



Office of the Director

April 23, 2020

Advisory Neighborhood Commission 6B
921 Pennsylvania Ave SE
Washington DC 20003

RE: Advisory Neighborhood Commission 6B Comprehensive Plan Resolution

Dear Advisory Neighborhood Commissioners Ready, Samolyk, Sroufe, Oldenburg, Holtzman, Holman, Waud, Jayaraman, Clark, and Krepp:

On behalf of the Office of Planning (OP), I would like to thank you and your community for taking the time to review and provide critical feedback on the Draft Comprehensive Plan Update.

The feedback we received during the 2019-2020 Public Review period has provided OP with critical guidance from the community and reaffirmed policies not already captured during previous engagement for this Comprehensive Plan amendment.

Resolution Review

Responses to individual comments and recommendations within the Advisory Neighborhood Commission (ANC) resolution are outlined in the public review digest included in this response. After careful review, components of the resolution received from ANC 6B, marked as “Yes” were integrated into the Mayor’s Comprehensive Plan Update (Comp Plan). Any feedback received that supported existing Comp Plan language has been marked as “Support. No integration needed”.

During OP’s review, numerous recommendations received from ANC 6B were deemed to be sufficiently covered throughout the Comp Plan. In such cases, these components have been marked as “Acknowledged” in the public review digest. The digest provides guidance on where complementary and appropriate language exists in other Elements. In these instances, OP did not add additional language to the Comp Plan; however, where appropriate, OP has added cross referencing language.

Feedback received that was beyond the scope of the Comp Plan (i.e. operational, budgetary, or regulatory items) has been noted, marked as “No” in the public review digest, and more appropriate programs or agencies have been identified.

The Commission's resolution included: a pedestrian-focused and multimodal transit improvement plan for the Eastern Market Metro; urban design and façade improvements throughout the Capitol Hill Area Element; changes to the Future Land Use Map around the Southeast Boulevard; updating the Generalized Policy Map to extend to Barney Circle; and support open space throughout the Lower Anacostia Area Element. The Mayor’s Proposal includes updates based on the Commission’s recommended. Following submission of the Mayor’s Proposal, OP, along with our sister agencies, will continue to work towards these important priorities.

The Commission’s resolution also included comments from Capitol Hill Village. These comments emphasized improving the quality of life for older adults. The District and the Office of Planning have also focused on this issue. OP aided in drafting the Age Friendly DC strategy and push for integrating public health into our place-based practice. The Comp Plan now cross-references the recommendations from Age Friendly DC in addition to other plans impacting the health and wellbeing of older adults such as Resilient DC and Sustainable DC.

Next Steps

While OP made every effort to incorporate much of the feedback, in some instances OP was unable to incorporate all components of the resolution as part of this amendment. Nonetheless, all resolutions will be sent to the DC Council and have been reviewed and saved as guidance for a future Comp Plan rewrite and near-term planning efforts. I would also like to set up a time to further discuss your resolutions.

Background on Changes to the Comprehensive Plan

The Comp Plan is a high-level guiding document that sets an inclusive, long-term vision for the physical development of the District of Columbia. The purpose of the Comp Plan is to help guide the District’s growth and change, resulting in positive outcomes for both current and future residents of the District.

The Comp Plan establishes a context and sets broad goals to inform public decision-making and future fine-grained planning efforts. It informs zoning regulations and capital budgeting. However, it does not have the force of law or regulation.

In response to the ANC Resolutions, the Comp Plan was updated when feedback was deemed consistent with the document’s scope, was an omission of information, or was not otherwise referenced in the Citywide or Area Elements.

Issues, policies, and programs outside the scope of the District’s physical development were not included in this revision. Additionally, the Comp Plan is not intended to provide guidance on operational, budgetary, or regulatory matters. While this feedback was not amended in the

Comp Plan, it is extremely valuable to OP as we undertake neighborhood planning initiatives and to help shape the work of our sister agencies.

Background on Public Review

The Draft Comp Plan Update was released on October 15, 2019. A notice was published in the District of Columbia Register that announced the publication of the Plan and the commencement of the Public Review period. The Public Review period was extended in response to requests from ANCs and other community groups, providing 88 days for the public and 123 days for ANCs. The Public Review period was open to all stakeholders from October 15, 2019 through January 10, 2020. Advisory Neighborhood Commissions were given until February 14, 2020 to submit official actions. Prior to the release of the Draft Comp Plan Update, two training sessions were held for ANC commissioners on September 19 and 21, 2019. Eight community meetings were held across all eight wards during the months of November and December, and an additional two ANC work sessions were held in December 2019.

Public feedback received from October 15, 2019 to January 10, 2020 through the plandc@dc.gov email account will be packaged and sent to the DC Council. In addition, ANC Resolutions received from October 15, 2019 to February 14, 2020 through the plandc@dc.gov email account or through the resolutions.anc.gov portal will also be packaged and submitted to the DC Council. The Mayor's Comprehensive Plan Update will be transmitted to the DC Council in April 2020 along with all ANC Resolutions and public feedback.

The 2019-2020 Public Review Period, along with previous engagement efforts dating back to 2016, provided OP with valuable community feedback, resulting in a consistent and inclusive Draft Comp Plan Update. Thank you for submitting an official action that represented your community and for being an active and engaged leader during this Comprehensive Plan Amendment cycle.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew Trueblood", with a long horizontal flourish extending to the right.

