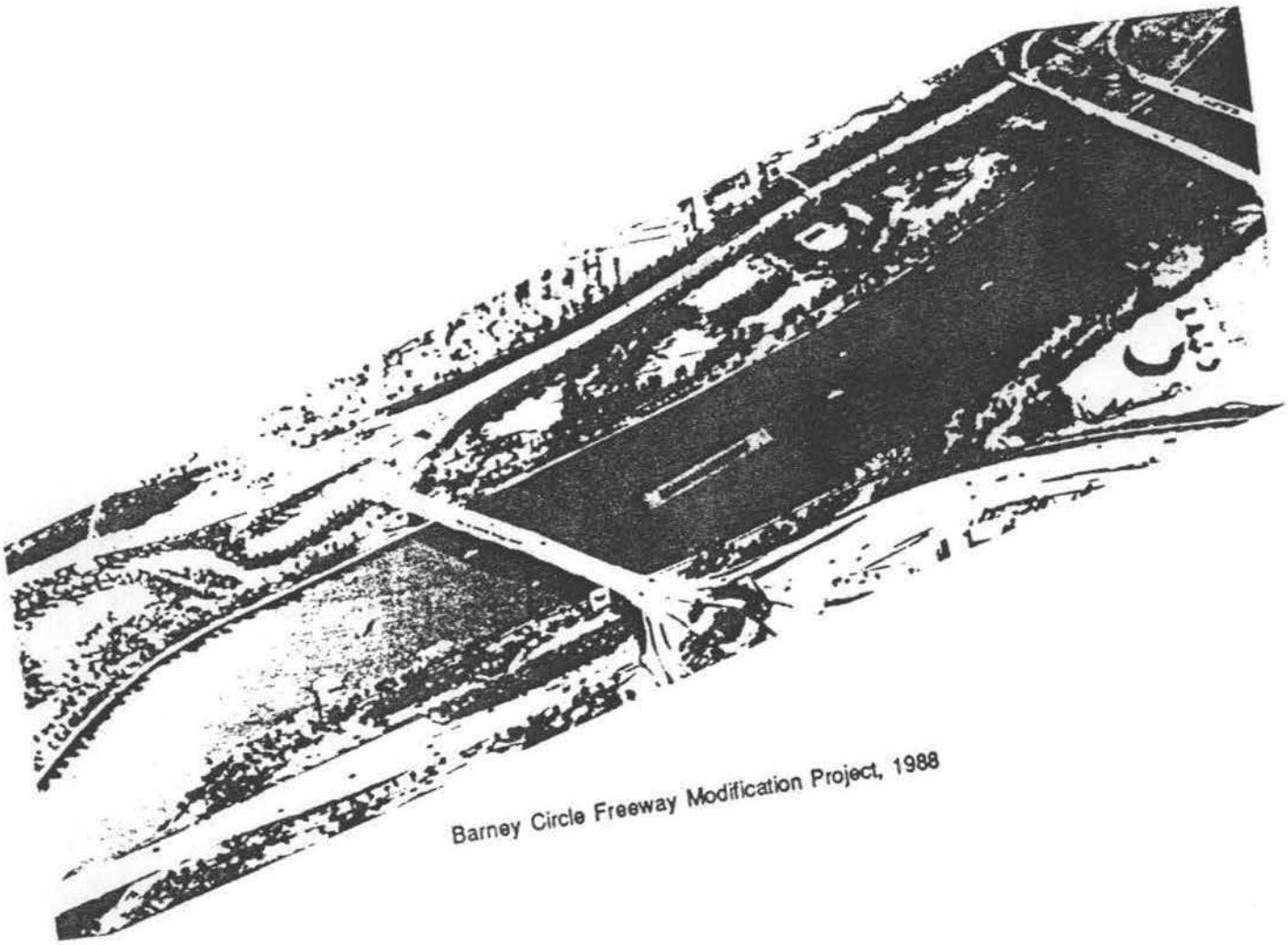
- Since the 1987 waterfront plan for Georgetown was approved, Georgetown University has wanted to establish a university boathouse on the publicly owned waterfront. Funds have been raised and preliminary plans have been completed. An early proposal--its location at the mouth of Foundry Branch--was rejected by the NCPC because it violated the integrity of the Palisades' natural qualities, intruded on a known historic mill site, and was outside the designated zone 14 established in the waterfront plan.

- Georgetown University's current proposal lies within the waterfront plan's zone 14 and would be consistent with the goals and design criteria for the waterfront outlined in that plan. The university requested a permit for a floating boathouse just west of the Washington Canoe Club. It would be three stories high and cover 11,000 square feet, with 3,500 square feet of boat storage behind on solid ground.

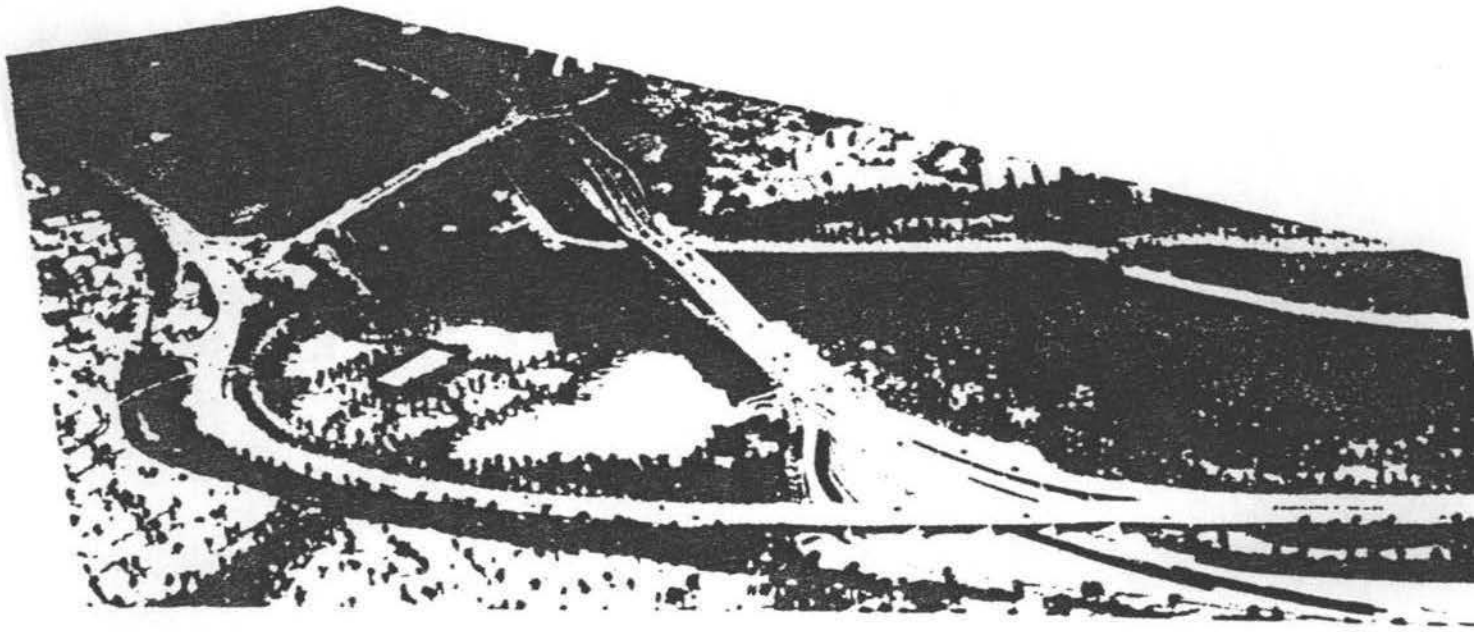
George Washington University has also expressed keen interest in establishing a university boathouse. A new organization, the Organization of Anacostia Rowers (OAR), has testified in public that it plans on setting up high school level rowing programs on the Anacostia River. This study examines these proposals in light of past planning and policy and to ascertain where and how new nonmotorized boating facilities can be accommodated on the Anacostia and Potomac rivers.



BARNEY CIRCLE FREEWAY MODIFICATION PROJECT



Barney Circle Freeway Modification Project, 1988



Barney Circle Freeway Modification Project, 1988

CURRENT FACILITIES AND BOATING DEMAND

The findings of the recreational boating demand study (NPS 1985) remain generally true today. It concluded that there is a strong and growing interest in nonmotorized boating, particularly rowing, in the Washington, D.C. area. The rising interest in rowing appears to be the result of a few key factors. Expanding school programs not only here (locally at Georgetown University, George Washington University, Trinity College, George Mason University, and various private and high schools) but also elsewhere are producing an increasing number of alumni who want to continue the sport in adult life. Also, more physical fitness enthusiasts are recognizing rowing as a fun, efficient form of exercise not necessarily requiring membership on a team or in a club.

In updating the 1985 study, a general increase in rowing interest was indicated by longer waiting lists in existing programs, larger scholastic programs, and greater frustration new teams felt at not being able to obtain storage or boathouse space.

EXISTING BOATHOUSES

- The Thompson Boat Center, a concessions-operated facility, accommodates both school teams and private patrons. It also rents bicycles and various kinds of boats. Storage includes 146 shells, 57 crew boats and launches, 33 windsurfers, 25 canoes, and 14 rowboats and sailboats, as well as 50 rental boats. The waiting list includes 150 persons and 2 schools. (The longest waiting list is actually for sailboats.) Parking is a major problem, as is conflict between competitive rowers and casual boat renters using the same dock on warm spring weekend mornings. Since rental and not storage forms GSI's (the concessioner) principal income, the company would support moving some of the university and high school teams to other facilities, thereby releasing more storage for individuals and rental.

- Jack's Boats, immediately west of Key Bridge, offers 45 canoes and 8 rowboats for rent, and also provides space for up to 40 individual canoes and the Georgetown University sailboats. All storage is outdoors. Parking is on K Street, and many of the patrons are walk-in college students. As with the other rental facilities, business depends greatly on the weather.

- The Potomac Boat Club is a privately owned, 260-member club with competitive teams for over 100 participants. A $400,000 addition is underway that will increase storage capacity by 5 percent. The club uses the boats of the Washington and Lee High School team (in exchange for storing them) and also houses 132 member-owned boats. The waiting list currently contains 120 names.

- The Washington Canoe Club is a privately owned building on federal land that operates under special use permit. It has 150 voting members and 50 junior

members, with storage space for 142 private canoes and kayaks, 13 club canoes, and 3 sailboats. There is no waiting list. Lack of sufficient parking is a major problem, peaking on the first warm weekend of spring and the Fourth of July weekend. The fenced grounds of the club can accommodate only 20 cars. Security for outdoor boat storage is a major concern. Recent renovation of the building replaced the foundation, floors, roof, and balcony.

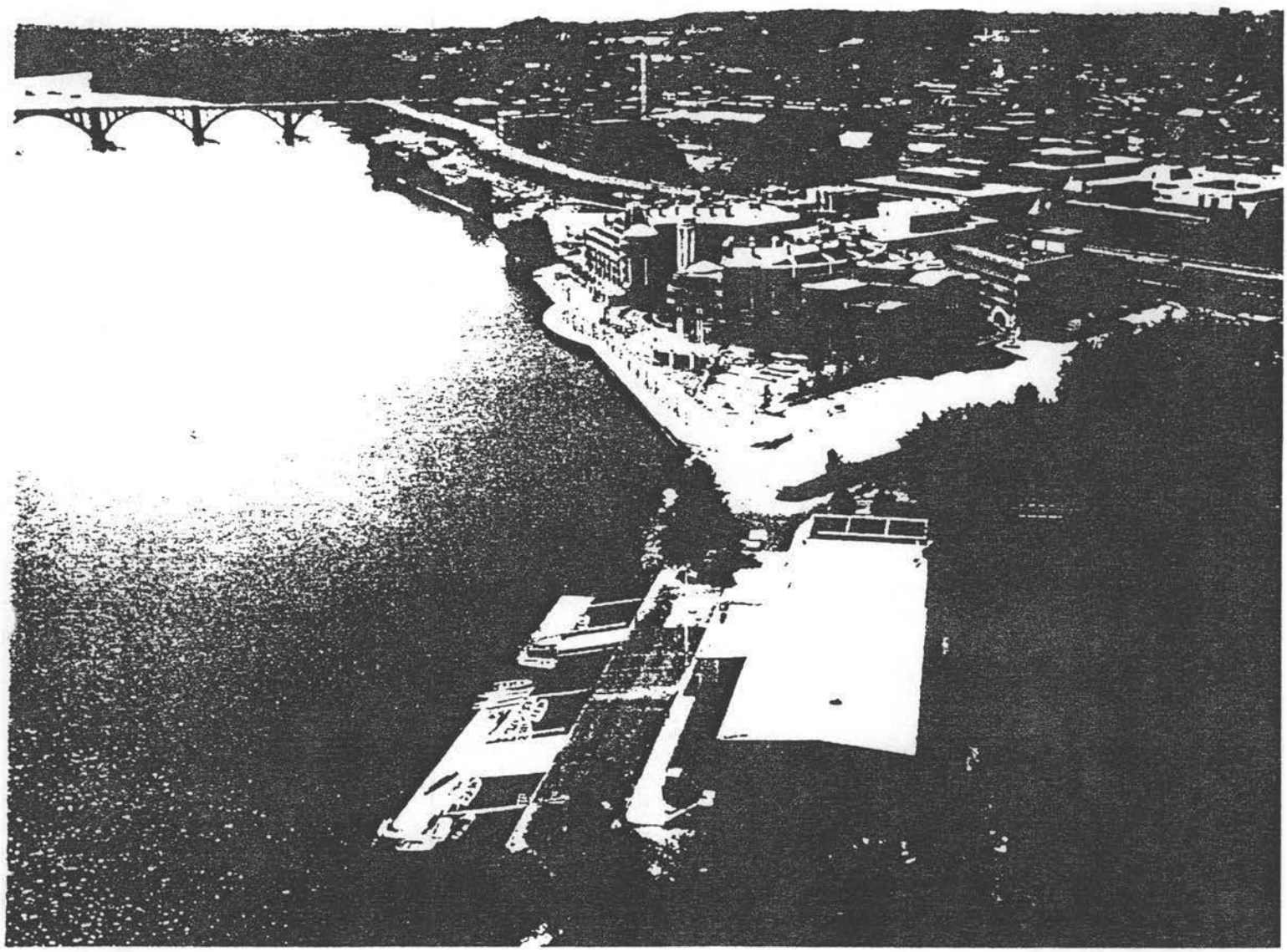
- Fletcher's Boat House lies outside zone 14, upstream along Canal Road. Many rent boats here and row or canoe downstream to Georgetown. All storage is outdoors and includes about 160 boats. Peak use revolves around the fishing season on nice weekends in April and May. All the boats can be in use as early as 8:00 A.M. Crew teams do come upstream this far and sometimes disturb fishermen and boaters by turning around in their fishing areas. Parking is not a major problem, as the lot holds over 300 cars. Although public demand seems to be at about the same level from year to year, future demand will likely be for storage, not rental.

