

PROFFERED BENEFIT/AMENITY	STAGE 2/PHASE I IMPLEMENTATION - INCLUDING PARCEL 1	FUTURE IMPLEMENTATION
Urban Design, Architecture, Site Planning, Landscaping, and Open Space		
1) Master Plan for redevelopment of SWW that celebrates waterfront where boats, public piers, pedestrians, cyclists, retail users, and cultural programs come together.	Stage 2/Phase 1 will implement approximately 2,042,000 sf of new development including over ten acres of open space, parks, plazas, promenades, and piers.	Later phases will implement approximately 1,250,000 sf of new development including over four acres of open space.
2) New network of city blocks, streets, public promenade known as Wharf Street, and mews and alley streets that permeate the site.	Stage 2/Phase 1 will create nearly 1,500 linear feet of Wharf Street and the District Pier, Transit Pier, and Market Pier. This will create the core of the water plan for the Project. Four major public spaces (Market Square, District Pier, 7th Street Park, & Waterfront Park) and seven new minor streets or alleys will be created. The Parcel 1 second-stage PUD will construct Market Square and Market Shed, as well as portion of Maine Avenue, SW and Wharf Street, SW Stage 2/Phase 1 will include utility relocation and construction of the below grade garage, which will allow for the creation of more than half of the network of streets, mews, and parcels that are the foundation for the project plan. This creates enhanced connections and reconnects the Southwest to the adjacent residential areas, the Mall, and riverfront trails.	Future phases will complete the buildout land area and complete the street grid.
3) Comprehensive mixed use, mixed-income development, including: hotel, office, residential, retail, and cultural uses	Stage 2/Phase 1 will provide a comprehensive mixed-use, mixed-income development that includes: three hotels (Parcels 3B, 5A, and 5B); over 200,000 square-feet of office (Parcel 3A); three mixed-income apartment buildings (Parcel 2 and 4A); one market-rate condominium (Parcel 4B); one mixed-income condominium (Parcel 11B); over 200,000 square-feet of retail, a multi-purpose entertainment and cultural venue (Parcel 2), and a religious institution (Parcel 11A). The Parcel 1 second-stage PUD - will contribute approximately 232,787 gross square feet (gsf) of office use and approximately 12,925 gsf of retail use.	Later phases of the Project will continue a comprehensive mixed-use, mixed-income development that includes: office building(s); mixed-income apartment building(s); one market-rate condominium; and over 100,000 square-feet of retail.
4) Reconnects Southwest to adjacent residential areas, the Mall, riverfront trails	The completion of approximately 1,500 linear feet of Maine Avenue improvements including sidewalk and a dedicated multi-use path will begin reconnecting the Anacostia Riverwalk trail through the project and provide safe, multi-modal access to the site. The Maine Avenue improvements will enhance pedestrian connectivity and safety along Maine Avenue. The Second-Stage PUD for Parcel 1 includes construction of approximately 219 linear feet of Maine Avenue, SW improvements and 190 linear feet of Wharf Street, SW improvements.	The completion of late phases will complete the Anacostia Riverwalk trail through the neighborhood and provide better linkages back to SW neighborhoods.
Cultural Facility		
1) Multi-purpose performing arts, events and live music venue of approximately 95,000 s.f. of gross floor area being developed as a component of Parcel 2	Stage 2/Phase 1 includes the construction of a multi-purpose entertainment and cultural venue on Parcel 2, which will provide a dynamic cultural, performing arts, music, and event space.	Future phase will enhance the cultural elements of the project by linking to the Arena Stage and by providing smaller venues for both indoor and outdoor cultural events such as festivals, arts, and performances.

<u>Parking Facility</u>		
1) Below-grade parking structure on 2 to 3 levels, at considerable expense to project	Stage 2/Phase 1 provides approximately 1,495 below-grade spaces parking spaces within a two-level parking garage that was approved with the Second-Stage PUD for Parcels 2 - 4 and Parcel 11 (Z.C. 03-11A)	Later phases will include the balance of the on-site bicycle spaces
3) Parking or storage for 1500 – 2200 bicycles on-site	Stage 2/Phase 1 will include a total of approximately 1,170 bicycle spaces including: - o approximately 320 bike capacity for short term visitors (200 at grade, 120 in garage) - o approximately 850 bike capacity for long-term workers (all in garage)	
	Capital Bikeshare capacity: 34 (two stations, 15 docks at 9th St SW, 19 docks at 7th St SW)	Later phases will include 2 additional Capital Bikeshare Stations
<u>Public Infrastructure</u>		
1) Project site work	Stage 2/Phase 1 will implement the utility relocation for the entire length of Maine Avenue preparing the site for implementation of all phases of development. Stage 2/Phase 1 site work will include all landscape, infrastructure and utilities identified in the Architectural Drawings	Later phases will complete site work adjacent to the development parcels and parks and open spaces
2) Public use piers and marina work	Stage 2/Phase 1 will implement the Transit Pier, District Pier , Market Pier and the transient day dock marina as well as the Capital Yacht Club marina. Stage 2/Phase 1 will include preliminary relocation of some Gangplank Marina slipholders to implement Phase 1 work.	Later phases will implement the 7th Street Pier, Gangplank Marina, Commercial Pier/ Pier 4 slips and complete the Relocation/Transition Plan.
