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From: Philip N. Johnson

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To: Washington DC Zoning Commission

SUBJECT: P.N. JOHNSON RESPONSE TO ZONING HEARING FOR PUD 11-03

I wish to respond to PUD 11-03 as it will adversely affect my and other visiting vessels ability to anchor in the upper reaches of the Washington Channel. As currently proposed by PUD 11-03, the developers plan will essentially end all anchoring in the upper Washington Channel. Furthermore the proposed fore-aft mooring system is inconsistent with that used by East Coast boaters and the general boating public who are accustomed to bow-on mooring systems. Additionally, the mooring spacing proposed (30 feet) does not support the size of vessels currently anchoring in the Washington Channel (normally vessels range from 40 to 60 feet) and is not sufficient to moor 12 to 15 boats. I strongly suggest the District of Columbia Zoning Commission not approve PUD 11-03 until such time as these concerns have been addressed and vetted to the boating community at large.

Areas of the upper (North and West) reaches of the Washington Channel are presently occupied by about 12 to 15 anchored vessels of approximately 40 to 60 feet. These vessels are predominately home ported outside of District of Columbia and are often visiting from other countries. Additional verifiable statistics are available from DC Harbor Patrol who requires all visiting anchored vessels to register with them.

I believe with regard to the boating side of the plan, the developers PUD 11-03 reflects a very local perspective and ignores the national and international aspect of visiting cruisers. These boaters traditionally anchor in the Washington Channel when visiting our Nation's capital and the world class museums located in the District.

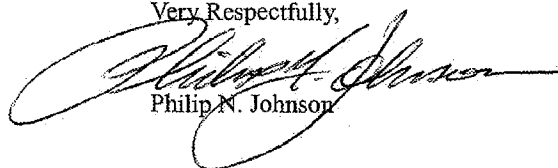
The plan also does not seem to have many slips for the ever increasing number of catamaran cruising boats both local and visiting because of their width and lack of docking facilities, these vessels usually anchor.

The currently installed docks on the east side of the Washington Channel consume approximately 250 feet in width of the waters in the channel. As a result, the navigable upper reaches of the Washington Channel are now only about 450 feet wide. Reducing the channel from 400 feet to 200 feet and extending the docks an additional 200 feet into the channel will leave only 50 feet for anchoring or mooring next to the East Potomac Park. That is simply not enough room and is too close to shore.

If change must occur, I would recommend reducing and splitting the current 400 foot wide channel into two 150 foot wide channels each placed east and west on the outer banks / docks. Then place a mooring field and anchorage sized for 50-60 foot boats using the remaining 150 feet in the middle. This would allow visiting traffic and tour boats to have an unconfused traffic pattern (inbound eastside - outbound west side) and a turning basin just before the Route 395 Bridge.

Taking approximately 10 acres of navigable water from the anchorage and existing Federally controlled channel is fine for those living in DC who wish to live aboard and stay, but what about the visiting cruisers? The Washington Channel is a National asset. National and international cruisers generally don't like to dock and they rarely take a mooring. These cruisers anchor 70% - 95 % of their time. In summary, I'm against taking the anchorage away from the visiting cruisers and giving it to the developer for docks and boats that are not sea worthy, look like floating barges or shacks, and rarely if ever move.

Very Respectfully,



Philip N. Johnson

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ZONING COMMISSION
District of Columbia

CASE NO.

EXHIBIT NO.

11-03
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