There are no facilities on the Anacostia River for rowing or nonmotorized boating, other than the OAR's new program for junior and senior high school students, which is based at the Anacostia Park Recreation Center. Within the study area along the Anacostia waterfront are four small clubs for motorboats and one marina specializing in boat repair. However, the volume of motor traffic is so low that there are ample opportunities for rowing without conflict.

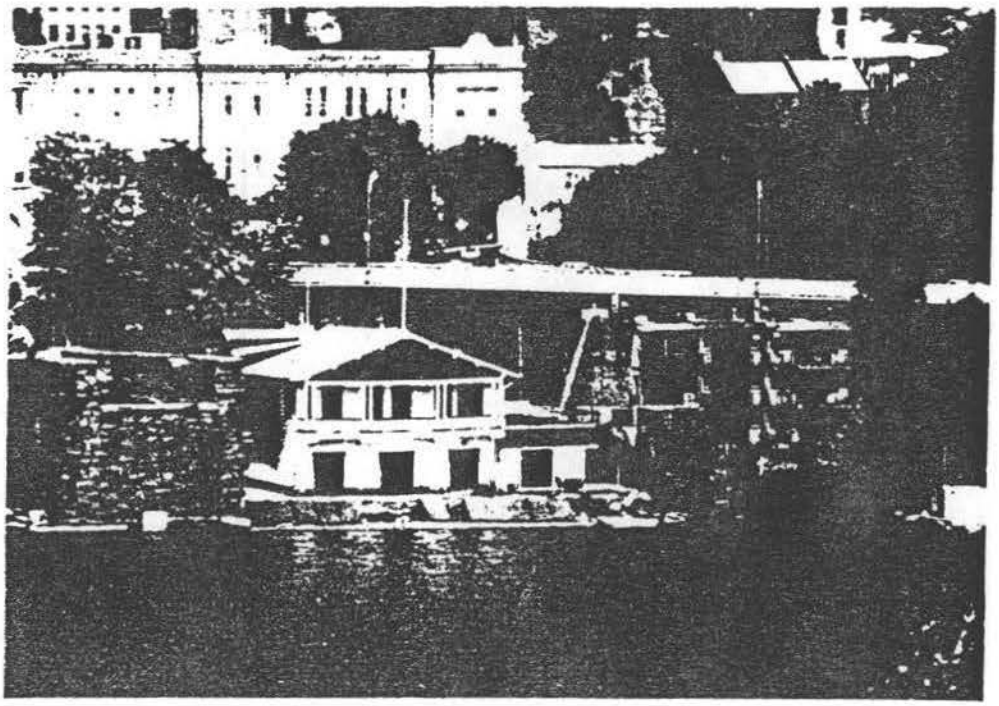
Other boathouses for rowing include a new city-run facility on the Alexandria waterfront for all Alexandria high schools, two boathouses on the Occoquan reservoir in Fairfax County (operated by the Northern Virginia Regional Park Authority), and a new Prince William County boathouse opposite the latter boathouses on the Occoquan reservoir. Each of these facilities cost slightly more than $1 million to build. The Occoquan boathouses serve over 1,200 students (with over 100 shells), while the Alexandria facility includes spaces for all city high school teams plus 26 individual storage racks (which were full within a few months of opening). Already there is a waiting list of 30 for openings in the 26 available slots.

The Occoquan reservoir has the best water in the area for competition races, while the Potomac off Alexandria is often too rough and windy for satisfactory rowing. The major criticisms of the Occoquan facility for regional meets are lack of peak use parking space and access; during rush hour, it takes hours to negotiate traffic on nearby I-95. Both home and visiting coaches and teams find this enormously frustrating.

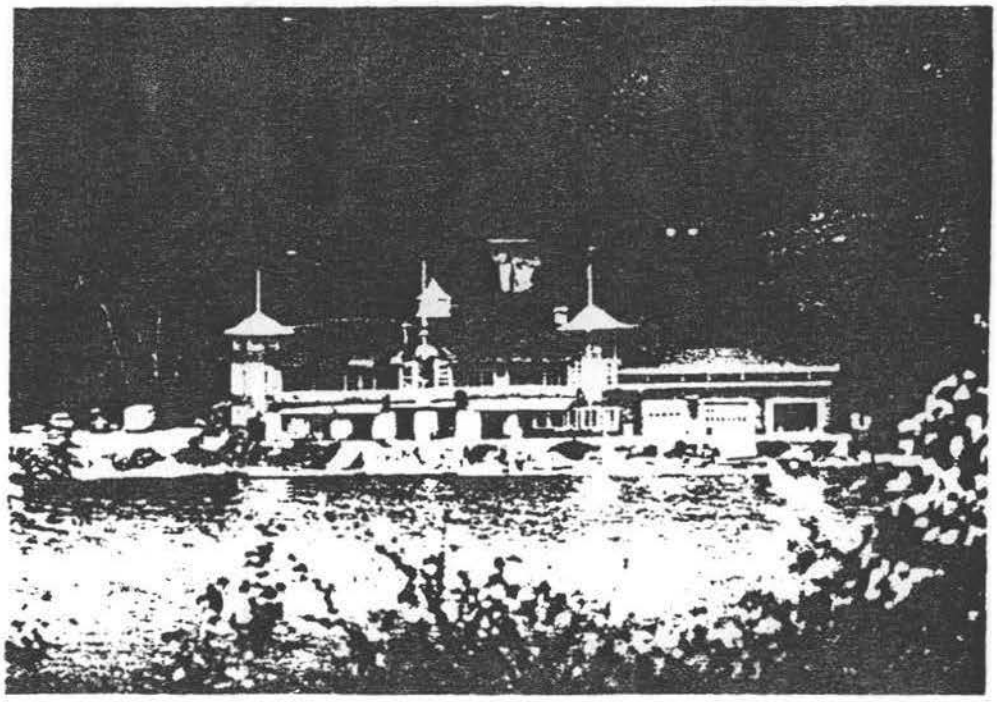
As an indicator of public interest in rowing, the combined waiting lists of the boathouses and clubs total about 300 – almost twice the total waiting lists in 1985.



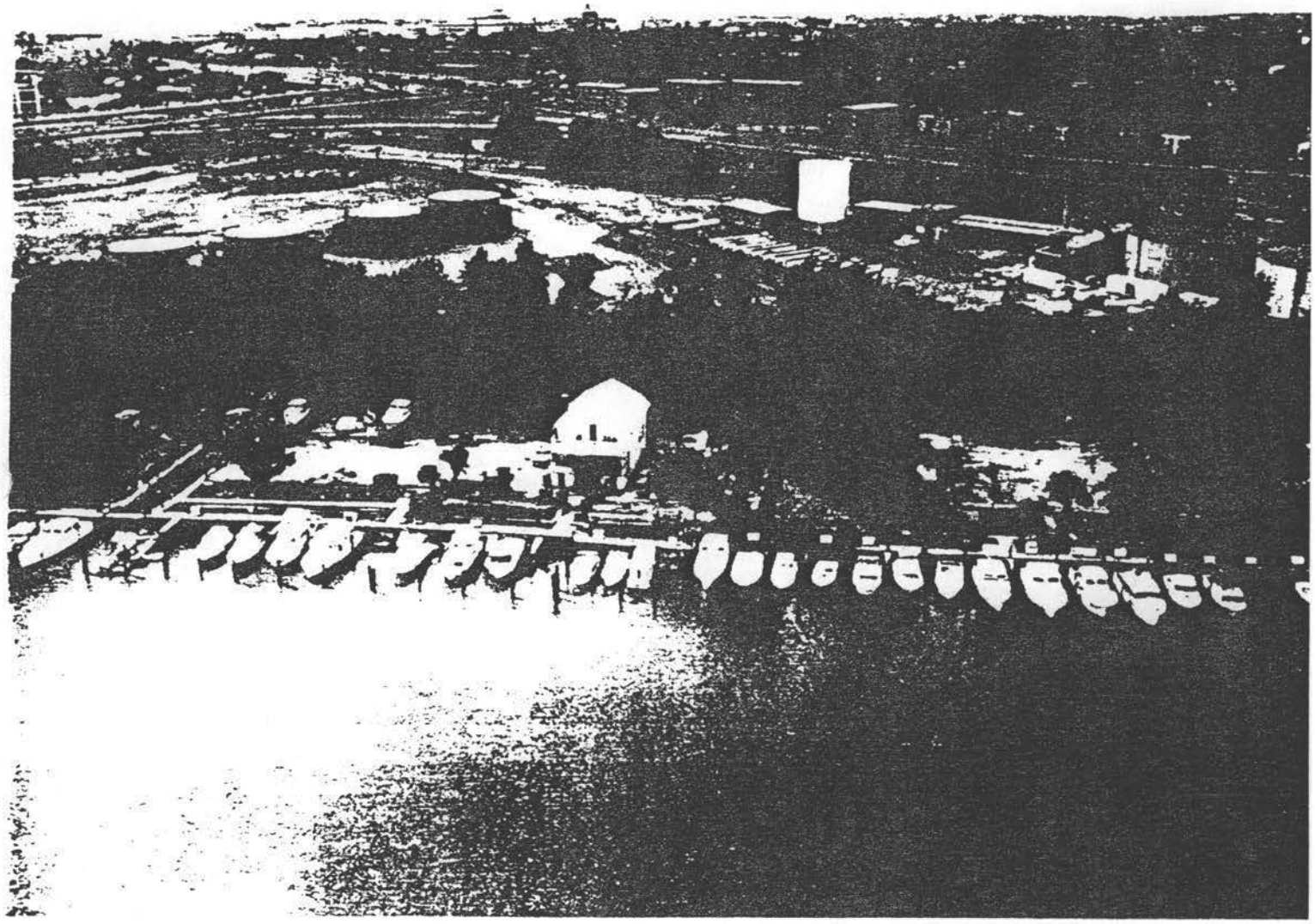
View of the Georgetown Waterfront looking northwest
with the Thompson Boat Center in the foreground



The Potomac Boat Club



The Washington Canoe Club



Aerial view of a portion of the Anacostia River shoreline. In the background, the approaches to the 11th Street Bridge are to the left, while the Southeast Expressway is to the right. In the foreground are the Eastern Power Boat Club (center) and the District Yacht Club (right side).

ROWING TEAMS

- Currently, three university and college teams row on the Potomac River (Georgetown, George Washington, and Trinity) while George Mason University uses the Occoquan reservoir. Four high school teams row on the Potomac (Washington and Lee, Arlington; Yorktown, Arlington; Walt Whitman, Bethesda; and Woodrow Wilson, District of Columbia). The oldest (1948) and largest (250 students) high school program is T.C. Williams in Alexandria; it uses the new Alexandria boathouse. Five schools are based at the Occoquan or Prince William boathouses (J.E.B. Stuart, West Potomac, Woodbridge, Potomac, and Garfield). A new rowing program at Anacostia High School uses the basement of the Anacostia Park Recreation Center to store boats and rows on the Anacostia River. Five additional public and private schools are interested in establishing rowing programs, but have not done so because of insufficient boathouse space.