Andrew Trueblood

Resolution Number	Date Received	Citation/Tracking Number	Element	ANC Comment	Integrated into Comp Plan	OP Response
ANC 6B-1	2.14	1512.12	Capitol Hill	Prepare and implement an pedestrian-focused urban design and multimodal transit improvement plan for the Eastern Market Metro station entrance, making it a more attractive "town square" and improving the plaza's ability to function serve as a recreational and community gathering space for the neighborhood as well as a major transfer point, including, where appropriate, relocating bus stops to ensure safety and accessibility between Metrorail's Blue Line and connecting buses serving Southeast Washington.	01-Yes	This text was changed to include references to pedestrians, multimodal, and if appropriate relocating bus stops.
ANC 6B-2	2.14	1508.17	Capitol Hill	Support urban design and façade improvements along H Street, Benning Road, Pennsylvania Avenue, and Barracks Row. Such improvements should preserve and enhance the historic features, scale, and texture of existing structures. Urban design improvements should be applied to 11th Street SE as it approaches the 11th Street Bridge in order to accommodate increased pedestrian traffic toward the 11th Street Bridge Park	01-Yes	The text was updated to reflect the proposed language, consistent with District policies.
ANC 6B-3	2.14	1500.6	Capitol Hill	The southeast portion of the Hill is served by the Capitol South, Eastern Market, Potomac Avenue, and Stadium-Armory Metro Stations	01-Yes	The text was changed to include the corrected Metro Station name.
ANC 6B-4	2.14	NEW after 1500.7	Capitol Hill	Major modernization efforts have been completed or are planned for Stuart-Hobson, Elliot-Hine, Watkins, Jefferson, Brent, and Eastern schools to better accommodate growth and a modern educational system. As part of the District's ongoing effort to renovate and modernize libraries, both the Rosedale and Northeast Libraries have undergone significant renovation to better serve Capitol Hill Planning Area neighborhoods, and significant renovations are planned for the Southeast Library.	01-Yes	The text was updated to reflect the proposed language, consistent with District policies.
ANC 6B-5	2.14		Environmental Protection	*Measuring the effects of light pollution and visual clutter should be added as an action item to paragraph 620	01-Yes	The text was updated to reflect the proposed language, consistent with District policies.
ANC 6B-6	2.14		FLUM	The land created by Southeast Boulevard serves as the perfect buffer between the existing moderate density row house neighborhoods to the north and the proposed high-density uses to the south. Given the uncertainties of future ward redistricting and legislative action, ANC 6B recommends the land for Southeast Boulevard be changed in the Future Land Use Map to Medium Density Residential and Low Density Commercial rather than maintaining the existing Production & Technical Employment designation. Further, we recommend this change extend all the way to M Street SE incorporating a small but impactful triangle (Square 1024, Lot 0808) owned by CSX, whose industrial uses are incompatible with the surrounding FLUM designations. We finally recommend extending the land-use change area in the Generalized Policy Map all the way to Barney Circle.	01-Yes	The FLUM and GPM reflect this change.
ANC 6B-7	2.14		Generalized Policy Map	We finally recommend extending the land-use change area in the Generalized Policy Map all the way to Barney Circle.	01-Yes	The GPM reflects this change.
ANC 6B-8	2.14	1900.5	Lower Anacostia and Near Southwest	The 2003 Anacostia Waterfront Framework Plan lays out a strategy for improving water quality, restoring habitat, and improving shoreline parks so that the waterfront becomes the centerpiece for new and revitalized communities. A network of trails and paths as part of the Anacostia Riverwalk Trail and bridges such as the completed 11th Street Bridge replacement (together with the 11th Street Bridge Park expected to open in 2022-23) and future new Frederick Douglass Memorial Bridge will help mend the divide that the river has symbolized in Washington. The objective is not only to connect the east and west shorelines, but to connect the city itself through great parks, public places, and new neighborhoods along a restored river.	01-Yes	The text was updated to reflect the proposed language, consistent with District policies.
ANC 6B-9	2.14	1900.8	Lower Anacostia and Near Southwest	Other planned improvements include a 70-acre public park at Poplar Point, and an Interpretive Nature Center at Kingman Island, and mixed-use development in Buzzard Point. Plans for these areas have been prepared in a broader context, taking into consideration "upriver" sites such as Reservation 13 and Parkside. Throughout the Planning Area and in the adjacent areas of Capitol Hill, Upper Northeast, and Far Northeast/ Southeast, neighborhoods will be better connected to the river by extending streets to the waterfront, adding waterfront promenades, and providing new forms of transportation such as water taxis. The completion of the new 11th Street Bridge (and the future opening of the 11th Street Bridge Park in 2022-23) and the rebuilding of the South Capitol Street/Frederick Douglass Bridge will change the visual profile of the waterfront and make pedestrian and bicycle crossings safer and easier. As the area's population and development continues to grow, including within flood zones near and along the waterfront, resilient design is critical to riverine and storm surge flooding and projected sea level rise are critical.	01-Yes	The text was updated to reflect the proposed language, consistent with District policies.
ANC 6B-10	2.14	1909.3	Lower Anacostia and Near Southwest	Continue to develop new destinations for sports, recreation, and celebration on or near the Anacostia waterfront, including as part of future development at Buzzard Point and Poplar Point. Leverage resources expected to be made available in connection with the 11th Street Bridge Park upon its opening in 2022-23. Ensure that these destinations are served by adequate and efficient transportation systems and infrastructure.	01-Yes	The text was updated to reflect the proposed language, consistent with District policies.

