William D.Ellingsworth
c/o Capital Yacht Club
1000 Water Street, SW
Washington, DC 20024

March 13, 2003

Mr. Alberto B. Bastida
Secretary, Zoning Commission
D.C. Office of Zoning
441 4th Street, NW
Suite 210
Washington, DC 20001

RE: Proposed W-0 Open Space Zone

Dear Members of the DC Zoning Commission:

My name is William Ellingsworth, a long-standing member of the Capital Yacht Club at 1000 Water Street, SW, Washington D.C.

I want to add my voice to concerns already expressed about proposed zoning changes to the Southwest waterfront. I also want to point out that the Capital Yacht Club community has existed at its current 1000 Water Street site for 111 years.

Our organization is more than a boating club that attracts tourists and members of the community to the DC waterfront. Capital Yacht Club is an integral part of the waterfront's history and community.

Our longstanding participation in waterfront matters was officially commended last July by the DC City Council. Their Ceremonial Resolution 14-282 recognizes our members for their leadership in such important activities as The Cruise for Kids, the Police and Fire Fighter Picnic, and the Cherry Blossom Festival. There is much more to understand about us--so I hope you take the time to read this document.

ZONING COMMISSION
District of Columbia
Case 02-42
Exhibit 36

ZONING COMMISSION
District of Columbia
CASE NO.02-42
EXHIBIT NO.36

For your convenience I have attached a copy of the DC resolution to this letter, which I am submitting for the record.

Let me underscore a couple of concerns being expressed within our community, which I trust can be addressed as this zoning process moves forward.

1) Are proposed zoning changes part of an effort by the district government to "spot zone," the Southwest waterfront? We understand that the DC Office of Planning has a close working relationship with the Zoning Board. I would like to place on the record my concern about the potential for W-0 proposed zone changes that could artificially diminish Southwest waterfront values, perhaps clearing the way for the city to push out leaseholders for less than the current fair market value. I have heard concerns in our community that once such leases are negated on the cheap, zoning density could simply be increased to accommodate private development interests. I do not personally know if these concerns are fully warranted, but I did want to respectfully bring them to your attention. I would also request that you publicly and for the record assure us that this is not the intent of this body.

2) I want to echo concerns expressed by others about the effect of publishing a demolition plan on existing businesses. This could restrict their ability to find new tenants. The reality is that it is hard to attract new businesses to the waterfront when there is fear that nothing will be left in 36 months.

Thank you for considering my concerns. Like others, I submit this letter and attached document for the record, and for your future discussions.

Sincerely,

William D. Ellingsworth

Worth the Wait

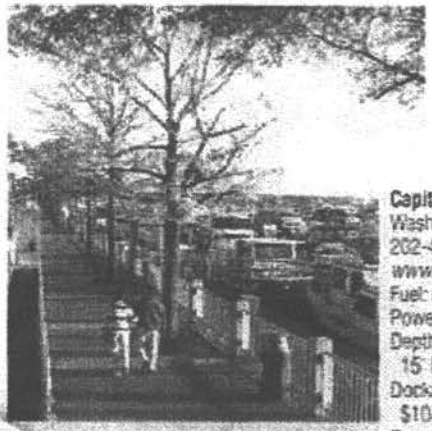
The District of Columbia's 110-year-old Capital Yacht Club is anything but stuffy, and at night you have an exquisite view of the glittering waterfront.

by Diana Prentice

face it. A cruise to the nation's capital isn't a snap decision. It's almost a hundred miles up the Potomac, and with our top speed of six knots, Randy and I had put off this investment of time during seven years of exploring the Bay aboard *Strider*. But after hearing glowing reports from cruising friends who had anchored in the Washington Channel and dinghied daily over to Capital Yacht Club, we finally bit the distance bullet. And we found out they had not exaggerated.

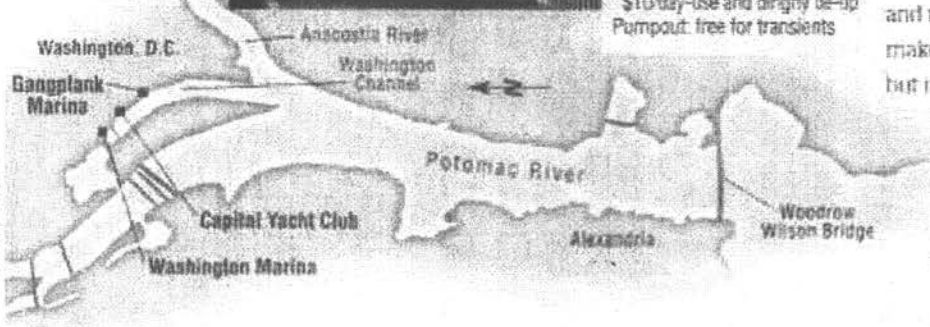
Our excitement built even before we got to Washington; on the final stretch from Alexandria, the dome of the U.S. Capitol itself hovered off our bow. Inside the channel, alongside East Potomac Park, our anchor chain rattled into 18 to 20 feet near a handful of other boats already on the hook, half of them flying U.S. courtesy flags. The holding can be skimpy here, but otherwise we felt totally secure in the shadow of Washington's many white marble monuments. The only negative about this anchorage is the city's monumental transportation din—planes, trains, vehicles and helicopters cluttering the air waves.

Cruising sightseers, whether anchored or berthed in the channel, have as their base of exploration a choice of either the Gangplank Marina, Washington Marina (not accessible to sailboats) or the private Capital Yacht Club (CYC). Like its neighbors, CYC offers shoreside services to cruisers on the hook as well as transient slips (some fixed docks, some floating) when they are available. We ended up staying at anchor for several weeks, moving into a CYC slip for just one night (you guessed it—for a marathon re-provisioning-and-laundry session). Not only was the club a safe-and-sound place to tie up our dink, it was a comfortably soundproof and gracious home base as well.



