

\* For the record  
(Sharon Schellin)

**DC for Reasonable Development: SW Planning and Safety Group  
Testimony Wharf 2.0, ZC Case No. 11-03J  
November 2, 2017  
Presented by: Chris R. Otten, co-facilitator DC4RD**

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The first Phase of the Wharf is built. Ribbons have been cut. Great. But before people can understand the long term impacts of this overall gargantuan development, here we are for Phase II.

The whole neighborhood approach here is lacking. The Office of Planning has not conducted census-level demographics review to understand who in the area surrounding the SW Waterfront and residents living and working in Ward 6 will be adversely impacted, especially those more vulnerable residents like DC4RD: SW Planning and Safety Group members who are elderly, have families with children, have disabilities, are working-poor, are susceptible to increased environmental impacts, and who will be more affected by substantial construction for yet more of this high-density high-value project. We are working alongside Empower DC to call out this bad planning and imminent injury it represents to our members.

The lack of any significant affordable housing as part of this project sardonically laughs at the affordable housing crisis and massive displacement that the city's planning apparatus has fostered. This is wholly unacceptable on its face. The details of which were laid out by the Housing Action Team >> <http://hatdc.org/?p=3041>

In Phase II, and this Stage 1 modification, it gets worse. More hotel rooms (little impact analysis on a high-intensity commercial use) but little affordability. Less than 15% affordable units and setting workforce housing at 120% AMI sets this project up as one so illegitimate as to be highly unethical, if not criminal. This type of Orwellian language, and ultimate resultant volume of affordable housing, almost none for families, will destabilize the property values of the existing surrounding communities and is absolutely inconsistent with the over arching goal of building an inclusive city and successful neighborhoods that is supposed to foster families as expressed by premier city policies found in the Comprehensive Plan, the plan the Commission claims to know so well.

There is no equitable sharing of the costs in what should be a whole neighborhood approach to these types of major development. That is, the developers get very cheap money from corporate banks to build their highly profitable condos and retail space after being granted the valuable air rights entitlements by the Commission without little by way of strings attached. The Commission and city planning apparatus externalizes all other costs onto the public by having <sup>us</sup> pay for upgrades to the infrastructure, transit ways, and other public services that DC4RD:SWPSG members rely on and enjoy now. That further increases gentrification pressures on residents and small businesses alike as the externalized costs get passed through to rate payers in their bills and is put on taxpayers through TIFs and other gifts, despite the fact that the Commission is already granting public entitlements by way of substantial land value appreciation through PUD approvals. These entitlements from the Commission, a public conveyance, are required to come with mitigation conditions that demonstrate equitable sharing of costs so they are all not on the public.

And, the community facilities serving the community which DC4RD:SWPSG members enjoy now will be burdened by the new residents being brought into the community by these PUD and project

approvals. What of the capacity of the local schools, libraries, recreation centers, senior centers, fire/police stations and associated emergency response time, hospitals, refuse removal, etc. There is no sense of the baseline levels of existing public services now, and what we may need them to be after these types of large PUD projects come online, especially one of this size. How can any of this be called planning, and who pays for the additional public capacity needs?

DC4RD:SWPSG members enjoy their community character and aesthetic now, Phase II brings Monty Hoffman's high-density profit spectacle even closer to the existing residential community where members live, coupled with the lack of comprehensive review of basic development impacts and adverse effects on public services, like infrastructure and social services capacity (schools, libraries, hospitals, fire/police, etc) is wholly unacceptable. Either identify and mitigate said impacts or Just Say No!

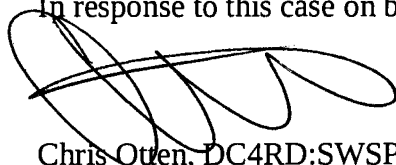
Moreover, there is the imminent risk the first floor of Phase I will flood in the next several years. The planet is rising up, and so are the rivers. This is Hoffman's folly, one the city ought not to be encouraging. The new buildings will need to be gutted to avoid mold and mildew dispersal onto the community. The flood repair work will cause great disturbance to those in the area, including those in the buildings being constructed. Clearly there will be more construction nuisance hoisted onto the community with each new flood and flood repairs.

Property values are substantially likely to be destabilized, at first taxes will rise with the sudden injection of air-rights value, and the pure profit developers are making with condos selling at 1+ million dollars and workforce units renting at "120% AMI" levels. Then after each flood, some hard decisions will have to be made and the sheer environmental, visual, nuisance of placing large gutted (formerly luxury) structures on the bank of the Potomac will negatively affect the community characters and aesthetic and most likely result as a paradoxical favela with far lower property values.