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ANC 6B-11	2.14	1913.13	Lower Anacostia and Near Southwest	Celebrate the Near Southeast's history and Create an identity in the Near Southeast that celebrates the area's history and integrates important historic and cultural resources. These resources include the Navy Yard, local educational, religious, and cultural institutions, and historic landmarks, including industrial and utility buildings like the DC Pumping Station. The 11th Street Bridge Park, which should be opened by 2023, will provide important recreational and leisure opportunities for residents of Wards 6 and 8 and visitors from across the District.	01-Yes	The text was updated to reflect the proposed language, consistent with District policies.
ANC 6B-12	2.14	416.6	Transportation	416.6 Continued support for the freight rail projects within the State Rail Plan is needed. The Virginia Avenue Tunnel is a major endeavor for the freight rail network. The project is now in the process of being expanded to include two tracks; this will increase the clearance allowing for double stack intermodal trains that can accommodate high-capacity containers. Construction began in 2015 and is expected to be completed in 2018. Additional opportunities presented by the presence of freight rail in the District should be explored, including the potential for an intermodal or transload facility. 416.6 (This paragraph is not relevant as CSX has finished construction)	01-Yes	The text was updated to reflect the proposed language, consistent with District policies.
ANC 6B-13	2.14		Capitol Hill	ANC 6B strongly supports the redevelopment of the Hill East Waterfront, extending from Benning Road in the north to Barney Circle in the south, comprising both Reservation 13 and adjacent properties, and the site currently occupied by RFK Stadium and its parking lots. The ANC believes that the redevelopment of these properties is crucial to the District's long-term goals of expanding housing, commercial, and recreational opportunities. The same basic principles underlay our views on both sites. Developments should be integrated into the surrounding neighborhoods, including, where appropriate, extending the existing street grid—a mixture of throughways, parks, and pocket-parks—to the Anacostia River. Development efforts should begin as soon as practicable, and not wait for institutional, "anchor employer", or professional sports uses. Additional housing, community service, recreational, and commercial opportunities that arise from the redevelopment of the entire Hill East Waterfront should be directed toward serving adjacent neighborhoods and people from across the District, including through significant expansion of affordable and market-rate housing, which should be built in mixed-income buildings. These principles are largely reflected in the Master Plan for Reservation 13, which was developed in the early 2000s with extensive community input and codified by the DC Council. We echo the comments that this ANC submitted in 2017 with respect to Reservation 13, which can be summarized as: "Enact the Master Plan, already." To that end, we oppose the amendment offered by the Office of Planning that suggests that Reservation 13 should be reserved for an anchor employer or institutional tenant. We also want to clarify that we oppose the transformation of the Park Road envisioned by the Reservation 13 Master Plan into any sort of commuter bypass; it should remain, as originally envisioned, a local street that accommodates cyclists and pedestrians, very low-speed traffic, and promotes easy access to the Anacostia River. We understand that the District's plans for the DC Jail are in flux; if it is relocated, then development south of Massachusetts Avenue should reflect the designs and priorities of the remainder of Reservation 13.	02-Support. No integration needed.	Thank you for your support.
ANC 6B-14	2.14		Housing	The ANC recognizes that change must occur because the status quo does not address these important needs. What's more, we recognize that those changes must account not only for the community as it is today, but as it will evolve over the next decades as additional people move into the District for economic, social, and recreational purposes. We expect that demand for housing within our ANC and across Capitol Hill will remain high. Our ANC's experience over the last several years has shown that even in mature neighborhoods, substantial progress can be made in increasing the house supply without losing the essential character of the neighborhood.	02-Support. No integration needed.	Thank you for your support.
ANC 6B-15	2.14		Housing	The ANC supports the District's vision for adding 3200 housing units to the Capitol Hill Planning Area by 2025, including at least 1400 affordable units. The ANC believes that it is important that those units—both market-rate and affordable—be integrated in mixed-income developments across Capitol Hill. The District should not let developers further segregate our community by placing IZ or other required affordable units, including public housing, in separate buildings or blocks. Furthermore, the District should explore direct financing and other innovative financing arrangements to promote all levels of housing affordability. And the District should closely examine all existing or proposed exceptions to zoning rules (including all zoning overlays) to ensure that they are updated to incorporate current IZ or other affordability requirements.	02-Support. No integration needed.	Thank you for your support.