STATISTICAL SUMMARY OF ROWING TEAM ACTIVITY, 1985-1988

School	1985 program	1988 program	% change	Location
Georgetown Univ.	130	130	0	Thompson Boat Center
George Mason U.	35	120	+ 240%	Occoquan
George Wash. U.	80	80	0	Thompson Boat Center
Trinity College	24	24	0	Thompson Boat Center
T.C. Williams	225	250	+ 10%	Alexandria
Woodbridge	75	160	+ 113%	Prince William
Washington & Lee	100	120	+ 20	Potomac Boat Club
Yorktown	80	90	+ 15	Thompson Boat Center
*W.T. Woodson	0	80	*	Occoquan
*Woodrow Wilson	0	75	*	Thompson Boat Center
Potomac	30	70	+ 113%	Prince William
Garfield	30	55	+ 80%	Prince William
*Walt Whitman	0	45	*	Thompson Boat Center
*West Potomac	0	40	*	Prince William
J.E.B. Stuart	50	40	- 20%	Occoquan
Anacostia	0	0	*	Anacostia Rec. Center
TOTAL	859	1,379	+ 60%	

Note: The Anacostia program expects to involve as many as 30 students by the spring of 1989.

* Indicates new program since 1985.

The chart indicates that all but one school rowing program has grown significantly since 1985. Those that could expand into new facilities did so; those constrained by existing shortages of space and access stayed the same or only grew moderately. Even under these limitations, scholastic team rowing increased by 60 percent in just three years, most of which occurred at the expanded Occoquan reservoir facilities.

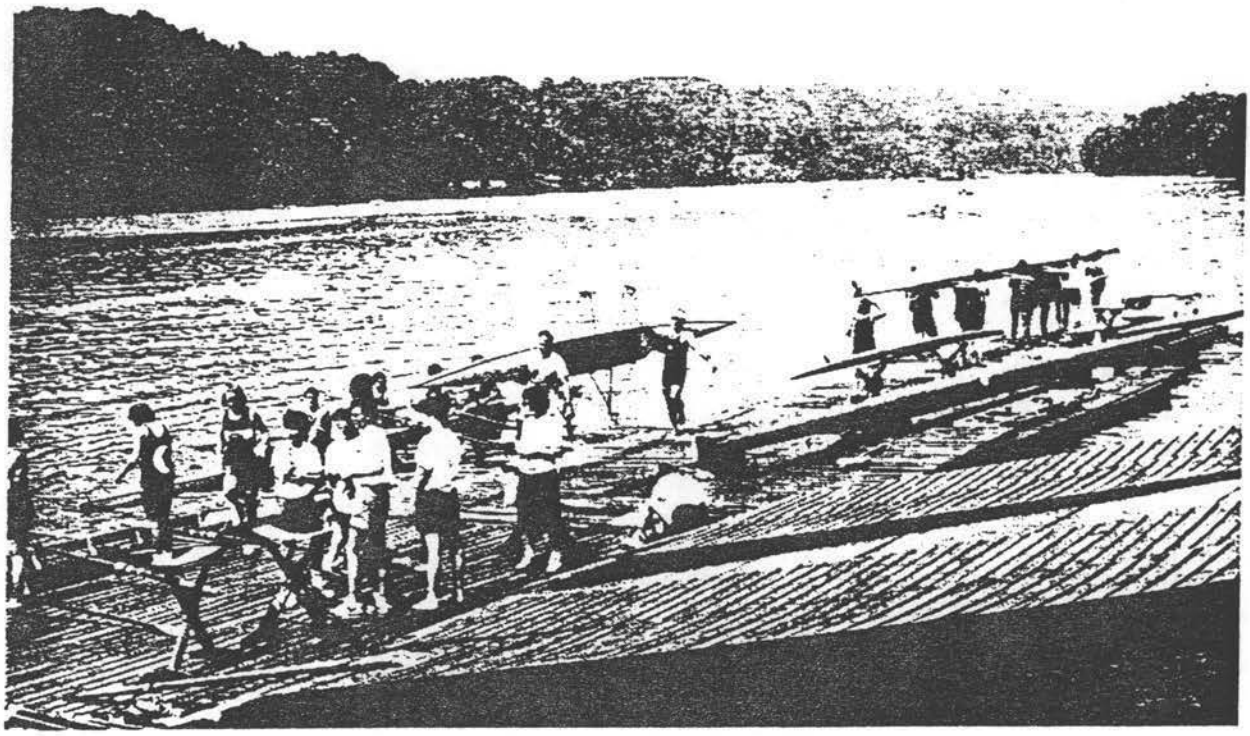
EVENTS AND PROGRAMS

Several boat clubs and rowing organizations sponsor boating events on the Potomac River throughout the year. In the Washington, D.C. area, only the Occoquan reservoir meets the international standards for a competition course (no current, even bottom, etc.). Yet, even though the scholastic events are at Occoquan, a number of festivals and competitions are held each year on the Potomac. The Head of the Potomac Regatta involved 1,500 people this year, a 50 percent increase since 1985. However, because neither the Potomac River nor the Anacostia River qualifies as a site for major rowing competitions, there is no need for this study to address the future placement of reviewing stands and accompanying parking facilities.

In summing up the changes in demand for rowing since 1985, it can be concluded that a doubling in waiting lists and a significant growth in university and high school rowing programs shows that rowing is a vital and growing activity in the Washington, D.C. area. Many others might have added their names to the waiting lists, but declined to do so because the lists were too long. Thus, the demand may be even greater than indicated. Additional schools have expressed an interest in setting up teams, but have not found convenient space to store their boats.

- If some of the school and university teams were to move from the Thompson Boat Center to one or more new boathouses, then Thompson's would have more space for public use and rental. In addition, such an arrangement would help reduce the conflicts between competitive rowers and casual boaters during competitive meets.

- The conclusion in 1985 that two or three new boathouses along the Georgetown waterfront could be sustained is still valid. The opportunity for a new boathouse for both scholastic and public rowing on the Anacostia River is also a stronger possibility than a few years ago.



Crews preparing to launch their shells

POLICIES, ISSUES, AND GOALS

POLICIES

The National Park Service's *Management Policies* (1988) include a number of passages that pertain to this study of nonmotorized boating needs on the Potomac and Anacostia rivers. The following are extractions from that document along with their appropriate chapter and page numbers:

> The provision of the NPS organic act directing the National Park Service to provide for public enjoyment while leaving resources unimpaired for future generations suggests broad parameters for appropriate use. Within these parameters the use of parks will be essentially resource based but nonconsumptive of resources. (8:1)
>
> The National Park Service may permit commercial services that are not in derogation of park purposes or values and that provide recreational opportunities for visitors, contribute to visitor enjoyment of park resources, and support or achieve applicable management objectives. Commercial services will be operated only under concession or commercial use authorizations and are subject to concession laws, policies, and guidelines. (8:3) (See all of chapter 9 of the *Management Policies* for "Concessions Management.")
>
> Every reasonable effort will be made to make the facilities, programs, and services of the National Park Service accessible to and usable by all people, including those who are disabled. This policy is based on the commitment to provide access to the widest cross section of the public and to ensure compliance with the intent of the Architectural Barriers Act and the Rehabilitation Act. (8:5)
>
> Facilities will be integrated into the park landscape and environs so as to cause minimum impact. Development will not compete with or dominate park features. (9:2)
>
> Full integration of facilities into the park environment will involve
>
> > innovative concepts for grouping facilities and activities, both in design of new development and in redesign of existing complexes, building on the architectural and landscape elements already present
> >
> > thorough resource and user analyses
> >
> > sensitivity to cultural, regional, aesthetic, and environmental factors in the selection of site, materials, and forms

knowledge of values and other sociocultural concerns of park-associated ethnic groups. (9:2)

Boating facilities (such as courtesy docks, boat ramps, floating sewage pump-out stations, and marinas), breakwaters, and fish cleaners will be provided as appropriate for safe visitor enjoyment of water recreational resources and to protect natural resources. (9:14)

ISSUES

With these policies in mind, major issues from the background plans and histories of the waterfronts under study can be condensed into several statements that will guide this study.

For nonmotorized boating in the Washington, D.C., area, the **demand is steadily increasing** as a result of population growth, competition, and increasing recognition of the sport's benefits for fitness. Area schools and universities that would like to expand their rowing programs are unable to do so because current boating facilities cannot accommodate this growing demand.

The Potomac River near Georgetown and the Anacostia River near Pennsylvania Avenue both contain **plenty of open water** for increased use by rowers and other types of nonmotorized boating. However, visitor needs, perceptions, and behavior are unknown along the Anacostia shoreline.

As use increases, **conflicts among different users of the rivers** may also increase. Scheduling and training in sportsmanlike etiquette among the different user groups could somewhat alleviate problems.

The **public interest in and access to** these publicly owned shorelines must be protected, while promoting opportunities for private and nonprofit organizations to participate in boating.

A limited number of **appropriate sites** on both rivers have been identified and can be used for nonmotorized boating.

Suitable administrative mechanisms exist by which various types of groups and commercial interests can donate, invest in, operate, and maintain recreational facilities within national park system units in the nation's capital.

GOALS

If this study and the plans and actions that result from it are to be successful, they will have positively addressed the following goal statements:

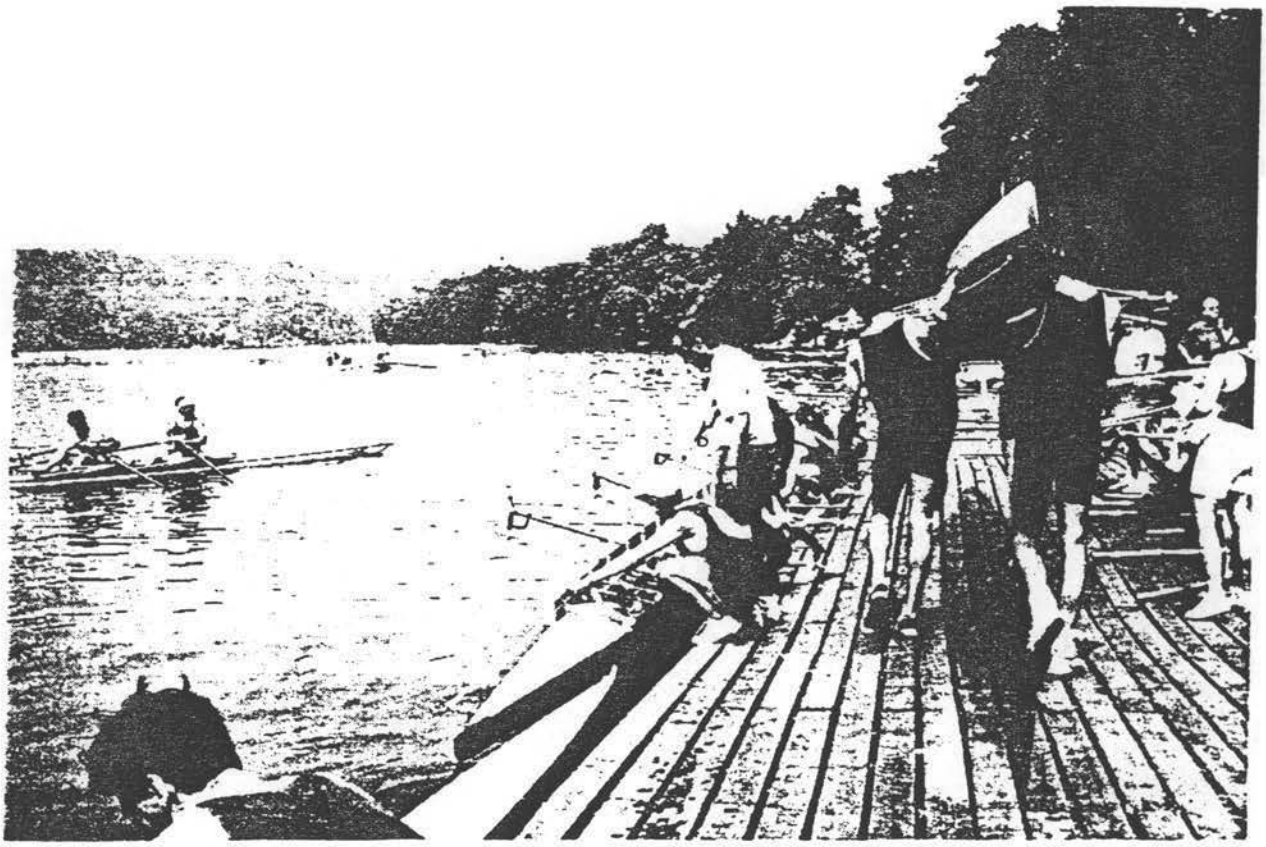
To maintain public access to all publicly owned shoreline and boating facilities. (Public access includes open entry to the shoreline and the availability of some interior storage racks for privately owned boats.)

To reduce visitor conflicts by separating incompatible functions and services.

