

Testimony of Eve Bratman, GPSA Vice-President

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My name is Eve Bratman and I am delivering this testimony as Vice President of the Gangplank Slipholder's Association, or GPSA. The GPSA is a community organization comprised of the slip-holders at the Gangplank Marina, which includes, but is not limited to the nearly 100 boats at the marina which have "live-aboard permits." Our mission is to promote the safe and healthful enjoyment of the Washington, D.C. waterfront for people who choose to live, recreate or operate a business or organization at the Gangplank Marina. We work to create a clean, attractive, and environmentally healthy marina, waterfront, and river system through our many community events. I will briefly explain why we are so supportive of the PUD and the developers' vision for our community in this testimony.

As a community, we have been engaged for over ten years in helping to plan for a successful development and assuring a place for our community of liveaboard, workaboard, and transient boaters during the process. During this time, PN Hoffman/ Madison Marquette has continued to dialogue with us, and we are very thankful for our many fruitful conversations. Admittedly, at first, we approached the prospects of redevelopment with some trepidation. Since many of the boaters at the Gangplank live on their boats full-time, year round, we are the only community of residents in Southwest whose existence is directly threatened by the Waterfront redevelopment project. By now, though, we are encouraged by the assurances from the applicant that our existence will be sustained and supported as outlined in the PUD, as well as in the 20-Day Supplemental Submission and also detailed in other related conversations we have had with them.

Foremost, our support derives from the developers' commitment to maintaining the ability for the existing community at the Gangplank Marina to stay living there, both during the redevelopment as well as afterwards.

It's worth mentioning at this point that when I'm not living on a boat, I am a professor at American University's School of International Service, and I teach an urban development class which focuses on sustainability, and the common challenges of poverty, environmental management, and inequality in both the context of the developed and the "under-developed" world. Washington DC is a case study for my classes. So I am no stranger to the lessons learned from the attempt to make the Southwest quadrant a national model for urban renewal. The attempt led to around 23,000 people leaving our wonderfully diverse neighborhood, and unfortunately accentuated problems of inequality, violence, and poverty for the residents who remained here. The proposal from PN Hoffman/ Madison Maquette is broad in its scope and ambitious in its vision. The developers have been emphatic about the importance that the existing communities have as integral parts of this vision, while simultaneously proposing to bring substantial new construction, business opportunities, cultural attractions, and jobs to our

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neighborhood. We have been consulted about a transition plan for our boats, and worked out an arrangement such that we are unlikely to be significantly dislocated by the development. We are glad we won't have to leave the Washington Channel during the development efforts, and believe that this shows impressive sincerity on the part of the development team.

We continue to iron out the fine points of the transition, and are cognizant that there are issues of transferring liveaboard permits, slip affordability, and also logistical fine-points that we still need to mutually agree upon with the developers. We remain uneasy that the development team has designed plans that are highly contingent upon legislation and permitting processes from outside agencies, without articulating a "plan B" or otherwise designing flexibility into the PUD. To date, however, we are reassured by the development team's good-faith commitment to our community and by the ongoing communication we, as the slipholder's organization, have with them.

The GPSA shares in the developers' vision for making the waterfront more accessible to the public, and for conducting environmentally-conscious neighborhood and building designs that emphasize urban density and diversity. As a tight-knit community of "world class" individuals, we look forward to docking our boats in the "world class" waterfront which the developers have proposed. The question I'd like to ask the PUD applicants to elaborate upon is: how do you see the Gangplank Marina and the role of its community in relation to the Waterfront as a whole?

Thank you for your time and for your consideration.

*Eve Brab* — 7/18/2011