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ANC 6B-16	2.14		001 - General Comp Plan Comments	Therefore, we support the District's vision to add 3200 housing units to the Capitol Hill Planning Area by 2025, including at least 1400 additional affordable units. Importantly, we understand that there are costs to doing nothing. The opportunity costs to not acting are significant: the status quo is unacceptable and will only worsen if housing affordability is not addressed. Increased density presents challenges, however. From the District government, it requires increased investments in housing and related infrastructure, including transit, recreational, service, and commercial opportunities for existing and new residents. From members of the community represented by this ANC, it requires conversations and careful work to add density to our established neighborhoods without destroying those aspects of the neighborhoods that make them attractive to begin with. From both the District government and the community, it requires a level of trust. The District government must trust that members of our community are committed to addressing the challenges of affordable housing, including adding a significant number of new households to our neighborhoods. In turn, members of the community must trust that the District is attempting to do the right thing and will treat residents—existing and new—fairly and respectfully. Unfortunately, there are examples of how the District government has failed to uphold that trust, particularly with respect to the Hill East Waterfront, which extends from Barney Circle to Benning Road. For example, the District government has failed to implement the codified Master Plan for Reservation 13 and has often failed to communicate with the surrounding community regarding its plans for this site. Reservation 13 should be developed as an important addition to the Hill East Waterfront, providing new and necessary housing, service, commercial, and recreational opportunities. Instead, some parts of the District government have used Reservation 13 to attract Amazon or the Redskins. Those attempts are clearly contrary to the Master Plan. They have been largely done in secret, without consultation with the surrounding neighbors. Furthermore, significant changes to the approved developments on Reservation 13 have been made without notice to the community and without accounting for the concessions that had been previously granted to the chosen developers. A similar pattern appears to be developing with respect to the RFK Stadium site in the northern portion of the Hill East Waterfront. The District government's approach to all parts of the Hill East Waterfront has incurred enormous opportunity costs to preserve the chance that an NFL team or a major corporation will choose to move to the Hill East Waterfront. Incurring such costs could be an attractive option for cities without enormous affordable housing challenges. Or it could be a necessary option for cities without economic opportunities. But it is neither an attractive nor necessary option for the District. Instead, by failing to act promptly to redevelop the entire Hill East Waterfront, the District has missed opportunities to expand housing, commercial, and recreational opportunities for, and provide important services to, neighbors and residents from across the District.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; For information on affordable housing production and preservation, see the Housing Element. For housing policies, actions, and analysis that are beyond the scope of the Comprehensive Plan, see the Framework for Housing Equity and Growth. The Framework for Housing Equity and Growth is a cross-agency initiative that relies on public input. Please see housing.dc.gov for additional information and updates on opportunities to engage.
ANC 6B-17	2.14		001 - General Comp Plan Comments	Finally, a general note regarding the Plan itself and recent submissions by the Capitol Hill Village. First, we recommend that the Office of Planning reduce the amount commentary about the "great progress" that the District has made and instead focus on ensuring that the Comprehensive Plan identifies, to the greatest extent possible, specific goals and accountability for reaching the goals. ANC 6B incorporates their submitted comments into ours, with one change to the Capitol Hill Area Element regarding land use at RFK. The ANC commends the Capitol Hill Village's comments to the Office of Planning and urges OP to amend the Comprehensive Plan to better account for the important role played by older members of our community, and the needs that will need to be met so that they may continue to play that role in the future.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; The Comp Plan was adopted in 2006, first amended in 2011, and the second amendment began in 2016. Amendments built off of the original text from 2006. Comments regarding the structure, narrative, and explanatory language, will be considered for a rewrite.
ANC 6B-18	2.14		Capitol Hill	With respect to the northern two-thirds of the Hill East Waterfront (comprising RFK Stadium and the surrounding land), the ANC supports redevelopment efforts that focus on expanding residential and commercial opportunities on the site, as well as continuing efforts to add important recreational and environmental spaces. A Small Area Plan should be developed and the Future Land Use Map and the Generalized Policy Map should be amended to reflect mixed-used and mixed-income residential and commercial developments, community-focused recreational uses, and environmental restoration.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; This area is shown on the Generalized Policy Map (GPM) as a future planning analysis area for further study. Neighborhood planning initiatives, including small area plans and other place-based tools, will be evaluated following the submission of the Comp Plan to DC Council.

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ANC 6B-19	2.14		Capitol Hill	We oppose any use of any portion of the site for a professional sports franchise or stadium or other venue that would be used infrequently and waste the enormous opportunity the site presents. We believe that the site is large enough that it could support a combination of housing, commercial, community service, and recreational spaces. (In particular, those portions of the site that are inappropriate for housing should be turned into wetlands, additional recreational fields, trails, or a combination of all three.)	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; The planning for RFK and surrounding area is ongoing. This area is shown on the Generalized Policy Map (GPM) as a future planning analysis area for further study.
ANC 6B-20	2.14		Capitol Hill	<p>Finally, the ANC believes that one of the great distinguishing features of the Hill East Waterfront is the largely natural state along the immediate riverfront; we support developments and redesign that preserve natural waterfront habitats and features as much as possible and avoids creation of artificial boardwalks.</p> <p>The ANC recommends that the draft Comprehensive Plan, Future Land Use Map, and Generalized Policy Maps be amended to reflect the principles and priorities explained above.</p>	03-Acknowledged	<p>Current language is sufficient and does not preclude regulatory action; See the Land Use and Environmental Protection Elements for more information on waterfront redevelopment. Specific policies include:</p> <p>Policy LU-1.2.8: New Waterfront Development New waterfront development should actively address flood risk and incorporate adaptive siting and design measures.</p> <p>Policy LU-1.23.8: Large Sites and the Waterfront Use the redevelopment of large sites to achieve related urban design, open space, and environmental, resilience, equity, accessibility, and economic development objectives along the Anacostia Waterfront. Large waterfront sites should be used for water-focused recreation, housing, commercial, and cultural development, with activities that are accessible to both sides of the river. Large sites should further be used to enhance the physical and environmental quality of the river.</p>