To broaden and disperse use of the river for the entire city by encouraging use of the Anacostia River as an alternative site for rowing practice and meets.

To enhance the historical appearance and function of the Georgetown waterfront by encouraging the installation of two or three additional architecturally compatible boathouse facilities as demand requires and conditions permit.

To enhance the recreational character and use of the Anacostia River shoreline by encouraging the installation of one or two additional boathouse facilities as conditions permit.



Docks can get crowded in preparation for a meet

RECOMMENDATIONS

The recommendations in this section are a combination of the various elements needed to accomplish the preceding goals. Some are physical requirements, while others are legal and administrative factors that must be considered in order to preserve the public interest.

FACILITY PROGRAM

No specific guidelines or criteria exist that describe the optimum design of a boathouse for rowing. Factors such as size, function, access, support utilities, and parking vary widely from one boating site to another. Thus, variation in boathouse development reflects differences in location, associated uses, sponsors, and size of available land. Tradition and custom also play a large part. The two remaining private boathouses on the Georgetown waterfront, for example, are similar in size--each occupies a two-story building with about 6,000 square feet per floor. The new boathouses in Alexandria and along the Occoquan vary widely in style, layout, and orientation to the water.

- Program requirements for boathouses must include not only storage and locker room space, but also support services that may occupy more land than the building itself--parking, utilities, pedestrian circulation, outdoor storage, docks and dock storage, and green space.

- Ideally, a boathouse with storage and docking facilities for crew should be at least 72 feet long and 24 feet wide. A 10-foot-high ceiling allows five racks, each 2 feet high stacked from floor to ceiling in each bay. Oar storage areas need to be at least 14 feet high. Boat storage can be either parallel or perpendicular to the shoreline.

- Listed in descending order of importance are the major elements of a rowing boathouse: (1) shell storage, (2) bathrooms, (3) lockers and changing areas (with showers), (4) a repair room, and (5) an office. Fitness rooms, rowing tanks, or ergometers can be included if space allows; otherwise, they can be easily located elsewhere away from the shoreline.

- For purposes of this study, a site of one-half acre was considered minimal to accommodate a boathouse that would match the scale of the existing boathouses, with floor space ranging from 4,000 square feet to about 20,000 square feet (the size of Thompson Boat Center).

Parking along the Georgetown waterfront is limited to the approximately 120 spaces on K Street alongside zone 14. None of the sites there would include additional parking, other than a drop-off point and emergency access. Along the Anacostia waterfront, each site could include 20-50 spaces as appropriate.

SITE SELECTION

In examining the shorelines of the Potomac and Anacostia rivers for this study, a number of assumptions were made, thus limiting the number of available sites. If these prove to be wrong, additional sites on both waterfronts may be available in the future.

- **Assumption 1**: There are no sites for boathouses along the Virginia side of the Potomac opposite Georgetown because the George Washington Memorial Parkway precludes adequate space for structures, parking, and safe access from both local streets and the parkway itself.

- **Assumption 2**: The floating restaurant shown in the 1987 Georgetown waterfront plan (action no. 17) will eventually be built.

- **Assumption 3**: Both the Washington Canoe Club and the Potomac Boat Club will remain viable at their existing locations.

- **Assumption 4**: The K Street corridor will also be developed according to the waterfront plan, with double-loaded parking adjoining zone 14. The 100+ parking spaces shown in the plan will be all the parking provided for existing and future boathouses along the waterfront. Highway rehabilitation in the near future for the entire Whitehurst Freeway will require a 30-foot construction access zone along either side of the freeway structure.

  Assumption 5: The four existing boat clubs and one commercial marina along the Anacostia River within the study area should be left intact for the short term. In addition, the presence of three permitted land uses along the shoreline must be kept in consideration: D.C. Public Works, Steuart Petroleum, and Washington Gas Light Company. No other park or adjoining urban land use is currently proposed to interfere with boathouse activity along the western shore of the river.

Altogether, nine sites were located on both waterfronts--four in Georgetown (sites A to D) and five along the Anacostia (sites E to I)--see layouts of proposed options for boathouse locations on Georgetown and Anacostia waterfronts. Most of them accommodate the optimum architectural program of a building footprint 6,000 square feet or greater in area. Those sites actually chosen for boathouse development should feature structures of appropriate architectural and site character, taking cues of form, color, shape, and fenestration from the existing boathouses. Each should provide some public access to the water, and those along K Street in Georgetown must accommodate the future rehabilitation of the Whitehurst Freeway. Some sites have additional contingencies that complicate their development.

Georgetown Waterfront

Site A: This site lies just west of the Washington Canoe Club at the west end of the Georgetown waterfront plan's zone 14, and encompasses almost one-half acre. It could comfortably accommodate an average-sized (6,000- to 8,000-square-foot) building. For the public to get to the site, a new road providing emergency access and a drop-off point must be part of the package, as well as new utility connections and avoidance of construction over the Dulles Interceptor Sewer.

Site B: Located on part of lands used by the Washington Canoe Club, extending from the club east to the remains of the Aqueduct Bridge, this site sits astride a major outlet chamber from the Dulles Interceptor Sewer. It is slightly larger than one-half acre and could accommodate up to a 7,000-square-foot building. New utility connections and major repair of the sewer vault would be required.

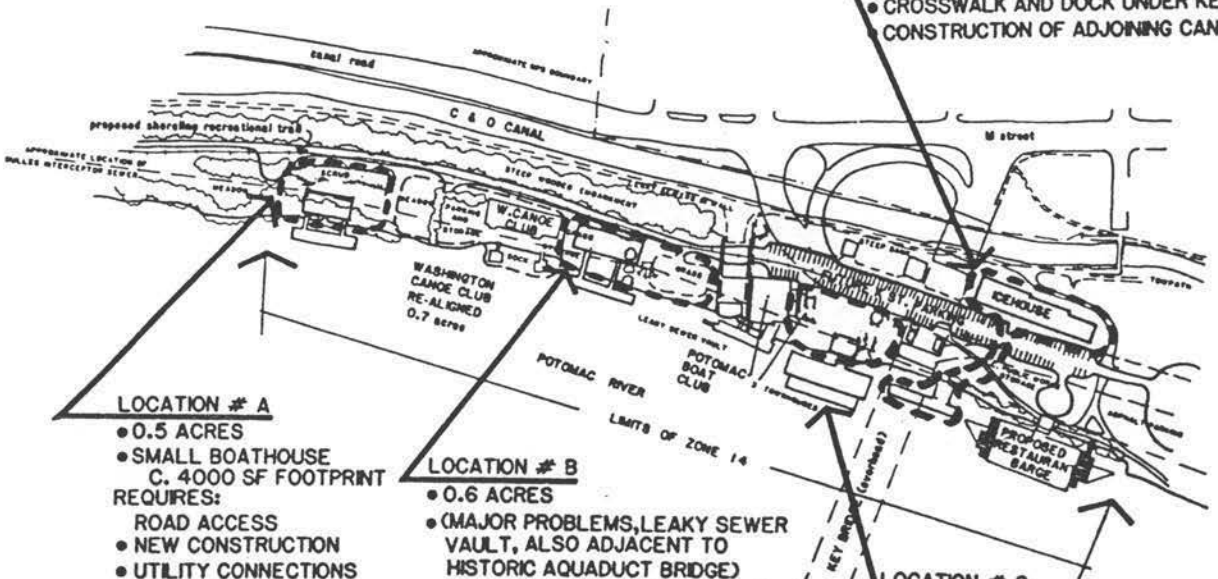
Site C: This site is between the Potomac Boat Club and Key Bridge, where Jack's Boats and three privately owned townhouses are now located. It comprises almost one-half acre and is the most suitable site for a floating boathouse (up to a 10,000-square-foot building). The estimated cost of the purchase and demolition of the townhouses is at least $1.5 million. New utilities would be needed, and the new structure must be able to accommodate Jack's Boats, if this business is continued.

Site D: This location is not along the shoreline but lies north of K Street. There is space for an 11,000-square-foot building on the site currently occupied by the Ice House building. The estimated acquisition and demolition cost is at least $3 million, and would require a pedestrian crossing to the docks between Key Bridge and the proposed floating restaurant at the east end of zone 14. The advantage to this site is that a large building could be built without crowding the waterfront.

NOTE:

ALL SITES REQUIRE:

- PUBLIC ACCESS TO RIVER
- (RENTAL OF STORAGE SPACE AND DOCK USE AS MIN.)
- APPROPRIATE ARCHITECTURAL AND SITE CHARACTER
- ACCOMMODATION OF FUTURE WHITEHURST FREEWAY CONSTRUCTION



LOCATION # A

- 0.5 ACRES
- SMALL BOATHOUSE C. 4000 SF FOOTPRINT

REQUIRES:

- ROAD ACCESS
- NEW CONSTRUCTION
- UTILITY CONNECTIONS
- SEWER BRIDGING

LOCATION # B

- 0.6 ACRES
- (MAJOR PROBLEMS, LEAKY SEWER VAULT, ALSO ADJACENT TO HISTORIC AQUADUCT BRIDGE)
- ROOM FOR C. 7000 SF
- BOATHOUSE FOOTPRINT

REQUIRES:

- NEW CONSTRUCTION
- UTILITY CONNECTIONS
- SEWER VAULT REPAIR

LOCATION # C

- 0.5 ACRES
- ROOM FOR C. 10,000 SF BOATHOUSE (BEST SITE FOR FLOATING BOATHOUSE)

REQUIRES:

- PURCHASE AND DEMOLITION OF 3 TOWNHOUSES
- ACCOMMODATION OF JACK'S BOATS
- NEW CONSTRUCTION
- UTILITY CONNECTIONS

LOCATION # D

- 0.4 ACRES
- ROOM FOR 11,000 SF BOATHOUSE FOOTPRINT

REQUIRES:

- PURCHASE AND DEMOLITION OF ICEHOUSE
- NEW CONSTRUCTION AND UTILITY CONNECTIONS
- CROSSWALK AND DOCK UNDER KEY BRIDGE
- CONSTRUCTION OF ADJOINING CANAL ACCESS RAMP

GEORGETOWN WATERFRONT • PROPOSED OPTIONS FOR BOATHOUSE LOCATIONS

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Anacostia Waterfront

Site E: This site is the most westerly of the Anacostia sites. Barely one-third acre, it is wedged between the two bridges known together as the 11th Street Bridge. One-half of a District-occupied maintenance building would need to be surrendered and the site shaped and cleaned up for team and public use. Only room for on-street parking is available.

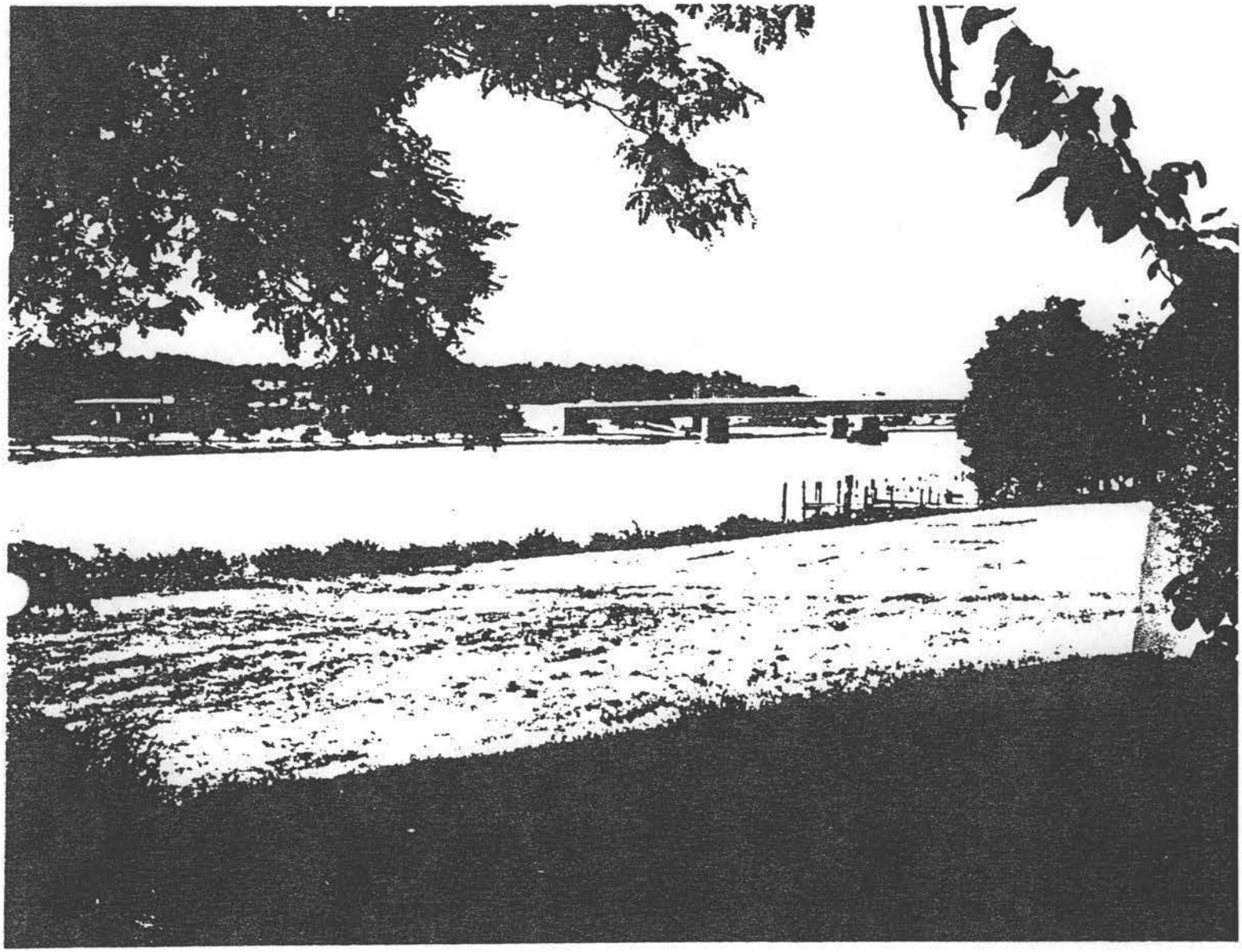
Site F: This site lies just east of the Washington Gas Company terminal and docks. It is mostly scrubby woods long used for illegal dumping and could be extended far enough east to include an NPS-built restroom (now disconnected). The 1-acre site could include a large boathouse and sufficient parking, although it would mean clearing one of the largest woodland stands left along the lower Anacostia.