3) Marine bulkhead	Stage 2/Phase 1 will implement repair and replacement of approximately 1600 linear feet of bulkhead from Station 100+00 (Corner of existing Fish Market Pier) to Station 116+41 (Parcel 5/6 Interface). The work includes replacing and repairing the bulkhead, adding timber fendering in several locations and raising the elevation.	Later phases will repair approximately 1512 linear feet of bulkhead from Station 116+41 (Parcel 5/6 Interface) to Station 131+53 (Edge of Police Pier)
4) All streets, mews, alleys, sidewalks, bike paths, promenades, and shared spaces	Stage 2/Phase 1 will implement the new shared streets, mews streets, alleys, sidewalks, bike paths, promenades and shared spaces. The Second-Stage PUD for Parcel 1 will construct Market Square, a 25,000 square foot public, open-air plaza with retail amenities.	Future phases will implement the new shared streets, mews streets, alleys, sidewalks, bike paths, promenades and shared spaces during each subsequent phase
5) Streetcar tracks along eastbound lanes of Maine Avenue immediately adjacent to the PUD and Wharf Street	Streetcar tracks will not be provided as part of the Stage 2/Phase 1 work; however, the infrastructure has been designed to allow for future DDOT streetcar implementation in Maine Avenue Right of Way.	Streetcar tracks are not intended to be part of future phase work; however, the infrastructure has been designed to allow for future DDOT streetcar implementation.
6) All related utilities and landscaping, trees	Stage 2/Phase 1 will implement the utilities, landscaping, and trees.	Future phases will implement a similar level of utilities, landscaping, and trees during each subsequent phase
7) All related streetscape improvements and street furniture, including lighting, benches, trash receptacles, public telephones, drinking fountains, bicycle racks, bus/streetcar stops, taxi stands, decorative features, fountains/water features, and other similar facilities.	Stage 2/Phase 1 will implement the Stage 2/Phase 1 related streetscape improvements.	Future phases will implement a similar level of related streetscape improvements during each subsequent phase
<u>Maine Avenue Improvements</u>	The Second-Stage PUD for Parcel 1 includes construction of approximately 219 linear feet of Maine Avenue improvements.	

1) Milling and Paving of asphalt surface for the length of Project Site (both directions)	Stage 2/Phase 1 includes the milling and paving of Maine Avenue southbound from southeast side of Parcel 1 parking lot to south side of 7th Street Park. Milling and paving of other areas of Maine Avenue will also occur as necessitated by installation of new utilities, crosswalks, and driveway aprons. Stage2/Phase 1 milling & paving to be coordinated with DDOT to minimize disruption or destruction of work in subsequent phases.	Milling and paving of other areas of Maine Avenue adjacent to later phases of construction.
2) New curb and gutter on median strip/islands and on south side of Maine Avenue S.W.	Stage 2/Phase 1 includes new curb and gutter on south side of Maine Avenue from Fish Market to southeast side of 7th Street park. New median strips/median curb only where necessitated by utility relocation or crosswalk installation.	New curb and gutter adjacent to later phases of construction on south side of Maine Avenue and in median only as necessary due to utility or crosswalk construction
3) New gutter (as needed) only on north side of Maine Avenue S.W., existing curb to remain	New gutter only as needed on North side of Maine Avenue between Fish Market to southeast side of 7th Street due to utility relocation or installation of new crosswalks.	New gutter on North side of Maine Ave. during later phases of construction only as necessitated by utility or crosswalk construction.
4) New sidewalk on south side of Maine Avenue S.W. for the length of the Project Site	New sidewalk on south side of Maine Avenue from Fish Market to southeast side of 7th Street park. Temporary connections to existing sidewalks outside of Stage 2/Phase 1.	New sidewalk on south side of Maine Avenue adjacent to later phases of construction.
5) New crosswalks, as necessary	New crosswalks as necessary. Currently planned for east and west sides of 9th Street SW, east and west sides of 7th Street SW, east and west side of new intersection created at the Fish Market.	New crosswalks as necessary in later phases of project.
6) New bike path on south side of Maine Avenue S.W. for the length of the Project Site	New bike path on south side of Maine Avenue from Fish Market to southeast side of 7th Street park.	New bike path on south side of Maine Avenue adjacent to later phases of construction.
7) New street lights on south side of Maine Avenue S.W.	New street lights on south side of Maine Avenue from Fish Market to southeast side of 7th Street park.	New street lights on south side of Maine Avenue adjacent to later phases of construction.
8) New street trees on south side of Maine Avenue S.W.	New street trees on south side of Maine Avenue from Fish Market to southeast side of 7th Street park.	New street trees on south side of Maine Avenue adjacent to later phases of construction.
9) Banneker Overlook Connection - Subject to agreement with the National Park Service, the fee simple owner of Banneker Park and 10th Street Overlook (also known as Banneker Overlook) and approvals by the required governmental authorities, Developer will construct the following alternative improvements, which connect the Project Site to L'Enfant Plaza:	Temporary surface improvements to existing asphalt path connecting 9th Street / Maine Ave. intersection to Banneker Overlook. Work with NCPC/NPS on the Environmental Assessment and design for temporary stair connection and begin approval process with NPS/NCPC for implementation.	
