



To: U.S. Army Corps of Engineers  
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Baltimore District, PO Box 1715,

From: Capital Yacht Club  
Board of Trustees  
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CC: Office of the Deputy Mayor  
for Planning and Economic Development  
ATTN: Mr. Victor Hoskins  
1350 Pennsylvania Avenue NW, Suite 317  
Washington, DC 20004

Date: 7/12/11

Subject: PN 11-50

The Board of Trustees has received a request for clarification on issues affecting cruisers has been received and is addressed as follows:

The changes to the SW Waterfront and Washington Channel are intended to make the waterfront a more vibrant and involved place to visit, as well as a safer place to be. The reduction in width of the Federal Navigation Channel allows for more boat slips and public access piers to be built. This will increase the ability of everyone to access and enjoy the water – boaters and non-boaters alike. A request for clarification on issues affecting the boating community has been received and is addressed below.

The concept proposed to USACE defines an anchorage and mooring field, as well as a turning basin.

1. A defined anchorage is currently planned for south of the East Potomac Park Transient Access Pier (roughly across from Pier 4.)
2. A defined mooring field is planned between the new Federal Channel boundaries and East Potomac Park. The concept shows maximum density of moorings, which is a bounding condition for USACE to conduct their impact analysis. The actual number, type, and size of the moorings

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will be designated during the detailed design stage to support the expected transient/cruising community.

3. A large turning basin is designed for the channel, roughly between 9<sup>th</sup> Street and the Fish Market.

The issues as we understand them are:

**1. Will the new design support the boating community?**

CYC has evaluated the design and believes the concept will support the boating community because:

- Currently there is no defined anchorage and anchoring in a Federal Channel is illegal. Therefore, a designated anchorage reduces the uncertainty on where to anchor.
- Due to the depth and poor holding material in most of channel, the moorings will provide a safer alternative to anchoring.
- Currently the commercial sightseeing vessels come close to the anchored boats, sometimes pulling up temporary moorings. A defined turning basin will provide the space needed for these large vessels to turn around; making it safer for the boating community.

**2. For those boaters who have traditionally anchored, how will they access the waterfront?**

A dingy is usually used to access SW Waterfront from one of the following facilities: CYC, Gangplank or Washington Marina, and sometimes the Fish Market. CYC currently provides and plans to provide a secured floating dingy dock, where safe embarking and disembarking can occur. The concept includes; a new transient day-use dock at East Potomac Park and allows for small-boat day use access at the 7<sup>th</sup> Street Recreational Pier.

**3. Are there other ways that the plan supports cruising and transient vessels?**

- The plan includes over 50 new transient slips near the Fish Market.

A mooring field operator has not been selected, but the developer has received a request from CYC to operate the mooring field. CYC has traditionally been the destination for most of the anchoring boaters (approx. 80%) and has a good reputation in the cruising community for providing access to SW Waterfront.

CYC BOT has evaluated concept plan submitted to USACE and believes the proposed moorings, anchorage field, and turning basin will enhance water safety and greatly benefit the boating community, the SW Waterfront community. Therefore, the CYC BOT supports the USACE concept plan.

Respectfully,

Tom Des Jardins  
Chairman  
Capital Yacht Club  
Board of Trustees

Shawn Seaman  
PN Hoffman