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ANC 6B-21	2.14	1508.3	Capitol Hill	<p>In the comments submitted in 2017, ANC 6B had proposed adding language to Paragraph 1508.3 that recognized the importance of adapting to the ongoing climate crisis and therefore allowed for the benefits to the community and District of enhancing energy efficiency to be weighed against the benefits of historic preservation when evaluating the compatibility of features designed to enhance energy efficiency within the Capitol Hill Historic District. Our proposed language was accepted. At the same time, however, the Office of Planning proposed additional language that allowed the benefits to the District and community from the creation of more affordable housing to be weighed against the benefits of historic preservation.</p> <p>The ANC considered whether there is a workable standard that could accommodate and provide guidance for resolving the tensions that could arise between the District's need for expanded affordable housing and the benefits to the community from a cohesive historic district where changes are only made when they are compatible with the existing neighborhood. We could not articulate such a standard. Therefore, we recommend that the additions to the paragraph related to affordable housing be stricken and that the amendment focus, as originally recommended, on enhancing energy efficiency, perhaps with additional reference to recent HPRB action on the issue.</p> <p>The ANC welcomes opportunity for further discussion around affordable housing and how to best balance the tension that can arise between housing affordability and historic preservation and suggests that the Office of Planning propose a separate paragraph, either in the Capitol Hill Element or the Housing Element, that can directly address this important issue, hopefully with an articulable standard of how such tension can be reconciled. In particular, the ANC believes that the Office of Planning should clearly define relevant historic preservation standards and avoid using more nebulous terms such as "neighborhood character." □</p>	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Analysis and community conversations on affordable housing are ongoing through the Housing Framework for Equity and Growth. For additional information on balancing historic buildings and districts with affordable housing, see the Housing Element and the Historic Preservation Element.
ANC 6B-22	2.14	1509.6	Capitol Hill	<p>Improve parks, playgrounds, and recreational facilities throughout Capitol Hill, with a priority on the Near Northeast neighborhood (between H Street and Florida Avenue). Continue efforts to improve safety, security, and maintenance levels at all parks in the Capitol Hill Planning Area. Optimize the utilization of the many triangle parks throughout Capitol Hill. Explore design features that might include senior fitness equipment, pedestrian paths that serve a wide range of users such as aging adults or persons with limited mobility. Determine if there is a need for additional or expanded recreational spaces such as courts, and fields or additional aquatic centers. Ensure that 11th Street Bridge Park is connected to adjacent neighborhoods.</p>	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Reference to the the 11th Street Bridge Park was not included as it is not open and may not be for several more years. However, guidance on parks and open space can be found in the Parks, Recreation, and Open Space Element, specifically PROS-1 Park Planning and Land Management 802.
ANC 6B-23	2.14		Capitol Hill	<p>Further revisions to Comprehensive Plan should recognize the important connection between southwest portion of the Capitol Hill Planning Area and adjacent, rapidly growing neighborhoods between South Capitol Street and 11th Street SE, which are discussed in Chapter 19. The changes in those neighborhoods—including increasing residential density, greater employment and retail opportunities, and the resulting changes in traffic patterns—have dramatically increased their influence, in both good and bad ways, over the southwest corner of Capitol Hill. Closer integration between the neighborhoods, especially in ways that make it easier for pedestrians and cyclists to travel, is welcome. Support for and development of parks and recreational opportunities, such as Garfield Park, are welcome. Careful attention should be paid to the impact on traffic patterns within the planning area from dramatically increased development, whether in the Near Southeast, Reservation 13, or elsewhere. Challenges remain due to the presence of I-695 and the need to ameliorate its impact on the adjoining neighborhoods.</p>	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Area Elements address neighborhood change and growth and reflect on transitions across neighborhoods. In future iterations of the Comp Plan, there are opportunities to update how transitions across neighborhoods are discussed. Guidance for parks and recreational opportunities and transportation patterns is located in the Parks, Recreation, and Open Space Element as well as the Transportation Element.
ANC 6B-24	2.14	1500.4	Capitol Hill	<p>Other parts of the Hill include concentrations of flats and small apartments, including publicly subsidized housing complexes such as Potomac Gardens. Much of the Capitol Hill neighborhood was included in the Capitol Hill Historic District, originally established in 1973 and subsequently expanded several times. Kingman Park was designated a Historic District in 2018.</p>	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; See the Capitol Hill Area Element, History section (1501) for more details on the Capitol Hill Planning Area.