10) Temporary staircase from 10th Street Overlook to 1100 Maine Avenue S.W. (the Fish Market)	Subject to NCPC/NPS approval construct temporary stair from Banneker Overlook to Maine Avenue in collaboration with the District of Columbia.	
11) Surface pedestrian connection and crosswalk from north side of Maine Avenue to Fish Market (utilizing DDOT currently planned intersection)	Completion of new intersection at Fish Market including: striping, signage, street furniture, directional signage, and pavement markings as approved.	
o Striping, signage, and street furniture, as necessary	(see above)	
o New street furniture on south side of Maine Avenue S.W.	(see above)	
o New street directional signage, as necessary	(see above)	
o New pavement markings, as necessary	(see above)	
<u>Multi-modal Transportation Network</u>		
1) Encourages increased reliance on public transit, bicycles, and pedestrian travel	Stage 2/Phase 1 will greatly encourage multi-modal access to the Project through provision of bicycle parking, provision of Capital Bikeshare stations (CaBi), new transit stops for Circulator service, and improved surface connections and signage to existing transit stops.	Later phases will fully implement the vision of a truly multi-modal destination at the Southwest Waterfront through full implementation of bicycle parking, Cabi Stations, Circulator/stops and signage/access to existing transit stops.
2) Project designed to incorporate future DDOT streetcar lines along Maine Avenue and Wharf Street	Project infrastructure in Maine Avenue is designed to minimize interference between water and storm lines and the future installation of Streetcar on the south side of Maine Avenue.	Project infrastructure in Maine Avenue is designed to minimize interference between water and storm lines and the future installation of Streetcar on the south side of Maine Avenue.

3) Water taxi stops and water transportation	The transit pier (approximately 20,441 sf and 15-20 slips) will be constructed as part of Stage 2/Phase 1 and a location will be identified for water taxi stop and ferry landing.	
4) Loading and service located on mews streets and alleys to preserve open spaces	Loading and service locations are generally located so as to preserve the pedestrian focused nature of the Wharf, Maine Avenue, and the primary open places. The loading facilities for the proposed Parcel 1 Building are located on the south side of the building along the mews streets between Parcels 1 and 2.	Each subsequent phase will provide loading and service in locations to avoid impacts on open spaces.
5) Access points along the mews streets and alleys of buildings to minimize vehicular impacts and enhance the pedestrian experience	Parking entrance and garage access points are generally located so as to preserve the pedestrian focused nature of the Wharf, Maine Avenue, and the primary public places. The access ramp to the below grade parking garage for the proposed Parcel 1 Building is located on the south side of the building along the mews streets between Parcels 1 and 2.	Each subsequent phase will provide vehicular entries off mew streets and alleys.
6) Accommodation of anticipated automobile traffic	Stage 2/Phase 1 was designed to accommodate the automobile traffic generated by each use.	Each subsequent phase will provide parking sufficient to accommodate the uses in those phases.
Fish Market		
1) Site Work, to include demolition of existing streets and parking and landscape improvements	Temporary site work to allow access in to Fish Market and temporary parking during construction of Stage 2/Phase 1 and construction of new intersection to provide vehicular access for NW bound traffic on Maine Avenue.	Site Work including demolition of existing streets and parking and landscape improvements part of later phases
2) Relocation of all existing overhead utilities to underground	Maine Avenue utility relocation necessary to effectuate future utility work.	Relocation of existing overhead lines to underground as part of later phases
3) Replacement and/or renovation of the building known as the “Fish Cleaning Building,” which is approximately 1,300 gross square feet		Replacement/renovation of Fish Cleaning Building as part of later phases
4) New public restroom facilities, the exact number to be determined but in no event fewer than 6 total public stalls		New public restroom facilities as part of later phases
5) Furnishings to accommodate outdoor dining and seating		New outdoor furnishings as part of later phases
6) Hardscape improvements, landscaping, fixtures and finishes to the land portion of the Fish Market		New hardscape improvements, landscaping, fixtures, and finishes as part of later phases
7) Resurfacing of the two commercial Fish Market piers for anticipated pedestrian traffic (subsequent to reconstruction of piers by the District)	n/a	Resurfacing of two commercial piers as part of later phases (subsequent to reconstruction of piers by the District)
Parks and Open Spaces		
1) New expanses of parks and open spaces		
a) Market Square	The Second-Stage PUD for Parcel 1 also includes construction of Market Square, a 25,000 square foot active open air plaza, which will serve as a gateway to the Market Pier and Day Docks. Market Square will also contain Market Shed, a smaller-scale retail building that is designed to related to the context of the waterfront and the Maine Avenue Municipal Fish Market.	