Let us see the first experiment settle in before jumping to the Phase 2.0. Doing so is in effort to save the city from itself and the developer-class sycophants. It is telling that the ANC at this stage is decrying that no SW Plan exists and that DDOT has been loafing to such a degree as to be criminally negligent. This ANC is not known for putting up much of a fight to Ward 6's corporate-driven development (a lot of bluster and no bite), even if its ignorant racist and classist planning decisions and resultant development (see the Soccer Stadium).

DC4RD:SWSPG seeks to protect our members who enjoy the characters and aesthetic of SW as it is ~~now~~ now, along with the reliable local services and good public facilities members also enjoy. This is all at risk, and without rationale mitigations. These applications must be denied.

In response to this case on behalf of directly impacted residents,



Chris Otten, DC4RD:SWSPG

[SEE ATTACHMENT]

**Testimony Wharf 2.0, ZC Case No. 11-03J; Chris Otten, DC4RD**  
**Applicable Comp Plan policies, among others:**

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| <p>Action PROS-2.1.B: Needs Assessments and Demographic Analysis<br/>         Policy HP-1.1.3: Cultural Inclusiveness<br/>         Policy LU-1.2.6: New Neighborhoods and the Urban Fabric<br/>         Policy LU-2.3.2: Mitigation of Commercial Development Impacts<br/>         Policy LU-2.3.1: Managing Non-Residential Uses in Residential Areas</p>                      | <p>Policy E-4.1.3: Evaluating Development Impacts On Air Quality<br/>         Policy E-4.3.5: Noise and Land Use Compatibility<br/>         Action E-4.3.E: Measuring Noise Impacts<br/>         Policy IM-1.1.1: Mitigation of Development Impacts<br/>         Policy IM-1.1.3: Relating Development to Infrastructure Capacity<br/>         CSF-4.1 Police Facilities and Services</p>   |
| <p><b>Applicable Comp Plan policies, among others:</b></p>  | <p><b>Applicable Comp Plan policies, among others:</b></p>  |
| <p>Policy LU-1.4.1: Infill Development<br/>         Policy UD-2.2.7: Infill Development<br/>         Policy UD-2.2.9: Protection of Neighborhood Open Space<br/>         Policy HP-2.4.3: Compatible Development<br/>         Policy UD-2.3.3: Design Context for Planning Large Sites<br/>         Policy UD-2.3.4: Design Trade-offs on Large Sites</p>                       | <p>Policy CSF-4.2.1: Adequate Fire Stations<br/>         Action CSF-4.2.A: Level of Service Monitoring<br/>         T-4.1 EMERGENCY PREPAREDNESS, TRANSPORTATION, AND SECURITY<br/>         Action T-4.1.C: Emergency Evacuation Plan<br/>         10A-DCMR-419 T-4 SAFETY AND SECURITY<br/>         Policy CSF-4.2.3: Responsiveness to Demographic Change<br/>         Action CSF-4.2.A: Level of Service Monitoring</p>  |
| <p>Policy H-1.2.4: Housing Affordability on Publicly Owned Sites<br/>         Policy H-1.3.1: Housing for Families<br/>         Policy MC-1.1.7: Protection of Affordable Housing<br/>         10A-DCMR-217 MANAGING GROWTH AND CHANGE: GUIDING PRINCIPLES<br/>         Policy ED-3.2.6: Commercial Displacement<br/>         Action ED-3.2.A: Anti-Displacement Strategies</p> | <p>Policy CSF-2.1.1: Primary and Emergency Care<br/>         Policy CSF-2.1.6: Health Care Planning<br/>         10A-DCMR-1207 EDU -1.5 PLANNING FOR THE LONG-TERM FUTURE<br/>         Policy CSF-1.1.1: Adequate Facilities<br/>         Policy CSF-1.1.2: Adequate Land<br/>         Policy IN-1.2.2: Ensuring Adequate Water Pressure<br/>         Policy IN-5.1.1: Adequate Electricity<br/>         Policy IN-6.1.3: Developer Contributions<br/>         Action IN-6.1.B: Coordination Of Infrastructure Upgrades<br/>         Policy T-1.1.2: Land Use Impact Assessment<br/>         Policy IM-1.1.6: Studies Preceding Zoning Case Approvals<br/>         DCMR-10A-2502.5, "To the greatest extent feasible, use the development review process to ensure that impacts on neighborhood stability, traffic, parking and environmental quality are assessed and adequately mitigated."</p> |

**11 DCMR § § 2400.3, 2403.3, 2403.8. // The Commission is required to conduct a "comprehensive public review" that considers "potential adverse affects" of the project "on the surrounding area" which can be "capable of being mitigated" through conditions in the Order.**

**WHAT YOU SEE IN THIS CASE IS NOT COMPREHENSIVE PLANNING!**