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ANC 6B-25	2.14	1500.2	Capitol Hill	The Planning area is bounded to the north by Florida Avenue and Benning Road, NE. To the south, the area is bounded by the Southeast portion (I-695) of the Southeast-Southwest Freeway between South Capitol Street and 11th Street SE and the Southeast Boulevard extending further eastward from 11th Street. To the west, the area is bounded north of the Capitol generally by 1st Street NE and south of the Capitol by South Capitol Street and New Jersey Avenue SE. The Anacostia River provides a natural border to the east.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Information on Capitol Hill's boundaries can be found in section 1501 and the planning area map in the beginning of the Element.
ANC 6B-26	2.14	1500.5	Capitol Hill	On any given weekend, thousands of residents and tourists visit the market. New Jersey Avenue SE, 3rd Street SE, 4th Street SE, 6th Street SE, 8th Street SE, and 11th Street SE provide ready access to the burgeoning complex of governmental, commercial, and residential development that has been occurring for the last 10 years immediately south of the Capitol Hill Planning Area on the other side of the Southwest-Southeast Freeway (I-395/I-695), including the Nationals Baseball Stadium and surrounding commercial development. Access to and from the Freeway is provided by an entrance on 3rd Street SE and an exit on 6th Street SE, providing easy access to and from points in Virginia and Maryland.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Additional information on new governmental, commercial, and residential uses can be found in the Lower Anacostia/Near Southwest Area Element. See citation 1900.8.
ANC 6B-27	2.14	1500.7	Capitol Hill	Sherwood Recreation Centers, and many smaller pocket and triangle parks. Garfield Park provides a southern buffer just to the north of the Southeast/Southwest Freeway. It is Also home to...	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; The list of parks is not intended to be exhaustive but demonstrative. Information on the Planning Area's boundaries can be found in 1500.2.
ANC 6B-28	2.14	1508.14	Capitol Hill	Measures should also be implemented to route through-traffic around residential neighborhoods, and to restrict trucks and heavy vehicles on local streets. Monitor increased traffic patterns on New Jersey Avenue SE, 3rd Street SE, 4th Street SE, 6th Street SE, and 8th Street SE attributable to increased economic activity south of the Southeast-Southwest Freeway (I-395/I-695) and establish strategies to mitigate harms caused by such traffic patterns. As development expands to other parts of Capitol Hill, including the 11th Street Bridge Park, Reservation 13, and elsewhere, similar mitigation efforts should take place.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; As surrounding areas continue to be planned or developed, traffic mitigation plans will follow. See moveDC and the Transportation Element, T-1.1 Land Use: Transportation Coordination 403, for more information.
ANC 6B-29	2.14		Environmental Protection	*We propose restoring the language in 620.1 to recognize that density in and of itself does not produce noise pollution	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Deletion is intended to show that all areas of the District are impacted by noise pollution.
ANC 6B-30	2.14		Environmental Protection	*We believe the discussion on helicopter noise needs to be broadened as helicopter noise poses unique problems compared to all aviation.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; See section: E-6.2 Controlling Noise, Action: Reduction of Helicopter Noise for more information.
ANC 6B-31	2.14		Environmental Protection	*Discussion of costs and benefits of environmental programs should not be removed from the comp plan without alternative proposed language.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; A discussion of costs and benefits of environmental programs is more appropriate in Sustainable DC and Resilient DC.
ANC 6B-32	2.14		Environmental Protection	*The removal of paragraph 624.2 is unwarranted and mitigation of known and unknown hazards of EMF and 5G cell towers is appropriate in the Comprehensive Plan.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Additional guidance on small cells can be found in the Infrastructure Element. District government is actively working on developing guidelines for small cell technology.

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ANC 6B-33	2.14	600.4	Environmental Protection	But reality is another story. Washington's legacy as America's "greenest" city has been seriously challenged over the centuries by urbanization. In recent years, Washington, DC has made great strides in incorporating sustainability measures; however, we must continue to learn, to plan, and to sustain this momentum to meet our city's goals. Although the region's air is cleaner than it has been in 20 years, our air quality does not meet federal standards for ozone, and our rivers and streams are polluted by raw sewage and urban runoff. Ninety percent of Washington, DC's wetlands have disappeared since 1790. Some sites in the city face soil and groundwater contamination problems from former industrial uses and municipal waste disposal. The District should review the numerous actions underway to take to restore tree cover and should develop an analysis suitable for addressing the question: "If we continue present actions, when might we reasonably expect to reach our tree sustainability goals?"	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; There is a new Action in the Transportation Element. NEW Action: Tree Planting and Removal Develop further guidance on tree planting and removal.
ANC 6B-34	2.14	620.1	Environmental Protection	Noise affects the general health and well-being of District residents. High noise levels can create a host of problems, ranging from stress to hearing loss. Noise can also impact urban wildlife. In the noisiest parts of the city, the sounds of cars, trucks, buses, helicopters, and sirens may seem almost constant. Even in relatively quiet parts of the city, household noise sources like car alarms and leaf blowers can be a source of annoyance. Regardless of density, While the maintenance of "peace and quiet" is a basic expectation in most District neighborhoods, it must be balanced with the realities of living in a vibrant and growing city	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Deletion is meant to show that all areas of the District are impacted by noise pollution.
ANC 6B-35	2.14	620.12	Environmental Protection	Action E-54.3.D: Reduction of Helicopter Noise Encourage the federal government to reduce noise from the operation of helicopters, especially over residential areas along the Potomac and Anacostia Rivers during night-time and early morning hours. Any new or relocated heliport/helipage or new or rerouted helicopter flight path shall not expand the existing impact on existing residents	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Additional noise reduction measures are coordinated through the Metropolitan Washington Council of Governments.
ANC 6B-36	2.14	Proposed new Action (624.8)	Environmental Protection	Action E-5.7.A: Study impact Visual Clutter and Light Pollution on people Flashing lights (e.g., in entertainment districts), multiple signs on a post, and trash and newspaper boxes in disarray reduce the quality of life in DC. A study of visual pollution across the city should be undertaken along with an assessment of the adequacy of regulations to address this problem.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; New Action added. Managing Backlight, Uplight, and Glare: Work to reduce backlight, uplight, and glare and identify programmatic improvements such as increased education and outreach on light standards and requirements.
ANC 6B-37	2.14	630.5 (was removed by OP)	Environmental Protection	Policy E-6.4.3: Cost-Benefit Analysis Ensure that cost estimates for environmental programs consider not only immediate costs but also the long-term value of the benefits that will result. To demonstrate long-term value, fiscal impact assessments should consider the long-term cost of not implementing environmental programs as well as the short-term cost of implementing them. 630.5	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Analysis and review of environmental programs are conducted at the project level.
ANC 6B-38	2.14	624.2	Environmental Protection	Because the introduction of small cell transmitters throughout an urban area is a recent phenomenon about which little evidence currently is available, an environmental epidemiology study should be undertaken with the NIH to closely observe any impact on residents, especially young children.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Additional guidance on small cells can be found in the Infrastructure Element. District government is actively working on developing guidelines for small cell technology.