Site G: Containing almost 2 acres, this site is the most suitable for boating development along this portion of the Anacostia. Its descending terrain and scenic view across the river suggest quiet boating. There is plenty of room for a large boathouse and parking for about 60 cars (also included is a nonworking NPS restroom). Site development here would include the removal of a defunct sewer bladder in the river and the accompanying pump room.

Site H: This 1-acre site is wedged on a narrow shelf, part of which is quite steep, and contains a nonconnected restroom built into the hillside. Several major utility lines cross the site.

Site I: This narrow site lies just west of the Pennsylvania Avenue (Sousa) Bridge. To gain space, the existing access road could be relocated back near the railroad. Only a small boathouse (4,000-square-foot building) could fit here.

Until the Barney Circle Freeway is built, all sites north of the Pennsylvania Avenue Bridge are subject to relocation when the shoreline parkway from the freeway to RFK stadium is constructed. Therefore, no sites in that area were considered in this study.



Site G along the west side of the Anacostia River
offers a surprisingly idyllic view of the river
considering its center city location

IMPLEMENTATION: LEGAL AND ADMINISTRATIVE MECHANISMS

As with the site selection process, a number of assumptions have been made in searching for appropriate mechanisms by which privately owned or nonprofit boating facilities can legally operate on public land. These assumptions are to be included in any legal document or agreement pertaining to such boating facilities covered by this study:

fairness (equitable opportunity for access to the river for different, appropriate user groups)
public access to the shoreline
appropriate architectural character
access for all monmotorized boating needs,
accessibility for disabled persons
construction, operation, and maintenance by parties other than the National Park Service, with periodic inspection and control by the Park Service

A concept basic to any public boathouse operation along the Potomac or Anacostia rivers is to preserve public title to shoreline land. If the applicant group, such as a university, approaches the National Park Service with land or facilities to exchange for a piece of either shoreline, ideally the exchange should not involve loss of public title to the shoreline land. Instead, such an exchange should only give use rights over a certain parcel for a specified period of time, or other rights of equal value.

Only certain legal instruments are available for allowing nongovernmental operations on government land and within government facilities. Listed in the order from most to least governmental control and involvement, they are as follows:

1. Built and operated by the National Park Service
2. Cooperative agreement
3. Concessions agreement
4. Memorandum of understanding
5. Special use permit (only temporary activities under legal mandate)
6. Lease
7. Exchange of lands and interests

Of these mechanisms, the best for facilitating rowing and boating facilities along the Georgetown and Anacostia waterfronts are those that minimize government expenditure while maximizing both public enjoyment of the rivers and government control of the facilities. Options include

(a) cooperative agreement with a nonprofit consortium of rowing groups

- (b) cooperative agreement with one university or other nonprofit group

(c) capital improvement by a private donor with operation and maintenance by a nonprofit group interested in boating, built and managed under a cooperative agreement or memorandum of understanding

(d) concessions contract that would include both construction and operations of the facility by a commercial operator

Cooperative agreements are defined in NPS-20 as "assistance instruments used for the transfer of money, goods, or services which are for the purpose of public support or stimulation" where there is substantial federal involvement. In the case of these rowing facilities, such substantial involvement would include (a) NPS rights to halt facility activity, (b) NPS review and approval of construction and operations, (c) NPS monitoring of the activity, and (d) prescriptive requirements about the scope of services offered and mode of operation. In setting up such an agreement, competition is encouraged. If it is determined that in fact there is little or no substantial federal involvement, a memorandum of understanding could be used to formalize the transfer of use of real property.

Examples of successful cooperative agreements with nonprofit organizations and the National Park Service are numerous, including several local examples, such as with District of Columbia Fisheries for public access to the Anacostia waterfront, the Wolf Trap Foundation for the operation of the Wolf Trap Center for the Performing Arts, and perhaps most pertinent to this study, a three-part agreement with GSI, Inc., and Tennis Patrons to build and operate the new tennis pavilion in Rock Creek Park. Under this agreement both tournaments and classes are offered, with a separate concessions arrangement for commercial activities. All parties are subject to a maintenance agreement and operations plan to the satisfaction of the National Park Service.

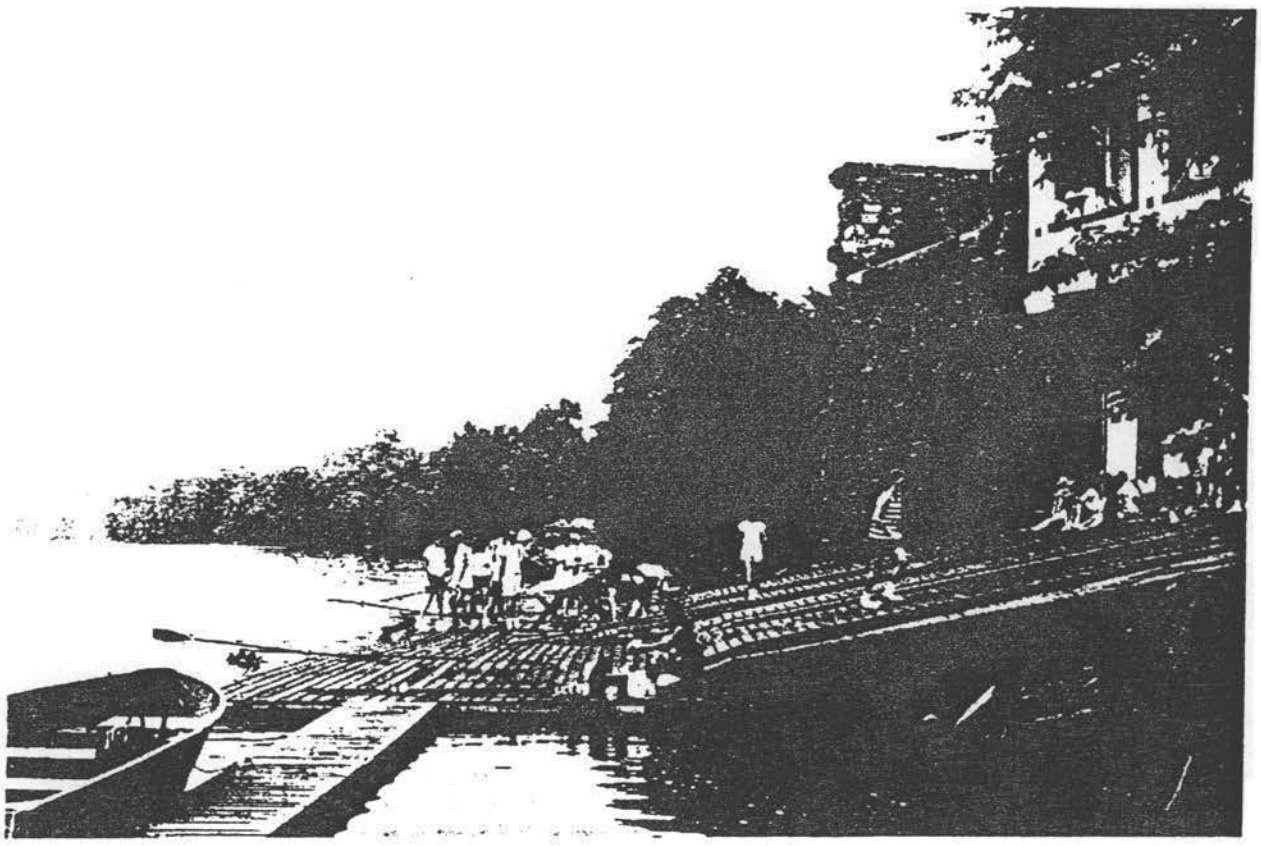
Other innovative agreements of this kind are found at Golden Gate National Recreation Area in San Francisco. To operate a youth hostel where overnight fees are charged and food is sold, the park has a concessions agreement tailored to a nonprofit organization. At the Marine Mammals Center, commercial activity (such as gift sales, fee collection, and food sales) operate under a sole source concessions agreement subservient to a broader cooperative agreement under which the museum functions.

Of the legal mechanisms available for building and operating a new boathouse along the Potomac or Anacostia rivers, that which is likely to be in the best interest of all parties for ease of administration and public control would be option (a)--a cooperative agreement with a nonprofit consortium of rowing groups. Under it, all of the interested schools, groups, and individuals who wish to support such a facility would pool their expertise and funds in a consortium, who could then hire professional management to run the facility as efficiently as possible with NPS oversight. Commercial activities necessary for the facility's operation (fees, rentals, sales) could occur under a nonprofit concessions agreement subordinate to the cooperative agreement. Such nonprofit groups already exist, the Washington Rowing Association and the Organization for Anacostia Rowing.

If they would not respond to such an idea, a request for proposal to the rowing and boating communities could help bring such a group into existence.

As a fallback, option (c) should be considered, where a private investor builds and operates the facility on behalf of one or more schools or rowing groups. Ownership of the land and structure would remain with the National Park Service.

Option (d) is the least desirable because it creates competition with the already marginal boathouse operations at the Thompson Boat Center, Jack's Boats, and Fletcher's Boat House.



Early morning at the Potomac Boat Club

CONCLUSIONS

As Washington, D.C.'s population grows and as nonmotorized boating sports gain popularity, the pressure increases to provide more opportunities for these sports in the areas most suitable for them--i.e., the upper tidal Potomac River and the mid-section of the Anacostia River estuary. Since the U.S. government owns almost the entire shoreline of both rivers — to preserve and protect these shorelines for public use and enjoyment — any new boating facilities must be in the public interest and consistent with publicly approved plans for these riverside lands.

After examining the increasing demand for rowing (both competitive and fitness-oriented) and the available sites where new facilities could be comfortably placed, at least two new facilities should be developed. The best locations on the Georgetown waterfront would be either next to Key Bridge or on the site of the existing Ice House structure. These proposed facilities would blend in with existing development and protect the scenic integrity of the Potomac Palisades by keeping all new structures east of the ruins of the Aqueduct Bridge. It could serve primarily university teams, with some space for high school teams and individual boaters' storage and equipment rental. The other facility, on the Anacostia shoreline, would be best located on site G at the intersection of M and Water Streets, Southeast, where a comfortable, undeveloped site offers an extensive scenic view over the river.

Ideally, each of these facilities should be built and operated by a nonprofit consortium of interested schools, groups, and individuals, thus furthering the interests of the sports served for both the consortium constituents and the general public. Proposals from such groups can be solicited by a Request for Proposal (RFP), stating requirements and conditions acceptable to the National Park Service. The facilities would operate under a cooperative agreement with the federal government.

If such a group was not forthcoming, a private party might be sought to invest in or donate the desired boating facilities, which would then accommodate rowing teams and provide public access through the rental of equipment and storage space for boats. The facility could then be operated under a cooperative agreement with a nonprofit party or a concessions contract with a commercial company. Such an agreement or contract would include a number of clauses to guarantee the right of public access to the shoreline, to control architectural character and compatibility, and to ensure that title in any physical developments ultimately rests with the federal government.

When the plans for such an arrangement are completed, full compliance with necessary laws and regulations must take place. This includes compliance with the National Environmental Policy Act, executive orders 11988 (Floodplain Management) and 11990 (Protection of Wetlands), section 106 of the National

Historic Preservation Act, and regional Coastal Zone Management guidelines. Further, any construction would require U.S. Army Corps of Engineers' 404 permits, as well as state and local permits. In addition, the National Park Service will insist that the architectural appearance of such buildings will blend with the historic waterfront character of their individual sites. As projects on federal land, all development proposals are subject to review by the Commission of Fine Arts for aesthetic quality and compatibility with federal parkland interests.

