

My name is Robert Link and I am speaking on behalf of GPSA.

Mr. Chairman and members of the Commission, thank you for allowing the time for me to speak again on behalf of the residents of Gangplank Marina. Thank you also for your time and work on this project; we all appreciate your commitment to building a better DC!

Given the vast array of information presented over the disconnected time we have spent at these hearings over the last week, I wanted to take just a few moments to recount the GPSA Community's requests as follows:

- **Affordability:** As previously stated, the GPSA Board has proactively suggested to the Wharf (and they agreed) that a staged increase in slip fees (our base rent) totaling approximately 42% over the next 4 years could be warranted given the improvement in marina facilities that we will be receiving. Coupled with the additional costs for market-rate parking to be assumed in 2019 by Marina residents, the effective rate increase is actually much higher. Unfortunately, change is never easy and GPSA acknowledges that some of our current neighbors will **LIKELY** be displaced as a result of these increased costs even before the "new" marina is completed. In addition, the GPSA community has some concerns that the uncertainty associated with the undisclosed "market rate" as previously described in these hearings absent any industry- standard "checks-and-balances" methodology potentially provides for the possibility of even greater displacement of existing community members upon completion.
- **Accessibility and Livability:** As previously stated, we have consistently asked the developer to continue the 2012 commitment for continuity of services as provided in the Phase 1 Letter of Agreement. For better or worse, the negotiators for each party to date have never been able to reach a mutual agreement on how that general commitment from the Phase 1 Letter of Agreement manifests itself in specific services and conditions to be provided to the GPSA Community both during transition and after completion. That being said, the developer has provided concessions on the space allocated for permanent parking to the GPSA Community; however, the GPSA Community that actually **LIVES ON BOATS** and **UNDERSTANDS THE ASSOCIATED LOGISTICS** believes the general application of landside parking regulations is inconsistent with the development of a world-class Marina with 94 total liveaboard vessels.
- Similarly, it is a well-known statement that often in order to take 2 steps forward you sometimes have to take 1 step back. I only mention this cliché to underscore the **TANGIBLE AND DAILY** challenge and impacts the GPSA Community faces during the active construction period of Phase 2. We will live adjacent to and all around active construction zones for several years

and for about 50% of that time our parking will be located at some distance from the entrance to our Marina community. While the developer has provided a baseline “commitment, plan and approach” to meeting our accessibility and livability requirements during this period, as you heard in the individual testimony of John McLauchlan Monday evening, the GPSA Community has concerns about how this will all work out and the continued opportunities to fine-tune and tweak the plan as the work continues.

- **Sustainability:** Through-out the negotiations to date, the GPSA Board has continued to ask the developer to provide a transition plan that includes the same level of detail and specifics as the one provided as an attachment to the Phase 1 durable letter of agreement. As ANC Chairman Litsky said in his testimony, “what’s left in a void is usually filled with unintended consequence.” The GPSA Board and the developer have actively worked together to develop such a plan and the GPSA Board acknowledges the significant Marina construction sequencing modifications that have been made to “relocate the Marina at one time” upon completion of the new docks. Similar to the above, however, the GPSA Community has concerns about how other aspects of the plan will work out, and hope to have continued opportunities for fine-tuning and tweaking the plan as the work continues.

As stated earlier, the developer and GPSA have continued to actively meet and work during the course of these hearings despite schedule conflicts, illness and fatigue; a meeting this past Sunday, a meeting yesterday and a 2 ½ hour meeting earlier today. All meetings were attended by our ANC representative Mr. Litsky to ensure that we remain focused on what is important and fair to all parties who will sign the agreement (including Mr. Litsky) and to ultimately arrive at a bi-lateral agreement between the parties that provide a path forward for the successful completion of the Phase 2 development. This week’s meetings have been positive The GPSA Board is looking forward to immediately sharing the latest developments on the Phase 2 Letter of Agreement with the Community for input and eventual vote.

It is with these needs in mind that we ask this Commission to leave the record for this case open as required to permit the parties more time for the GPSA Community to formally review and (if acceptable) vote on the proposed compromise Letter of Agreement, “cross all the t’s and dot all the I’s” and reach a final executable agreement that is good for all parties per the excellent direction provided by the Zoning Commission through this hearing.

Indeed, we believe this process corresponds to the final orders for ZC11-03 and ZC11-03a issued by this Commission, where the Gangplank liveaboard community was provided with some limited protections to ensure our survival. Additionally, we believe having the GPSA Community review the documents will make the final marina a better and more successful endeavor.

Our community hopes the sustainability of the historic Southwest Waterfront Liveaboard Community at Gangplank Marina is consistent with the actions and accommodations made by the developer in Phase 1 for the other historic entities on the Southwest Waterfront. You may recall from the Phase 1 hearings that the Community was similarly endangered in 2012, and in large part it was thanks to this Zoning Commission and the ANC that we even continue in any form today. We just don't want a large portion of our existing GPSA to be displaced due to the insufficient thought or rushed planning with respect to our previously described core issues – affordability, accessibility, livability and sustainability - before ever having a chance to be a part of the new Southwest Waterfront.

In the meantime, we're willing to tough it out through another four years of construction, dirt, noise, traffic, and vermin to contribute to the future community that the Wharf will grow into! As Mayor Bowser said earlier this year, "If you live on the water now, you should be able to continue to live on the water." We may not be the wealthy yachters pictured in marketing materials... really we are a family. A family of diverse ages, jobs, races, beliefs, and backgrounds who have come together to see each other through births, deaths, weddings, divorces, birthdays, boat fires, illnesses, graduations, severe storms... setbacks and successes. We love Southwest, and we don't want to disrupt the Wharf project—we know it can be a great boon to the quadrant and the city.

Thank you again for your time and attention and service to our entire community!