

**HMW RESPONSE TO ZC EXHIBIT #40:  
ISSUES RAISED BY MS. STACY BRAVERMAN**

1. Transportation

“A streetcar is likely years if not decades away and cannot be relied on as a useful mode of transit throughout and into the neighborhood.”

- *HMW: The DC Transit Future Plan includes the creation of the M St SW Streetcar line during Phase 1. HMW is providing a significant public investment through developing streetcar provisions as part of the construction of the Wharf and is working with DDOT to help insure implementation of the streetcar line as soon as possible. Additionally, the 7<sup>th</sup> St SW Streetcar line which also serves the neighborhood is slated for Phase 3 implementation.*

“The developers should consider helping to fund an additional, western entrance to the Waterfront Metro station that allows access to and from, the waterfront development.”

- *HMW: The potential opportunity for the creation of an additional station entrance at Waterfront Station has already been discussed with WMATA. At this meeting WMATA indicated that the incremental benefit of a 2<sup>nd</sup> entry near Tiber Island was not a priority for further evaluation.*

“If an additional Metro entrance is infeasible, the developers should commit to assisting the District or WMATA in funding bus service to the area. This could come in the form of restoring the Convention Center/SW Waterfront Circulator, which is currently slated for elimination, or the 70/71 bus, whose service in the Waterfront area will be replaced by a significantly inferior (in terms of hours of operation and route) 74 line.”

*HMW: The Convention Center – Southwest Waterfront route is already slated to be reinstated after the new National Mall service is implemented in 2013 (per DC Circulator Transit Development Plan, March 2011). Additionally, DDOT has identified a new Circulator route that will provide direct service to the Southwest. This route will connect Dupont Circle, Central Washington, SW Waterfront, and Navy Yard activity centers.*

2. Affordable Housing

“Waterfront development will likely bring both positive and negative economic impacts to the District and to the Southwest neighborhood. Rents and housing costs are likely to rise, which will make it more difficult to preserve economic diversity and encourage new residents.”

- *HMW: The new development will certainly enhance property values in the surrounding community which will benefit residents of all incomes and encourage new interest Southwest DC, and new residents*

“The developers should provide a variety of housing stock at different price points, which will help create a market solution to this issue. Some of the rental housing should be priced below the payment standard for Section 8, allowing voucher-holders to apply for apartments. In addition, the developers should set aside rental and owned housing units, ideally more than is required by the District's inclusionary zoning regulations, targeted at various income levels, from very low (less than 50% of Area Median Income), to low (50-80% of AMI), to moderate (80-120% of

AMI). These units will need to have protections to preserve the subsidy for decades to come. Ideally, a percentage of affordable owned units would be designated for current Southwest residents, especially those who seek to become first-time homebuyers.”

- *HMW: The Southwest Waterfront development will have a greater variety of rents and sales prices than any development we are aware of in North America, and certainly will be more diverse than any other world class waterfront development. There will be 160,000 square feet of residential for households earning 30 and 60% of Area Median Income – both for sale and rental, with all of the 30%AMI housing for rent, 20% of units over 500 for households earning 100% and 120% of AMI, and market rate housing, including high-end luxury units. The affordable rental units must maintain the specified affordability for 50 years, and the homeownership units for 20 years. Thus, there will be long-term affordability, with the opportunity for low/moderate income people to create wealth by keeping their condominiums for 20 years. We are working cooperatively with the SW/Near SE Community Benefits Coordinating Council to help CBCC prepare Southwest residents for both homeownership and rental, and also with the DC Housing Authority to assure opportunity for eligible public housing residents in the Southwest to rent or buy.*

### 3. Environment

“A significant portion of the proposed development is paved or has buildings on it. The developers should be required to reduce the amount of paved areas and use permeable pavers and other permeable surfaces (with appropriate filtration media) where hardscape is required.”

- *HMW: The Southwest Waterfront will be a landmark project for sustainable development and will be consistent with the goals intended by the Anacostia Waterfront Initiative. The vertical buildings will incorporate green roofs to contribute to stormwater quantity and quality. Additionally, the project will utilize innovative stormwater management techniques such as Low-Impact Development Zones, permeable surfaces, stormwater reuse, and a variety of filtration techniques.*

“As sea levels rise and the incidences of coastal storms increase in frequency and severity, the waterfront area will become more susceptible to flooding. The development should have sufficient setback to accommodate this.”

- *HMW: The majority of the project has been set so as to be above the FEMA 100 year floodplain and maintains a 60 foot setback along the majority of the waterfront.*