One reason that the rivers are again popular sites for rowing and other boating activity--as they were in the early 1900s--is that the water quality has greatly improved as a result of costly and well-coordinated interstate clean-up efforts. By encouraging more public use of the rivers, especially among high school and college students, the National Park Service will not only help accommodate a popular recreational activity today, but also will help build an increasing awareness of the role of rivers in the city as part of an educational process. Exposing today's students to the beauty of our rivers encourages them to work in the future for the preservation and protection of these river resources for generations to come.

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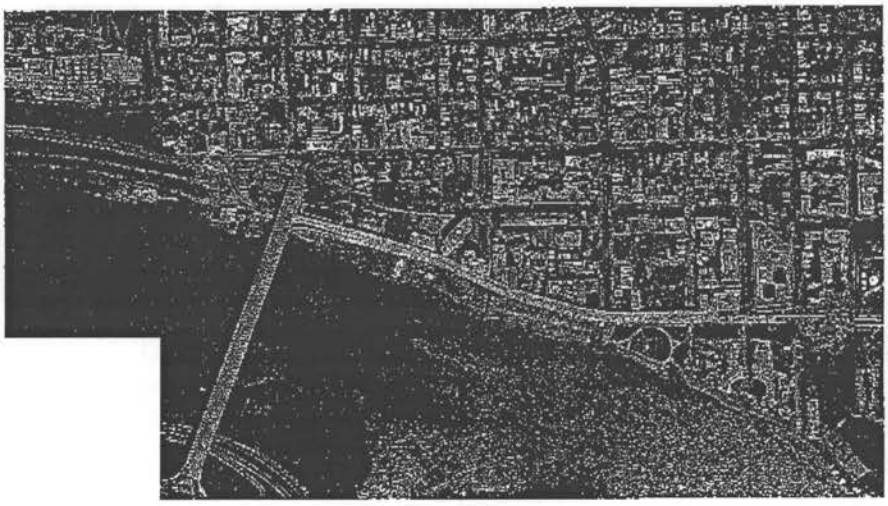
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Draft Supplemental Report

Non-Motorized Boating on the Potomac River in Georgetown



Prepared as a Supplement to a
1989 Special Study on Non-Motorized Boating
on the Potomac and Anacostia Rivers

The National Park Service

National Capital Region
Office of Lands, Resources, & Planning

March 2000

Executive Summary

This document is a supplement to a 1989 National Park Service (NPS) study on nonmotorized rowing in the Washington, D.C. region. Many circumstances have changed since the completion of the 1989 study. However, one thing has remained constant. The continued and increasing demand for rowing facilities on the Potomac River in Georgetown. Thompson's Boat Center, the NPS's primary rowing facility on the Potomac River, is operating over capacity with a long waiting list of rowers looking for a space for their shells. Ten high schools in the region have added rowing programs since 1989 and long established programs continue to grow. Institutional (high school and university) *and club/community* rowing programs occupy all available space in every boathouse in the region.

Currently both Georgetown University and George Washington University (GW) have hopes to construct their own boathouses in Georgetown. Georgetown University has entered into a land exchange agreement with the NPS and is evaluating a potential site just upstream of the Washington Canoe Club. GW is working with the NPS to locate a site to meet its needs. The NPS is also working with the citizens of Arlington County to study the feasibility of constructing a boathouse on the Virginia shore of the Potomac.

Of the four sites evaluated in the 1989 study, only two continue as valid sites for institutional (high school and university) rowing facilities. Site 'A', west or upstream of the Washington Canoe Club, remains a viable site and is currently being evaluated by Georgetown University for its new boathouse. Site 'C', directly upstream of Key Bridge, also remains a viable option. Development of site 'C' would continue to be contingent upon the purchase and demolition of three existing townhomes on the site and the accommodation of Jack's canoe rental operation.

Site 'B' is a shallow site directly east, or downstream of the Canoe Club. Its proximity to the historic Alexandria Aqueduct abutment limits the area which could be developed without adversely impacting this historic resource. The presence of the Potomac Interceptor Sewer line, its outfall and vault further constrain the site's buildable area. Therefore, site 'B', while not feasible for an institutional boathouse, could potentially accommodate a small boathouse, primarily for single person shells.

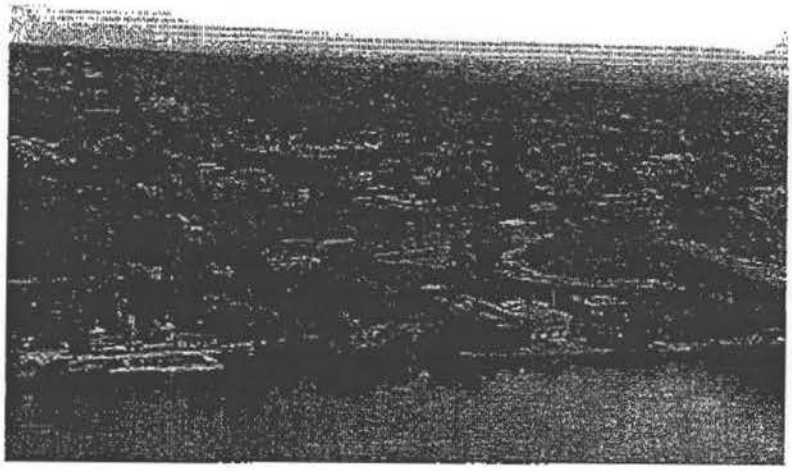
Site 'D' is a former ice house and is currently occupied primarily by the General Services Administration. Its distance from the river, concerns over safety as rowers would have to cross K Street with shells, the high cost of developing the site for a boathouse, and the current approved plan to return the property to open space have eliminated this site from further consideration as a viable alternative.

The NPS concludes that three new boathouses are the maximum number of additional boathouses which should be constructed within the boathouse zone on the Georgetown Waterfront in the District of Columbia. Additional demand for rowing should be accommodated at facilities on the Potomac in Virginia and on the Anacostia River. Such facilities would be the subject of separate studies to be completed at a later date.



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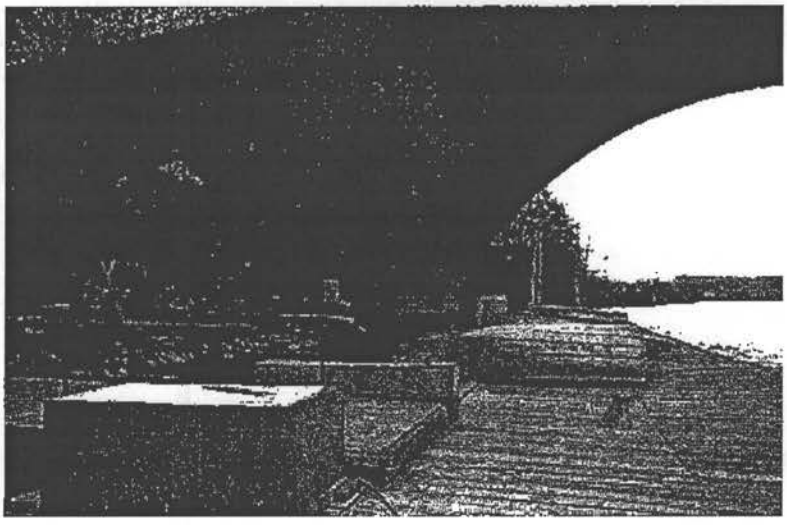
View of Georgetown with the Washington Canoe Club and Potomac Boat Club

Preface

In 1989 the National Park Service (NPS) completed a study of non-motorized boating on the Potomac and Anacostia Rivers in Washington, D.C. As predicted in that study, rowing has continued to grow on these rivers over the past decade. Using that study as a base, the NPS has evaluated the current demand for rowing facilities on the Potomac River and the capacity of existing and newly proposed facilities to determine what additional need still exists for facilities on the Potomac River in Georgetown. This supplemental study concludes with recommendations on viable sites in Georgetown and how potentially to meet the existing *and future* demand for rowing facilities.

The greatest shell storage demand is for eight-person shells, which are primarily used by institutional rowing programs, as they require the largest amount of actual storage space and accompanying facilities (equipment storage, locker rooms, training/meeting rooms). This study, therefore, primarily evaluates the feasibility of each of these sites for a boathouse which could effectively house an institutional program. The NPS recognizes the growing demand for storage of sculling (single and double) shells and has included this in its evaluation of the potential sites. This study further evaluates the feasibility of these four sites under current circumstances and recommends which sites remain viable and proposes how to proceed from here.

The NPS would like to thank the members of the Georgetown Waterfront Commission and its Boathouse Committee for their support and assistance. Their expertise, analysis, and recommendations were invaluable to the completion of this report.



Jack's Canoe Rental Docks at Key Bridge

Current Facilities and Demand

There continue to be five facilities which provide nonmotorized access to the Potomac River in the Georgetown area. These are Thompson's Boat Center, the Potomac Boat Club, Jack's Canoes, the Washington Canoe Club, and Fletcher's Boathouse. Of these, only Thompson's and Potomac Boat Club provide facilities for institutional rowing programs (university and high school 8-person shells). Both of these facilities continue to operate at capacity and with long waiting lists. The time spent on these waiting lists can be several years. The actual demand is believed to exceed even the waiting lists, as many people choose not to add their names to the already lengthy lists. *New programs cannot start and current programs are being capped because of the lack of available storage space for new shells.*

Current Facility Capacities

	Singles	Doubles	Fours	Eights
Thompson's Boat Center	170	13	18	86
Potomac Boat Club	90	16	12	8

There are currently five universities, 14 high schools, and several adult rowing programs and clubs which row out of Thompson's and PBC. The specific numbers are as follows:

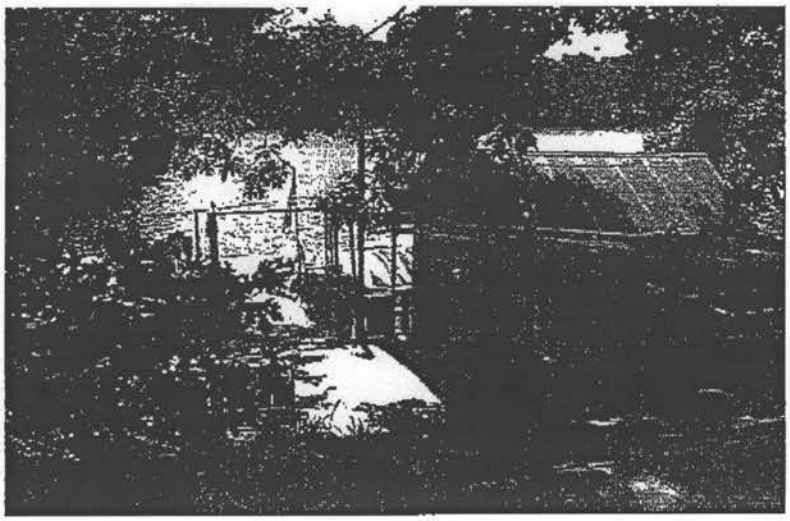
Breakdown of Facility Occupancy

	Singles	Doubles	Fours	Eights
Thompson's Boat Center				
American University	-	2	2	2
Catholic University	-	-	2	2
Georgetown University	5	6	5	15
George Washington University	-	2	2	10
Trinity University	-	-	1	-
Bishop O'Connell	-	-	1	4
Bethesda Chevy Chase (MD)	-	-	5	1
Georgetown Day School (DC)	-	-	2	2
Georgetown Visitation (DC)	-	-	-	2
Gonzaga (DC)	-	-	1	4
Holton Arms(MD)	-	-	1	3
McLean (VA)	-	-	-	7
Potomac	-	-	1	1
St. Albans/National Cathedral (DC)	-	-	1	6
Sidwell Friends (DC)	-	-	-	2
Walt Whitman (MD)	-	1	4	5
Woodrow Wilson (DC)	-	-	2	4
Yorktown (VA)	-	-	4	7
DC Strokes (club)	-	-	2	2
Potomac Boat Club				
Washington-Lee (VA)	-	-	3	8

The following is a listing of the numbers of members on previous and current rosters of rowing organizations in the metropolitan area. These numbers demonstrate the current and growing popularity of rowing in the area and the increasing demand for rowing facilities.