ADELE STARR

Capital Yacht Club
Washington, D.C.
202-488-8110
www.capitalyachtclub.net
Fuel: gas and diesel nearby
Power: 30, 50,100 amp
Depth: 20' MLW approach, 15' MLW dockside
Dockage: $1/foot plus electric; $10/day-use and dinghy tie-up
Pumpout: free for transients



KAREN ASHLEY

After anchoring on that first day, we called CYC on our VHF radio and talked with longtime dockmaster Kelvin Lee. A few minutes later he met us at the dinghy dock, helped us tie up and led us inside the clubhouse, where he introduced us to administrative assistant Amy Morris. Registration and a simple credit-card deposit furnished us with a key to the dock gates and clubhouse door. Numerous other amenities accompanied the $10 daily fee: internet access, immaculate showers, spotless laundry facilities and a thick packet of sightseeing information. For relax ation there's a beautifully varnished full-service bar. Bartenders Julia Sardan Vega and Stephan Tibbs, who alternate nights, were as skillful mixing drinks as they were patient answering our many questions.

So much is within walking distance: monuments, museums, restaurants, shops, the Metro station at L'Enfant Plaza, and the sprawling and popular waterfront fish market next door. After our exhausting days of being tourists, we found the rectangular and newly renovated CYC clubhouse (built in 1974) to be our refuge of choice. By all designs, this club really should be stuffy, with its accents of mahogany and marble colorfully adorned with burgees from around the world, and its dignified library gracefully blending modern elegance with traditions dating from 1892. CYC's 110 years have seen renowned vessels and illustrious members—among them George Bush the elder and Al Gore senior. And these days, as you sit at the bar munching peanuts, the hand reaching into the same bowl could be that of a Congressman or maybe even a CIA spook. But the conversation always flows easily and the cable TV is readily tuned to the Weather Channel on request. Members welcome guests to the club's various functions, too, such as Friday-night barbecues.

Maybe legions of legendary landmarks and magnificent museums (nearly all free) make Washington unique among ports, but it turns out that the Capital Yacht Club's hospitality is reason itself to visit. After finally making it all the way up the Potomac River, Randy and I eventually had to face the really tough part of our visit—leaving. ■

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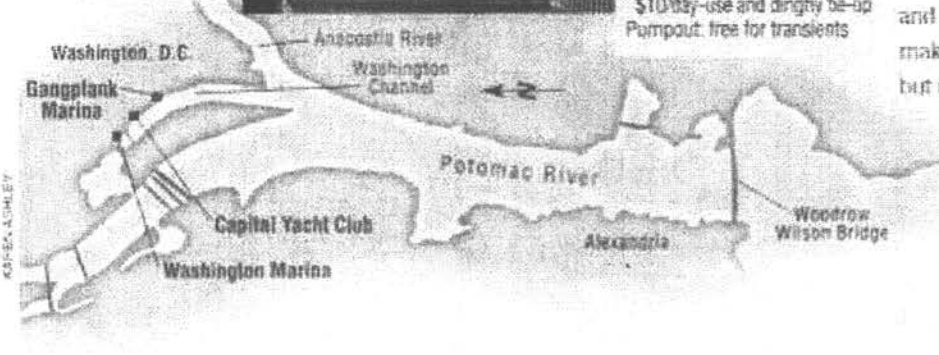
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ENROLLED ORIGINAL

A CEREMONIAL RESOLUTION

14-282

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

July 2, 2002

To recognize the Capital Yacht Club in Southwest Washington, D.C., in its 110th year of preservation and progress for America's National Waterfront, as well as for its longstanding service and participation in the waterfront community of Southwest Washington, D.C.

WHEREAS, the Capital Yacht Club was founded in 1892, on the Washington Channel in Southwest Washington, DC., shortly after Major General Peter Conover Haines renovated the waterway system then supplying the nation's capital;

WHEREAS, members of the Capital Yacht Club have contributed their vessels to serve in the national defense in both world wars, and consistent with that tradition turned over their facilities to support District police and rescue personnel on September 11, 2001;

WHEREAS, the Capital Yacht Club has actively supported important charities throughout its 110 year presence in Southwest Washington, D.C., including the Easter Seals "Cruise for Kids" and the Cure for Cancer Walk;

WHEREAS, the Capital Yacht Club contributes to the local economy of tourism, including its widely anticipated Annual Parade of Lights event in support of the District of Columbia's Cherry Blossom Festival, the Christmas Parade of Lights, and the yearly Blessing of the Fleet flotilla;

WHEREAS, the Capital Yacht Club supplies volunteers to the United States Coast Guard and District police units in support of security efforts on America's National Waterfront, such as its "Eyes on the Potomac" program;

WHEREAS, the Capital Yacht Club encourages boating safety on the Potomac River in conjunction with Flotilla 22 of the United States Coast Guard Auxiliary; and

WHEREAS, the Capital Yacht Club sponsors several important functions for law enforcement and fire and rescue officials each year, including the Annual Police and Fire

Departments Family Picnic.

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this resolution may be cited as the "Capital Yacht Club Involvement and Support of the Washington Waterfront Community Recognition Resolution of 2002".

Sec. 2. The Council of the District of Columbia finds this a most appropriate time to recognize the Capital Yacht Club for its community involvement and support, and for its contributions to the betterment of America's National Waterfront.

Sec. 3. This resolution shall take effect immediately upon the first date of publication in the District of Columbia Register.

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