b)Theater Alley	Theater alley will be constructed as part of Phase 1	
c) City Plaza	City Plaza (now called District Pier and including Water Court entry, Pierhouse, Town Square) will be constructed as part of Stage 2/Phase 1	

d) Club Plaza	Club Plaza (now called Yacht Club Piazza) will be constructed as part of Stage 2/Phase 1	
e) The Mews	The Mews Streets (collectively Pier Mews, Avenue Mews, Piazza Mews, and Jazz Alley) will be constructed as part of Stage 2/Phase 1	Additional mews streets will be constructed during subsequent phases
f) 7th Street Park	7th Street Park will be constructed as part of Stage 2/Phase 1. 7th Street Park will be implemented in such a way so as to minimize disruption/ destruction during construction of Parcels 5 and 6	
g) The Grove		The Grove will be constructed in future phases
h) M Street Landing		M Street Landing will be constructed in future phases
i) Waterfront Park	Waterfront Park will be constructed as part of Stage 2/Phase 1. Waterfront Park will be implemented in such a way so as to minimize disruption/destruction during construction of Parcels 10. Waterfront Park was designed through a comprehensive, community based charrette process in late 2011.	
<u>Riparian Improvements/Public Access Piers</u>		
1) New Piers		
a) Market Pier	Market Pier will be constructed in Stage 2/Phase 1	
b) Transit Pier	Transit Pier will be constructed in Stage 2/Phase 1	
c) District Pier	District Pier will be constructed in Stage 2/Phase 1	
d) 7 th Street Pier		7th Street Pier will be constructed in future phases
e) Commercial Pier		Commercial Pier will be constructed/modified in future phases
2) Marina constructed to “Clean Marina Standards”	The Stage 2/Phase 1 new marinas will be constructed and operated to the "Clean Marina Standards"	Future new marinas will be constructed and operated to the "Clean Marina Standards"
3) Stormwater garbage interception and removal	The Stage 2/Phase 1 work will incorporate floatable interceptors or a plan for floatable mitigation at the existing stormwater outfalls	Future phase will incorporate floatable interceptors or a plan for floatable mitigation at the existing stormwater outfalls
4) Elimination of existing creosote timber piles	The Stage 2/Phase 1 new marinas will remove the existing creosote piles in the Capital Yacht Club and replace them with new concrete or steel piles. The existing creosote piles in the seawall will be removed and/or sequestered in place by the new bulkhead.	Future phase marinas will remove the existing creosote piles and replace them with new concrete or steel piles
5) Removal of Existing Styrofoam Floating Docks and replacement with contained-core floating docks	The Stage 2/Phase 1 new marinas will remove the existing open Styrofoam floating docks and replace them with new contained-core floating docks	Future phase new marinas will remove the existing open Styrofoam floating docks and replace them with new contained-core floating docks
6) Sewage Treatment including:		
o Increased restroom and laundry accessibility to reduce sewage generated on boats	The Stage 2/Phase 1 new marinas will increase restroom and laundry accessibility to reduce sewage and greywater generated on boats.	Future phase new marinas will increase restroom and laundry accessibility to reduce sewage and greywater generated on boats.
o Sewage pump out for every slip	The Stage 2/Phase 1 new marinas will provide a sewage pump out accessible to each boat	Future phase new marinas will provide a sewage pump out accessible to each boat
o Public sewage pump-outs	The Stage 2/Phase 1 new public marinas will provide public sewage pumpouts	Future phase new public marinas will provide public sewage pumpouts
o More convenience to encourage use	The Stage 2/Phase 1 new marinas will improve convenience and provide signage, education and operational assistance to encourage pump-out use.	Future Phase will improve convenience and provide signage, education and operational assistance to encourage pump-out use.
7) Public Access to Docks and Water including:		
o ADA compliant access	The Stage 2/Phase 1 new public marinas will provide ADA compliant access for marine facilities	Future phase new public marinas will provide ADA compliant access for marine facilities
o Available concessions for boat rentals, sail training, etc.	The Stage 2/Phase 1 new public marinas will provide concession locations for boat rentals, sail training, etc.	Future phase new public marinas will provide concession locations for boat rentals, sail training, etc.
8) Transient Boater Facilities	The Stage 2/Phase 1 new public marinas will provide new transient boater facilities including transient day docks near Market Pier (38 to 60 slips) and at the Transit Pier (15-20 slips). The District Pier will serve as a transient ship facility for large visiting vessels and has 980 lf of dockage.	Future phase new public marinas will provide new transient boater facilities including potential mooring field adjacent to East Potomac Park (pending USACE approval) and transient slips at the Gangplank Marina
9) Public Safety Improvements – improved stability and appropriate boarding heights	The Stage 2/Phase 1 marinas will provide public safety improvements including improved dock stability and appropriate boarding heights	Future phase marinas will provide public safety improvements including improved dock stability and appropriate boarding heights

10) Mooring Field		Future phase new public marinas will provide new transient boater facilities including potential mooring field adjacent to East Potomac Park (pending USACE approval)
o Prevents anchor dragging		(see above)
o Provides better oversight vs. anchorage to prevent illegal discharges		(see above)
o Increases safety and navigability of Washington Channel		(see above)
11) Harbor Master – coordination of emergency response	The Stage 2/Phase 1 development will include an approximately 8,500 sf dockmaster building at the end of District Pier. The Dockmaster will work with the existing harbormaster (DC Police) to provide education and public safety in the Washington Channel	
12) Navigation – fairways and slips sized for vessels to improve access, safety	The Stage 2/Phase 1 marinas will provide improved navigation with appropriately sized slips and wider fairways	Future phase marinas will provide improved navigation with appropriately sized slips and wider fairways
13) Utilities	The Stage 2/Phase 1 marinas will provide improved utilities including upgraded power, fire suppression, low energy lighting, potable water, sewage and anti-icing systems.	Future Phase marinas will provide improved utilities including upgraded power, fire suppression, low energy lighting, potable water, sewage and anti-icing systems.