Resolution Number	Date Received	Citation/Tracking Number	Element	ANC Comment	Integrated into Comp Plan	OP Response
ANC 6B-39	2.14		FLUM	<p>ANC 6B is steadfastly in support of the change in designation in the future land use map to high density residential and medium density commercial as well as inclusion in the Future Planning Analysis and Resilience Focus policy areas. This designation could allow 2+ million square feet of by-right residential development and could add over 5% of the necessary units to reach the Mayor's target of 36,0000 new units citywide by 2025.</p> <p>ANC 6B offers the following comments as ways to strengthen the District's commitment to this triangle while providing a framework to maximize potential development and minimize impacts on existing neighborhoods. First, we recommend codifying the need for a Small Area Plan or Urban Design Guidelines as a new action item. These guidelines should focus on a coherent transition to the existing neighborhoods to the north and protecting and enhancing the boathouse uses to the south, while maintaining a distinct identity for this new small neighborhood.</p> <p>Second, ANC 6B reiterates the technical suggestion to move this land to the Capitol Hill Area Element as impacts of this development will be felt almost exclusively in that area. Further, we recommend to merge this land with the existing Southeast Boulevard Policy Focus Area or, if it stays in the Lower Anacostia and Near Southeast Area Element, to add this land as a new focus area in that element</p>	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; This area is delineated for a future planning analysis for further study, including neighborhood planning initiatives such as a small area plan, design guidelines, or other place-based tool. Area Element boundaries are not recommended for change for this amendment cycle.
ANC 6B-40	2.14		Housing	ANC 6B recognizes the acute need to expand public, affordable, and market-rate housing opportunities. Such expansion must occur in a way that slows or halts the displacement caused by rapidly increasing housing prices and allow members of the community at all income levels to remain in the community as they age. Changes should be made to Comprehensive Plan to ensure that the promise of affordability is made real for households most vulnerable to displacement	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; See call out box What is Displacement.
ANC 6B-41	2.14		Housing	The District should also study how to best mitigate four recurring challenges. First, it should develop programs to ensure that families who have lived on Capitol Hill for generations are not displaced by increased property taxes or other costs of ownership, or when family homes are inherited by younger generations. Second, older neighbors who wish to remain in the community must have access to affordable housing choices (low, moderate, and middle-income, in addition to market-rate) that feature universal design and common spaces, and the associated neighborhood infrastructure, including transit and recreational opportunities. Third, the District should examine why existing property owners and developers do not add 1- or 2-bedroom accessory units (such as English basements or alley lots) and take steps to eliminate those barriers. Fourth, the District should continue to take steps to minimize the elimination of family-sized housing units (3-4 bedrooms).	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; See Policy H-2.2.3 Tax Relief; Action H-1.5.F: Support of Accessory Apartments; and Policy H-1.3.1: Housing for Larger Households.
ANC 6B-42	2.14		Housing	With respect to public housing across the District and within the ANC, we believe that it is important that any improvements made to the existing public housing meet strict criteria: redeveloped or renovated housing should be available in the same-sized units and affordability levels and existing residents must have access to continuous housing and the opportunity to return, remaining together in their original communities. Additional housing units that are added as a result of improvements or redevelopment should include both affordable and market-rate units.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; See Principles of Redeveloping Affordable Housing and Policy Policy H-1.4.4: Public Housing Renovation; Policy H-2.1.8: Redevelopment of Affordable Housing.
ANC 6B-43	2.14	504.7	Housing	Policy H-1.2.2: Production Targets Producing Affordable Housing Consistent with the Comprehensive Housing Strategy, work toward a goal that o One-third of the new housing built in the city over the next 20 years, or approximately 29,000 units, should be affordable to persons earning 80 percent or less of the area wide median family income (AMI) (MFI). Newly produced affordable units should be targeted towards low-income be affordable to households at different levels of income according to households in proportions roughly equivalent to the proportions shown in Figure 5.3. The District should also measure median family income specific to the District and work to incorporate that standard into affordable housing opportunities for District residents.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Figure 5.3 mentions the Comprehensive Housing Strategy targets. Additional language is unnecessary.
ANC 6B-44	2.14	H-2.1.8	Housing	As affordable housing reaches the end of its functional life, support the redevelopment of the site to the greatest extent feasible in line with the District's goals and strategies regarding equity and inclusion. Redevelopment should maintain or expand the same number of affordable units, of the same size and affordability level, if feasible. Current residents of affordable units should have the right to return to their units or an equivalent replacement.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Recommendation is sufficiently covered in Principles of Redeveloping Affordable Housing and Policy H-1.2.9 Advancing Diversity and Equity of Planning Areas.