Institutional Program Rosters

High Schools	1985	1988	1999
Bethesda Chevy Chase (MD)	---	---	51
Georgetown Day School (DC)	---	---	25
Georgetown Visitation (DC)	---	---	49
Gonzaga (DC)	---	---	45
Holton Arms(MD)	---	---	35
McLean (VA)	---	---	40
National Cathedral (DC)	---	---	27
Bishop O'Connell	---	---	50
Potomac School	---	---	25
St. Albans (DC)	---	---	27
Sidwell Friends (DC)	---	---	20
Washington-Lee (VA)	100	120	100
Walt Whitman (VA)	---	45	90
Woodrow Wilson (DC)	---	75	70
Yorktown (VA)	80	90	122
Totals	180	330	751



Jack's Canoe Rental

Institutional Rosters Continued

Universities	1985	1988	1999
American	---	---	25
Catholic	---	---	50
Georgetown	130	130	140
George Washington	80	80	120
Trinity	24	24	25
Totals	234	234	360

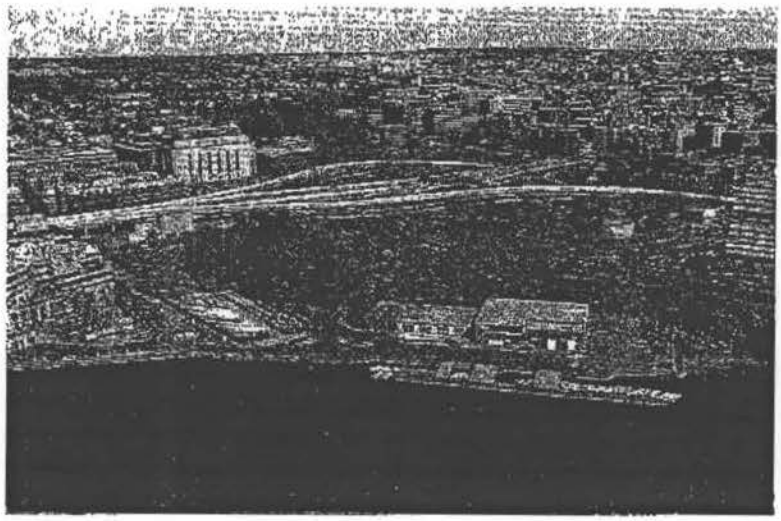
Grand Total for Institutional Rowing in Georgetown 1111 Rowers

Public & Private Rowing Programs/Clubs Rosters

Thompson's Boat Center	175
Potomac Boat Club	275
Washington Canoe Club	185
Totals	635

Sources: Georgetown Local Organizing Committee, National Capital Area Scholastic Rowing Association, Georgetown Waterfront Commission - Boathouse Committee, Guest Services Inc.- Thompson's Boat Center

The number of university and high school rowers on the Potomac River has more than doubled since the completion of the 1989 study. Ten high schools have started rowing programs in that time. However, there has been no increase in permanent space available for storage of shells and equipment. Thompson's Boat Center currently stores many of these new institutional shells within a temporary outdoor storage compound adjacent to the boathouse. However, the property where this is located is slated for other development. Therefore, the capacity of this temporary compound will be lost in the near future. This will further contribute to the demand for institutional storage space in Georgetown.



Thompson's Boat Center with Temporary Compound at left

Assumptions

The 1989 Study made four assumptions about the Georgetown waterfront upon which its recommendations were based. These assumptions have been reevaluated and updated.

Assumption1:
There are no sites for boathouses along the Virginia Shore of the Potomac.

Update to Assumption 1
The National Park Service is currently evaluating several sites on the Virginia shore of the Potomac as potential sites for one institutional rowing facility. However, should a facility be developed in Virginia, the current demand for rowing on the Potomac would still require new facilities in Georgetown.

Assumption 2:
The floating restaurant will eventually be built.

Update to Assumption 2:
This assumption remains valid today. Issuance of a public notice from the Army Corps of Engineers of plans to construct the restaurant seems eminent. With favorable public comment the permit will most likely be issued. If the restaurant is not built, this site remains a potential boathouse site.

Assumption 3:
Both the Potomac Boat Club and the Washington Canoe Club will remain viable at their present locations.

Update to Assumption 3:
This assumption remains valid.

Assumption 4:
The K Street corridor will be developed according to the waterfront plan, thereby adding 100+ parking spaces adjoining the existing and proposed boathouses along the waterfront. The Whitehurst Freeway rehabilitation project will require a 30 foot construction access zone on either side of the structure.

Update to Assumption 4:
The K Street corridor continues to be proposed for development as a parking lot. The Whitehurst Freeway rehabilitation project has been completed.

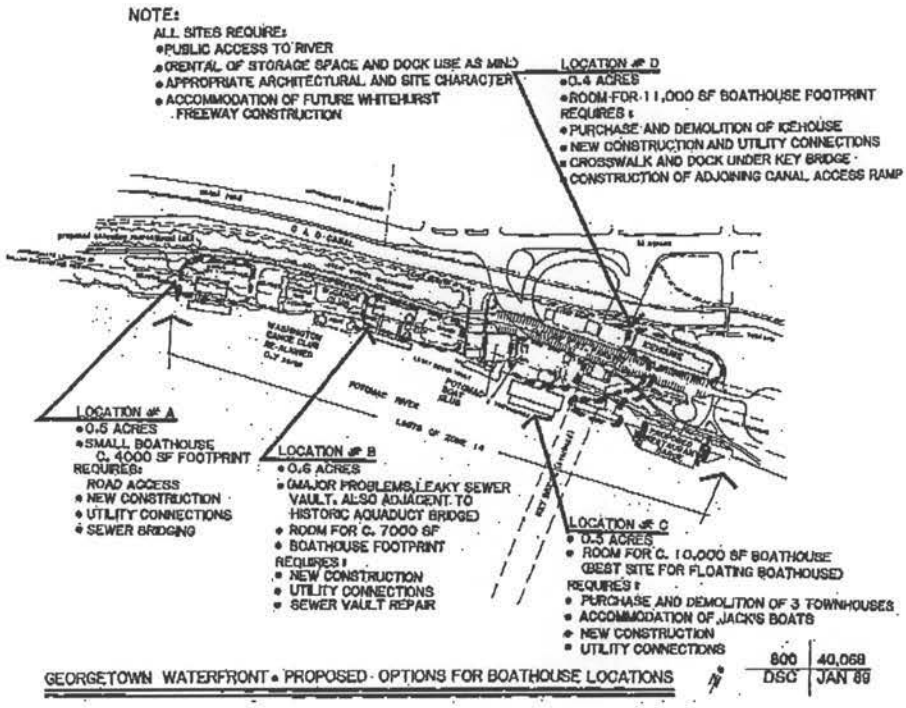
New Assumptions

Assumption A:
A buffer zone of 50 feet to the west of the Alexandria Aqueduct abutment must be incorporated into the design for potential facilities at site 'B'.

Assumption B:
A maintenance and access buffer zone of 25 feet from Key Bridge and 10 feet from the Whitehurst Freeway, must be incorporated into the design for potential facilities at sites 'C' and 'D'.

The Sites – Excerpted from 1989 NPS Study

There were four potential sites for nonmotorized boating facilities identified in the 1989 study. The following is an excerpt from that study outlining those sites.

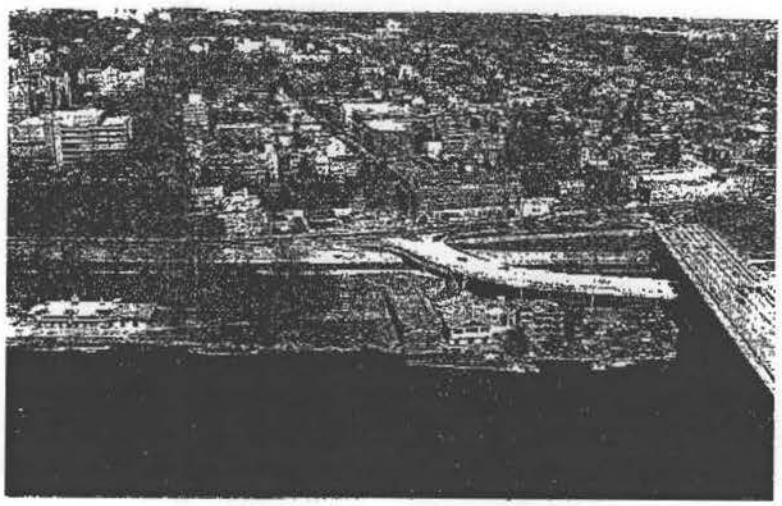


Site A: This site lies just west of the Washington Canoe Club at the west end of the Georgetown waterfront plan's zone 14, and encompasses almost one-half acre. It could comfortably accommodate an average-sized (6,000 to 8,000 square-foot) building. For the public to get to the site, a new road providing emergency access and a drop-off point must be part of the package, as well as new utility connections and avoidance of construction over the Dulles Interceptor Sewer.

Site B: Located on part of lands used by the Washington Canoe Club, extending from the club east to the remains of the Aqueduct Bridge, this site sits astride a major outlet chamber from the Dulles Interceptor Sewer. It is slightly larger than one-half acre and could accommodate up to a 7,000-square-foot building. New utility connections and major repair of the sewer vault would be required.

Site C: This site is between the Potomac Boat Club and Key Bridge, where Jack's Canoes and three privately owned townhouses are now located. It comprises almost one-half acre and is the most suitable site for a floating boathouse (up to a 10,000-square-foot building). The estimated cost of the purchase and demolition of the townhouses is at least $1.5 million. New utilities would be needed, and the new structure must be able to accommodate Jack's Canoes, if this business is continued.

Site D: This location is not along the shoreline but lies north of K Street. There is space for an 11,000-square-foot building on the site currently occupied by the Ice House building. The estimated acquisition and demolition cost is at least $3 million, and would require a pedestrian crossing to the docks between Key Bridge and the proposed floating restaurant at the east end of zone 14. The advantage to this site is that a large building could be built without crowding the waterfront.

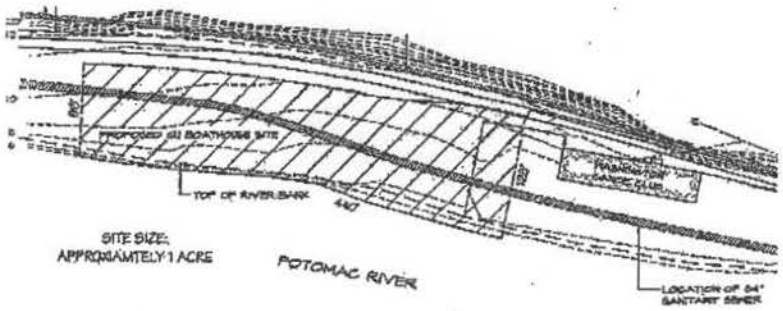


The Washington Canoe Club, Site 'B', Alexandria Aqueduct abutment,
Potomac Boat Club, and Site 'C' (Townhomes & Jack's)
The Whitehurst Freeway and Key Bridge at right.

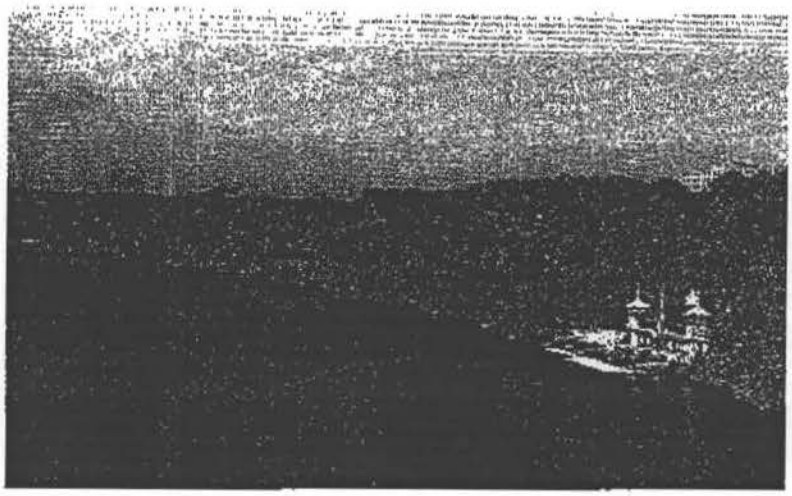
The Sites- March 2000 Evaluations

Site 'A'

This site continues to remain a viable location for an institutional boathouse. This site is now larger than identified in the 1989 study, encompassing approximately 1 acre. Georgetown University is currently in the process of completing a feasibility study of the site for its own boathouse. This boathouse may be up to 15,000 square feet and 5-bays, with a capacity for up 60 eight-person shells. Should the university find the site acceptable, the NPS and Georgetown University would then consummate a pending land exchange agreement. This agreement would exchange ownership of this site for properties owned by the university along the Potomac Palisades upstream of the site. Site 'A' lies within the 100 year floodplain and the Potomac (Dulles) Interceptor Sewer runs through the length of the site. An easement for maintenance access to the sewer line by the District of Columbia Water and Sewer Authority is a requirement in the design of a facility on this site. Access to the site would be via a new one-way road constructed along the south side of the Capital Crescent Trail. No parking would be provided on site.