o Upgraded power and fire suppression capabilities	(see above)	(see above)
o Low-power, high efficiency lighting	(see above)	(see above)
o Anti-icing design from potable and wastewater systems	(see above)	(see above)
14) Habitat – floating docks and piles provide additional hard-bottom habitat	The Stage 2/Phase 1 marinas will improve habitat in the Washington Channel by using systems of floating docks and piles to improve hard-bottom habitat. Stormwater management and garbage interception will improve water quality for habitat enhancement.	Future phase marinas will improve habitat in the Washington Channel by using systems of floating docks and piles to improve hard-bottom habitat. The 7th Street Pier will also provide floating wetlands (pending USACE approval). Stormwater management and garbage interception will improve water quality for habitat enhancement.
15) Public Education – improved opportunities for public education via water access and programming in public spaces (historical, nautical, etc.)	The Stage 2/Phase 1 development will improve education on sewage/fuel discharge, water quality, navigation, and water safety and provide more opportunities for public involvement in such programs	Future phase marinas will improve education on sewage/fuel discharge, water quality, navigation, and water safety and provide more opportunities for public involvement in such programs.
<u>Affordable Housing</u>		
1) Minimum of 160,000 gross square feet of low and moderate income housing for households earning 30-60% of AMI or less	Approximately 103,500 gross square feet of low (30% AMI) and moderate (60% AMI) income housing in the Stage 2/Phase 1 development	The remaining required low and moderate income housing will be provided in future phases.
2) Workforce housing -- 20 percent of residential GFA built in excess of 500 units.	Approximately 53,000 gross square feet will be constructed as Workforce Housing	The remaining required Workforce housing will be provided in future phases
<u>CBE Participation</u>		
1) CBE agreement for 35% of materials and services for construction to go to CBEs	Applicant will adhere to all requirements related to CBE participation for the goods and services procured during Stage 2/Phase 1 development & construction	Applicant will adhere to all requirements related to CBE participation for goods and services procured in all future phase development and construction
2) 10% preference to CBEs located in Ward 8	Applicant has and will adhere to all requirements related to project preferences during Stage 2/Phase 1 development & construction	Applicant will continue to adhere to all requirements related to project preferences during all future phase development and construction
3) 20% LSDBE ownership in the project	Applicant has and will maintain 20% LSDBE Equity & Development Participation in the Project pursuant to the executed July 11, 2008 CBE Agreement with DSLBD during Stage 2/Phase 1 construction	Applicant will continue to maintain 20% LSDBE Equity & Development Participation in the Project pursuant to the executed July 11, 2008 CBE Agreement with DSLBD during subsequent construction phases
4) 20% development participation by LSDBEs	Applicant has and will maintain 20% LSDBE Equity & Development Participation in the Project pursuant to the executed July 11, 2008 CBE Agreement with DSLBD during Stage 2/Phase 1 construction	Applicant will continue to maintain 20% LSDBE Equity & Development Participation in the Project pursuant to the executed July 11, 2008 CBE Agreement with DSLBD during subsequent construction phases
5) 20% unique retail for unique or local businesses	Applicant will adhere to the 20% Local and Unique Retail Requirement as stipulated by the Land Disposition Agreement date 5/12/2009 during the leasing of Stage 2/Phase 1 retail spaces.	Applicant will adhere to the 20% Local and Unique Retail Requirement as stipulated by the Land Disposition Agreement date 5/12/2009 during the leasing of Stage 2/Phase 1 retail spaces.

<u>Training and Employment Opportunities</u>		
1) First Source Employment Agreement with DOES 2) Creation of 650-1000 new jobs during construction	Applicant anticipates creation of approximately 500 jobs during the construction of Stage 2/Phase 1	Applicant anticipates creation of approximately 250 - 500 jobs during the construction of future phases
3) 1000 service jobs	Applicant anticipates creation of approximately 600 service jobs upon stabilization of Stage 2/Phase 1	Applicant anticipates creation of approximately 400 service jobs upon stabilization of future phases
4) 1800 professional jobs	Applicant anticipates creation of approximately 450 professional jobs upon stabilization of Stage 2/Phase 1	Applicant anticipates creation of approximately 1350 professional jobs upon stabilization of future phases
5) \$1 million contribution to Workforce Intermediary Program (WIP) to serve as clearing house for jobs at site and to identify District residents with training opportunities (see narrative of WIP below)	Applicant has committed \$1,000,000 contribution to a Workforce Intermediary Program, with final payment made at closing with The District in April of 2014. Applicant is working closely with DOES, which currently is serving as The District's Workforce Intermediary, to identify qualified District residents for jobs and apprenticeship opportunities, and with a range of organizations whose mission to train and/or place DC residents in jobs to fulfill local hiring requirement of 51% of new jobs to DC residents, 20% to Ward 8, and 51% of new apprenticeship opportunities, with 30% to Ward 8.	Applicant anticipates continued reliance on the new Workforce Intermediary program to identify qualified District residents to fulfill local hiring requirement of 51% of new jobs.