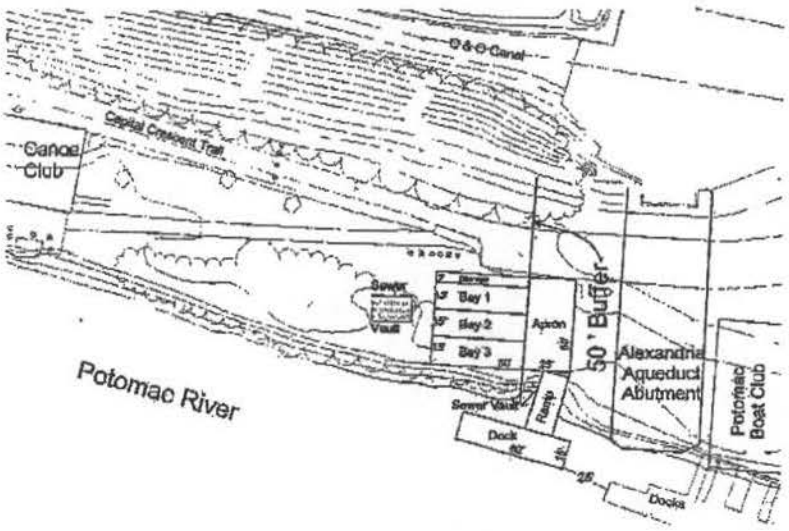
Sketch of Site 'A'



Looking upstream from Washington Canoe Club at Site 'A' & The Potomac Palisades

Site 'B'

This site is no longer considered a viable site for an institutional boathouse (university or high school 8-person shells). However, it is viable as a site for a smaller boathouse, housing about 30 single or two person shells. The presence of the Alexandria Aqueduct abutment and the Potomac Interceptor Sewer vault are the two major constraints to the site. A 50-foot buffer is required by the National Park Service on the west side of the Aqueduct. The abutment is listed on the National Register of Historic Places and the NPS's List of Classified Structures. Due to the proximity of the Potomac Boat Club immediately on the east side of the structure, this buffer would protect the integrity of the structure and its visibility as an historic resource. The repair of the sewer vault would be required before this site could be developed. The presence of the sewer vault and sewer line on the site further limit the site's buildable area, because of the requirements of access to these structures. The site lies within the 100-year floodplain. Access to the facility would be from K Street. No parking would be provided on site.



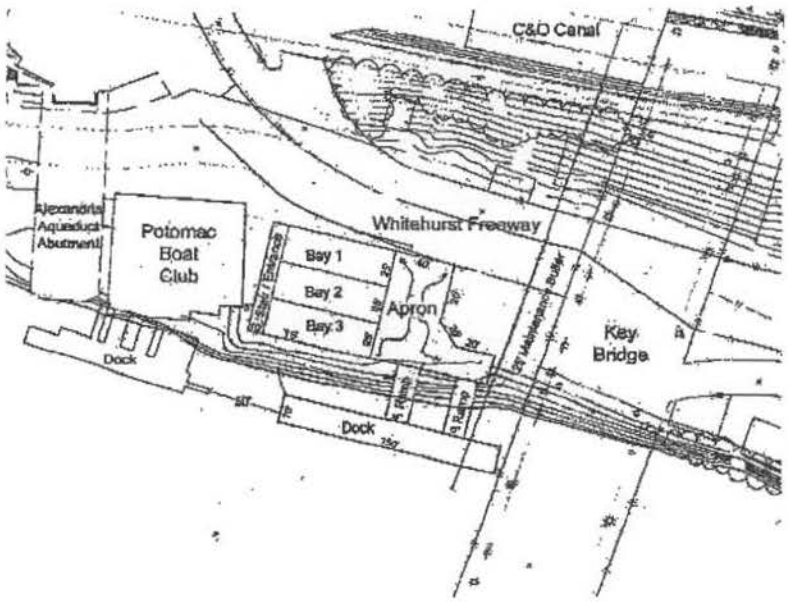
Sketch of Site 'B'

Site 'C'

This site continues to remain a viable location for a boathouse housing institutional programs, but is inadequate for a large university rowing program. A boathouse facility on this site could be constructed and operated by an NPS concessionaire of the National Park Service, and would house high school and small university programs. The facility, once constructed, would be owned by the NPS, and provide storage space for rent. Development of this site for a boathouse facility remains contingent upon the purchase and demolition of the three townhomes on the site and the accommodation of the existing rental operation.

Given these constraints, the site could still easily accommodate a 3 bay boathouse in the configuration diagrammed below. With a capacity for up to 36 eight-person shells, this size boathouse could potentially serve multiple institutional programs. A floating boathouse is no longer considered a viable alternative for this site due to the potential impacts on the river's boat traffic pattern. The existing rental operation might be accommodated within the boathouse or the area to the east of the apron (as diagrammed below). Movable storage racks might be placed within the 25-foot buffer and/or under Key Bridge.

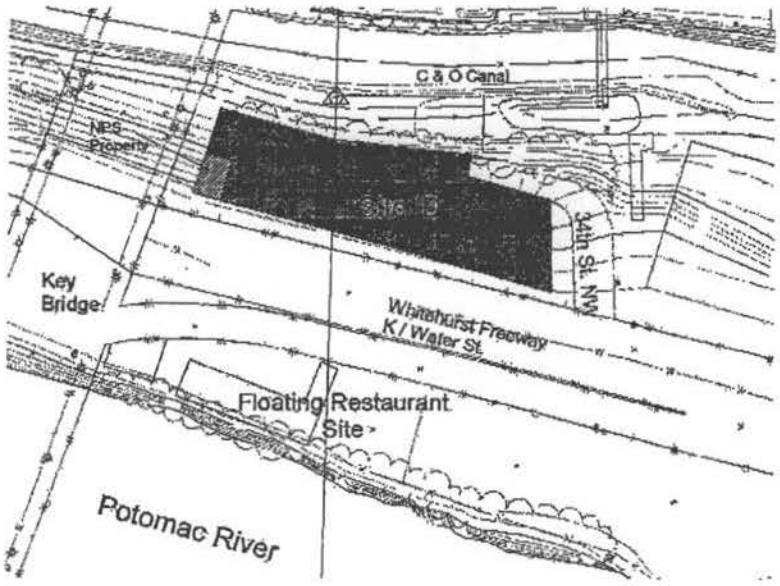
The site lies higher than sites 'A' or 'B' leaving most of it out of the 100-year floodplain. The District of Columbia Department of Public Works requires a 25-foot buffer for maintenance access to Key Bridge on the east edge of the site. Access to the facility would be from K Street. No parking would be provided on site.



Sketch of Site 'C'

Site 'D'

Most of this site is occupied by the former "Ice House" building. It is currently privately owned, with the exception of a small parcel which is owned by the NPS. The General Services Administration currently leases the privately owned portion of the building for its use. Users of a boathouse at this site would have to cross through the proposed parking lot on K Street in order to reach the ramp and docks on the river. This poses an unnecessary risk to the safety of the boathouse users and means a loss of parking spaces for the lot. The proposal for a floating restaurant identified in the 1989 study remains plausible and would limit the access to and size of the ramps and dock necessary to get boats to the river. The height of the shoreline above the river at this location is over 10 feet. *The NPS believes that* at this height the ramps would extend far into the river, making them unstable and posing an impediment to boat traffic flow. Therefore, in order *for ramps* to safely reach a dock at river level, they must be cut into the shoreline of the river. Even short ramps at this location would congest and impede traffic flow and the operations of Potomac Boat Club, a potential boathouse at site 'C', and/or Jack's Canoes. *However, other alternatives such as cranes do exist for lowering and retrieving shells from the river.* These factors, coupled with the *high* cost of developing it for boathouse use, make the site no longer feasible for the development of a rowing facility. The 1987 approved plan for the Georgetown Waterfront proposes this area be returned to open space. As funds become available the NPS *plans to* acquire the entire property, demolish the building, and integrate the site into the Georgetown Waterfront Park as landscaped open space.



Sketch of Site 'D'

Recommendations

The following is a list of recommended actions for each of the sites on the Georgetown Waterfront identified in the 1989 study, and a recommended direction for future rowing activities in the metropolitan area.

Site 'A'

It is recommended that this site continue to be evaluated by Georgetown University as a potential site for its collegiate rowing program. Should Georgetown find it suitable for its use, the NPS should complete the pending land exchange for the site with the university, giving both parties fee simple ownership of their respective desired properties. The potential 5-bay boathouse would serve the total needs of Georgetown University and would, therefore, free up space for other institutional programs in Thompson's Boat Center.

Site 'B'

It is recommended that a boathouse serving institutional (eights) rowing not be constructed on this site. Rather, that it be further investigated as a potential site for expansion of an existing entity's sculling (singles and doubles) storage space. It is further recommended that a structure built on this site be placed at least 50 feet from the Alexandria Aqueduct abutment and not atop the existing vault of the Potomac Interceptor Sewer Line

Site 'C'

It is recommended that this site be developed as a concessionaire operated boathouse facility. However, two requirements must be met prior to its development for a boathouse. First, some accommodation of the existing boat rental operation on site must be made. Second, the three townhomes on the site must be purchased and demolished to create enough buildable area for the site. The NPS believes that a three bay boathouse oriented parallel to the shore with the apron downstream, is the most feasible option for an institutional boathouse on this site.

Site 'D'

It is recommended that this site be eliminated from further consideration as a site for a rowing facility for the following reasons. First, the safety of rowers using the facility is of great importance to the NPS and the rowing community. Use of this site for storing boats would require rowers to traverse the K/Water Street parking lot to reach the river, posing an unnecessary hazard to rowers and an impediment to traffic within the lot. Second, the potential presence of the floating restaurant and the height of the shoreline above the river makes access to the water very difficult. These factors make this site no longer a viable option.

Conclusions

The Potomac River Safety Committee has established guidelines for the navigation and use of the Potomac River along the Georgetown waterfront. The traffic and traffic patterns generated by the potential facilities may require changes in the rules, guidelines and navigation patterns on the river. It is assumed that all boaters involved, would come together through this committee to coordinate the necessary changes.

The construction of these three additional boathouse facilities in Georgetown could provide storage space for an additional 144 eight-person shells. This represents an over 150% increase in the current capacity for permanent indoor storage of institutional shells in Georgetown. A boathouse on the Virginia shore could add storage for 36 additional eight-person shells, for an almost 175% increase in institutional storage on the Upper Potomac (not including Alexandria). *The* increase in *available* rack space at Potomac Boat Club, Site 'C', and the Virginia *waterfront* could serve the storage demands of small and *growing* institutional programs. *However, there are currently a large number of shells housed within a temporary compound adjacent to Thompson's. These shells would most likely fill available racks within Thompson's leaving few if any racks for new shells.* A small boathouse at Site 'B' could potentially accommodate 30 sculling shells for private rowers. A facility in Virginia could also accommodate small sculling shells.

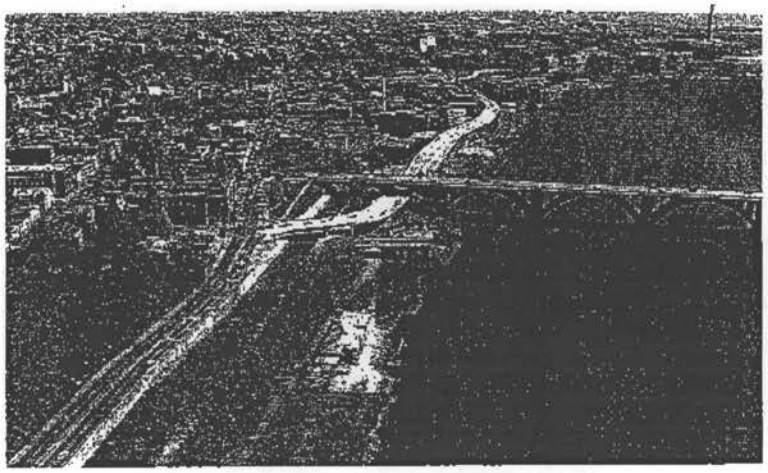
There is a high probability that Georgetown University will construct a 5-bay 60 shell capacity boathouse at site 'A'. There is also a high potential that George Washington University will construct a 4-bay 48-shell capacity boathouse elsewhere on the Georgetown Waterfront. The potential also exists for a boathouse of at least 3 bays and 36-shell capacity on the Virginia shore of the Potomac. In addition, site 'C' remains viable as a site for a 3-bay 36- shell capacity boathouse. These considerations lead the NPS to the conclusion that these three potential facilities listed above could meet the current and *near* future demands for boat storage on the upper Potomac River. It is the conclusion of the NPS that it is not necessary to investigate other sites along the Georgetown Waterfront for development of a boathouse facility. The NPS recognizes the substantial demand for rowing facilities in the Washington metropolitan area. It also recognizes its mandate to protect the open spaces along the shoreline of the Potomac River as a resource for all the citizens of our nation. The NPS therefore holds that the potential construction of four boathouse facilities, three in Georgetown, and one along the Virginia shore, are the maximum number of additional boathouses which should be constructed in this upper Potomac River rowing area. Thus any additional demand for shell *storage in the Washington metropolitan area* will be the subject of *additional studies, including* the Vision Plan for Anacostia River in the years 2000-2001. It is also felt that the Potomac and Anacostia rivers have a "carrying capacity" for activity of all kinds. This "carrying capacity" is and will continue to be considered in all planning for these rivers.



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The Potomac River Shoreline through Georgetown
(Including the Georgetown Waterfront Park)

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