6) Coordination with existing service providers who provide training and jobs readiness to DC residents to prepare for work at The Wharf in construction - Building Futures, CSOSA, DC Housing Authority and others	Applicant has and will continue to work with the DOES, the Workforce Investment Council, DC service providers, DCHA and Clark Construction to identify and train District residents, particularly those residing East of The River, for apprenticeship opportunities and to assure that 30% are for residents East of the River. HMW is working with all public and non-profit partners to focus on training Public Housing residents for apprenticeship opportunities at The Wharf.	Applicant will continue to work with the Workforce Intermediary Program, Cardozo Construction Trades Academy, and the general contractor for future phase to continue an apprenticeship programs. 30% of apprenticeship opportunities will be reserved for residents East of the River
<u>Environmental Benefits</u>		
1) Minimum LEED-ND (neighborhood development) Gold certification	LEED-ND Draft Scoresheet for the Stage 2/Phase 1 development is included in the application	Future LEED-ND Draft Scoresheet for future phases will be included in future submissions
2) LEED-NC (new construction) or LEED-CS (core and shell) Silver level certification or higher for individual buildings (excluding church on Parcel 11)	LEED-NC and/or LEED-CS Draft Scoresheets for the vertical components of the Stage 2/Phase 1 development is included in the application The Parcel 1 Building will be designed to a minimum LEED-CS Gold certification	Future LEED-NC and LEED-CS Draft Scoresheets for the vertical components of the Stage 2/Phase 1 development is included in the application
3) Evaluation of Combined Heating & Power/Cogeneration Plant for on-site power generation	The Applicant is evaluating the use of a Combined Heating & Power/Cogeneration Plant to provide on-site power for portions of the Stage 2/Phase 1 development	Applicant may evaluate the use of a Combined Heating & Power/Cogeneration Plant to provide power to future phases.
4) Reduced energy consumption and associated environmental impact for energy production – o demand reduction by efficient systems & building design ; innovative delivery systems)	See LEED-ND Draft Scoresheet	To be provided in future submissions
o demonstrate a minimum 10% improvement over ASHRAE 90.1.2007	See LEED-ND Draft Scoresheet	To be provided in future submissions
5) Reduced potable water consumption -- o indoor through efficient fixtures; outdoor through planting & irrigation design	See LEED-ND Draft Scoresheet	To be provided in future submissions
o reduce indoor water usage by a minimum 20% as compared to baseline usage as per the Energy Policy Act of 2005	See LEED-ND Draft Scoresheet	To be provided in future submissions
6) Reduce stormwater runoff volumes leaving the site through sustainable stormwater management measures	The Applicant has provided an innovative stormwater management solution that utilizes Low Impact Development zones and a monumental stormwater reuse cistern to greatly reduce runoff volumes leaving the site.	Future phases will incorporate sustainable stormwater management measures.
7) Significantly reduce level of contaminants in stormwater runoff, helping to improve water quality of the Potomac River, Anacostia Watershed, and Chesapeake Bay	The Applicant has provided an innovative stormwater management solution that utilizes Low Impact Development zones and a monumental stormwater reuse cistern to reduce level of contaminants in the stormwater runoff to help improve the Potomac River, Potomac Watershed, and Chesapeake Bay	Future phases will incorporate sustainable stormwater management measures.

8) Land conservation by vertical development, maximizing development density.	The Stage 2/Phase 1 development is a model of sustainable, dense, urban infill redevelopment that conserves land and provides significant open space throughout the project	Future phases of the development will be a model of sustainable, dense, urban infill redevelopment that conserves land and provides significant open space throughout the project
9) Improved microclimate through reduced heat island effect.	The Stage 2/Phase 1 development provides significant green roof coverage area, open green space, and tree canopy to improve the microclimate and reduce heat island effect	Future phases of development will provide significant green roof coverage area, open green space, and tree canopy to improve the microclimate and reduce heat island effect
o reduced surface parking & associated negative environmental impacts	Permanent parking for Stage 2/Phase 1 development is provided in a below grade parking garage	Permanent parking for future phases of development will be provided in below grade parking garage(s)
o green roofs, shaded walkways	The Stage 2/Phase 1 development provides significant green roof coverage area, open green space, and tree canopy to improve the reduce heat island effect and improve pedestrian comfort The Parcel 1 Building will include a green roof	Future phases of the development will provide significant green roof coverage area, open green space, and tree canopy to improve the reduce heat island effect and improve pedestrian comfort
10) Using existing water & waste water infrastructure	The Stage 2/Phase 1 development connects to existing water and waste water infrastructure off site and improves water and waste water infrastructure on site	The future phases will connect to existing water and waste water infrastructure off site and will improve water and waste water infrastructure on site
11) Waste diversion from landfill during construction and operation.	See LEED-ND Draft Scoresheet	To be provided in future submissions
12) Creating walkable, vibrant mixed use neighborhood development with appropriately scaled pedestrian oriented streetscape to encourage non-vehicular travel	The Stage 2/Phase 1 development is a model of walkable, vibrant mixed-use neighborhood development that is appropriately scaled, pedestrian oriented, and encourages non-vehicular travel. The Parcel 1 second-Stage PUD will replace a temporary parking lot with a well-designed, walkable streetscape along Maine Avenue, a portion of the Wharf Street, SW, and a pedestrian-oriented Market Square that will facilitate pedestrian circulation to and from Maine Avenue and Market Pier.	Future phases of the development will be a model of walkable, vibrant mixed-use neighborhood development that is appropriately scaled, pedestrian oriented, and encourages non-vehicular travel.
13) Reduced automobile dependence	The Stage 2/Phase 1 development capitalizes on a wide range of transit opportunities, enhances pedestrian connectivity, and expands bicycle transportation and parking facilities to help reduce automobile dependence. Additional transportation demand management and programs will be implemented to further reduce automobile dependence. The Stage 2/Phase 1 development will, by virtue of being a dense mixed-use development, help to reduce automobile dependence	The future development will capitalize on a wide range of transit opportunities, enhances pedestrian connectivity, and expands bicycle transportation and parking facilities to help reduce automobile dependence. Additional transportation demand management and programs will be implemented to further reduce automobile dependence. The future phases of development will, by virtue of being a dense mixed-use development, help to reduce automobile dependence
o Proximity to public transportation	The Stage 2/Phase 1 development is located in close proximity to existing and planned public transportation	The future development is located in close proximity to existing and planned public transportation
o Daily needs within walking distances	The Stage 2/Phase 1 development will, by virtue of being a dense mixed-use development, help to reduce automobile dependence by placing daily needs within walking distances	The future development will, by virtue of being a dense mixed-use development, help to reduce automobile dependence by placing daily needs within walking distances
<u>Capital Yacht Club</u>		
1) Build out of new clubhouse/marina for Capital Yacht Club	Applicant will construct as part of agreements with the Capital Yacht Club Marina, with upgraded utilities and a 3,700 square foot fixed pier for the clubhouse.	n/a
2) 11,000 sf facility, including associated retail space of approximately 5,000 sf	Applicant will construct as part of agreements with the Capital Yacht Club an approximately 5,500sf-7,500sf Yacht Club facility and up to 5,500sf of retail associated with the Capital Yacht Club	n/a
<u>New Business Improvement District or similar entity</u>		
1) Entity to manage, operate and maintain public elements of PUD, including parks, open spaces and public marinas created and funded by Applicant	The Applicant will form a Project Association to maintain and operate the public elements of the PUD, including parks, opens spaces, and public marinas. State-of-the-art public facilities and marinas will facilitate operations, safety, and convenience, and will reduce required maintenance.	The Applicant will form a Project Association to maintain and operate the public elements of the PUD, including parks, opens spaces, and public marinas. State-of-the-art public facilities and marinas will facilitate operations, safety, and convenience, and will reduce required maintenance.

2) Exploration of larger Business Improvement District to fund clean and safe programs and transportation	The Applicant underwrote the creation of the recently established Southwest Business Improvement District that is led by Mr. Steve Moore.	
Amenities Targeted to Arena Stage Patrons		
The Applicant has also made the following commitments to the Mead Center for American Theater at Arena Stage: 1) <u>Retail</u>: The Applicant will incorporate a significant number of restaurants, cafes, music venues and after-dinner small format clubs at the Southwest Waterfront which are anticipated to appeal to Arena Stage patrons who seek a range of meal, beverage and entertainment options before and after attending a performance. Approximately 210,000 – 480,000 square feet of retail, restaurants, cafes, etc., are projected for the redeveloped waterfront. 2) <u>Parking</u>: HMW is taking into account Arena’s desires for off-street parking for its patrons, and HMW anticipates that the public parking to be provided at the waterfront will be ample to serve Arena’s patrons. A total of 2,100 – 2,650 underground parking spaces are projected, of which an estimated 10-30% will be for office uses and an estimated 20-40% will be for retail uses. Office parking will be available after hours, and sufficient parking is planned to accommodate retail needs. One of the buildings directly across from Arena Stage is currently projected as an office building.	The Stage 2/Phase 1 development provides for a significant number of restaurants, cafes, music venues and after-dinner small format clubs at the Southwest Waterfront which are anticipated to appeal to Arena Stage patrons who seek a range of meal, beverage and entertainment options before and after attending a performance Patron's of the Arena Stage are welcome to park in the public parking that is available in the Stage 2/Phase 1 development. The Stage 2/Phase 1 development utilizes shared parking methodology to capitalize on available parking supply (example: office parking being made available for public use after business hours).	Future phases of the development will provide for a significant number of restaurants, cafes, music venues and after-dinner small format clubs at the Southwest Waterfront which are anticipated to appeal to Arena Stage patrons who seek a range of meal, beverage and entertainment options before and after attending a performance Patron's of the Arena Stage will be welcome to park in the public parking that is available in the future development. The future development utilizes shared parking methodology to capitalize on available parking supply (example: office parking being made available for public use after business hours). One of the building directly across from Arena Stage is currently projected as an office building.

3) <u>Affordable Housing for Arena Stage Artists, Interns, and Fellows</u> : The Project plan incorporates a significant commitment to affordable housing, a portion of which may be made available to artists, to include housing and perhaps live-work space, in an effort to promote an arts focus in the neighborhood. Recognizing the critical importance to the Southwest Community and the District as a whole of the new Mead Center for American Theater; Arena Stage’s unique synergy with HMW and the redeveloped waterfront; and its expressed need for up to 50 units of housing for its low-moderate income affiliates, HMW and Arena will work collaboratively with the District in an effort to secure a set aside, through purchase or master lease, of studio and one-bedroom apartments from the inventory of the HMW’s affordable housing component. Such units would be under the control of Arena Stage and reserved for housing the theater’s visiting artists, full-season fellows and interns whose incomes fall within the project definition of low- and moderate households. Arena would be required to comply with the Affordable Housing Covenant of the District’s Land Disposition Agreement with HMW, for the term of the Covenant, which stipulates income limits and other conditions relative to the Affordable Housing component.	Applicant continues to facilitate discussions with DMPED and Arena Stage during Stage 2/Phase 1. The development's Rental Housing Covenant provides for units for income eligible performers.	Subject to District approval, applicant will provide opportunities for affordable units for Arena visiting actors, artists, interns and other income-eligible affiliates of Arena Stage in mixed-income residential buildings to be constructed in future phases
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Workforce Intermediary Program		
The Applicant has participated in the development and implementation of various workforce development efforts, in addition to serving as an active participant in three efforts by the District to develop a formal Workforce Intermediary Program (WIP), starting in 2006. The other efforts include:	Workforce Intermediary Program established by District Council. DMPED and General Counsel are working out how the program will be administered and through which agency. In the meantime, DOES is serving the function of a Workforce Intermediary. Applicant calls heavily on its services and also on its relationships with The WIC, local service/training providers such as Building Futures, CSOSA, DCHA, Greenleaf Recreation Center and others to train and/or identify DC residents for apprenticeship opportunities.	Applicant will continue involvement with WIP after program is launched, as requested by Mayor and Council Chair.
1) participating in the Ward 8 Workforce Development Council, where the Applicant has been represented on the Council for three years and has met on numerous occasions with the Director, to help shape the program and support her efforts;	Applicant will continue to work with Ward 8 Workforce Development Council and other organizations with targeted participation to assure maximum job and apprenticeship opportunities for Ward 8 residents, as well as residents in project's other partner Wards, 5, 6 and 7.	Participation to continue with targeted participation to assure maximum job opportunities for Ward 8 residents in Phase 1 construction.
2) working with the D.C. Students Construction Trade Foundation to establish a program for the SWW redevelopment which would effectively serve as the project's WIP if District WIP is not operational at the time of project construction. This program would help to train District residents for some of the 650-1,000 construction jobs that are projected for the development;	District working to make WIP operational at the earliest possible time. In the meantime, Applicant to work with selected builder, the District and its partners to maximize job and apprenticeship opportunities for DC residents.	District WIP projected to be operational in time to meet project needs for qualified DC residents. Applicant to work with selected builder to maximize job and apprenticeship opportunities for DC residents.
3) setting up a jobs partnership between the DC Housing Authority and the Mandarin Oriental Hotel, whereby public housing residents receive hospitality training, are provided job opportunities at the Mandarin and are supported for one-year by D.C. Housing Authority case workers to assure success in their employment. This effort can serve as a model for hiring at the SWW for hospitality, retail and other work when the project becomes operational , as well as during the construction period where supportive services may be essential to assure employment success;	Applicant will rely on WIP for this function, when operational, and is currently relying on DOES and other service/training providers.	Applicant will rely on WIP for this function, and will call upon the model created as needed.
4) working with the Southwest and Near Southeast Community Benefits Coordinating Committee to establish a structure whereby Southwest residents can be identified, trained and ready for work at SWW;	Applicant currently is working with DOES, The WIC, Building Futures, DCHA, the CBCC and others to explore possibility of Building Futures training session focused for Public Housing Residents both in SW DC and East of The River.	Same. HMW will continue successful efforts to hire SW residents for positions at the HMW site office.
5) serving as intermediary to connect SWW residents with job opportunities with The Kastles Professional Tennis Organization that has just located at the SWW in May 2011, and providing job opportunities and mentorship with HMW and its vendors, to connect SW residents with interim jobs prior to construction start, in connection with the HMW Interim Uses Program; and	Kastles Tennis is no longer located onsite as the area previously dedicated to the stadium is within the Phase 1 construction boundary.	NA
6) including workforce and business development representatives from Wards 5, 6, 7, 8 on the Applicant's Development Advisory Group, to lay the groundwork for active engagement of workforce and business leadership from our partner wards to assure maximum benefit to DC residents from those Wards seeking employment.	Development Advisory Group will meet on regular basis during entire project and initial phases of operations. DAG Community Benefits subcommittee focuses on jobs, CBE participation and Affordable Housing.	Development Advisory Group will meet on regular basis during entire project and initial phases of operations. DAG subcommittees to include: housing and environment/transportation. Later efforts will focus on jobs and business opportunities for future phases