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ANC 6B-45	2.14	309.8	Land Use	Recognize the importance of balancing goals to increase the housing supply including affordable units and expand neighborhood commerce with parallel goals to respect neighborhood character, preserve historic resources, and restore the environment. The overarching goal to "create successful neighborhoods" in all parts of the city requires an emphasis on conserving units and character in some neighborhoods and revitalization in others, although all neighborhoods have a role in helping to meet broader District-wide needs such as affordable housing, public facilities, etc. Experience has shown that even in mature neighborhoods, substantial progress can be made in increasing the housing supply and expanding neighborhood commerce without losing the essential character of our neighborhoods.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Consistency with existing neighborhood character will be addressed through future development plans.
ANC 6B-46	2.14	New paragraph between 307.4 and 307.5	Land Use	Accessory dwelling units and alley lots are another forms of infill development that can provide opportunities for addressing affordability. Accessory dwelling units and smaller houses built on alley lots can provide opportunities to age in place, purchase a first home, or help pay a mortgage	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Current language on accessory dwelling units is appropriate, see the Housing Element for additional guidance.
ANC 6B-47	2.14	309.14	Land Use	Generally discourage alterations to buildings that result in a loss of family-sized units. resulting from new floors and roof structures (with additional dwelling units) being added to the tops of existing row houses and apartment buildings, if such additions would be architecturally undistinguished and out of character with the other structures on the block. Roof structures should only be permitted if they aim to respect the architectural character of the building on which they would be added. 309.14	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; The current language gives context to the policy recommendation.
ANC 6B-48	2.14	310.8	Land Use	Discourage the conversion of alleys to private yards or developable land when the alleys are part of the historic fabric of the neighborhood and would otherwise continue to perform their intended functions, such as access to rear garages and service areas for trash collection. Support the greening of residential alleys where feasible to enhance sustainability and stormwater management. Encourage residential development in alleys where appropriate. Encourage potential activation of commercial alleys in business districts through art, programming, and events, where not in conflict with the intended function of the alley network.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; Current language on alley use is sufficient. Additional language on encouraging residential uses can be found in the Housing Element.
ANC 6B-49	2.14	403.3	Transportation	The space needs of transportation support facilities—including bus garages, service yards, and motor vehicle inspection facilities—also call for stronger coordination between land use and transportation planning. The Washington Metropolitan Area Transit Authority (WMATA) already has a critical need for additional and improved bus storage and service yards and Comprehensive Plan Transportation Element anticipates a need for greater rail yard space when the Metrorail fleet adds more eight-car trains. The lack of modern bus garages in the District severely impedes better bus service. Further, as new transit lines are developed for the Circulator and DC Streetcar, additional land will be needed for new support facilities. Just as corridor preservation efforts anticipate future needs for transportation facilities, there is a need for land use planning to preserve opportunities for transportation support facilities such as vehicle maintenance and storage. Failure to preserve areas for this use forces facilities to be located at great distances from service areas, increasing costs and limiting vehicle availability in emergencies. In some cases, such as with rail facilities, co-location of vehicle maintenance and storage with operation service is essential. As service needs grow, transportation support facilities are needed to support existing services and future growth across the District. The Washington Metropolitan Area Transit Authority already reports a need for additional bus storage and service yards. As new transit lines are developed, additional land will be needed for new support facilities. Additionally, use the full resources of the city in an aggressive search for suitable heliport sites in non-residential areas to replace two locations that are to be discontinued (National Park Police, Congressional Aviation).	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; The current language is appropriate for the discussion of transportation support facilities related to mobility.
ANC 6B-50	2.14	416.13a	Transportation	416.13a Action T.3.I Truck Strike Force Establishing a strike force to enforce regulations regarding truck traffic on residential streets, especially trucks associated with construction.	03-Acknowledged	Current language is sufficient and does not preclude regulatory action; DDOT's Freight Plan provides guidance on enforcement regulations for trucks.

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ANC 6B-51	2.14	1512.14	Capitol Hill	Pursue redevelopment of Potomac Gardens as a mixed-income development, including an equivalent number of affordable and family units and additional market rate units. Overall densities should be compatible not be significantly incompatible with adjacent uses. Every effort should be made to avoid Management of the property must avoid the long-term displacement of existing residents and rehabilitation should, to the extent feasible, use a "build-first" approach to minimize temporary disruption and displacement.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; See the Housing Element section H-1.4 for more information on Public Housing. Policies and actions related to public housing that fall outside the scope of the Comp Plan are being addressed through the Framework for Housing Equity and Growth.
ANC 6B-52	2.14	1508.15	Capitol Hill	Continue to evaluate Recognize the transportation and land use opportunities and impacts associated with the freeway's redesign of the creation of Southeast Boulevard as an at-grade boulevard, serving to better connect Capitol Hill residents to the Anacostia Waterfront via non-motorized crossing of the CSX tracks and by restoring the historic street grid reconnecting parts of the street grid to the north. Add new residential development and public spaces where possible along a newly designed boulevard. Ensure that new pathways will safely serve both pedestrians and cyclists. Future planning efforts should reflect the importance of affordable housing potential, connecting neighborhoods to the river, and creation of community space.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; Please see new policy focus area CH 2.5 Southeast Boulevard for guidance on future planning of the Southeast Freeway.
ANC 6B-53	2.14	2.5.1	Capitol Hill	Ensure that the Southeast Boulevard and the land uses around it enhance and strengthen the neighborhood fabric and promote safer and greater connectivity between the Capitol Hill neighborhoods and the Anacostia Waterfront. Implement future land uses that reflect community desires for mixed-use development that is in character with the surrounding neighborhood reflects its position as a transition area between rowhouse zones to the north and high-density uses to the south. Explore opportunities for small amounts of neighborhood-serving retail.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; Current language regarding neighborhood character is used to reflect the current and future built environment. References to zoning are largely omitted from the Comp Plan as the Comp Plan is not zoning.
ANC 6B-54	2.14	2.5.B	Capitol Hill	In conjunction with environmental and feasibility studies, complete a Small Area Plan additional land use and master planning studies as needed to further refine the preferred options for the transformation of the Southeast Freeway into creation of Southeast Boulevard. Identify opportunity for community spaces and other public amenities., recommend appropriate land use changes for the Future Land Use Map, and identify opportunities for additional neighborhood amenities.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; Current language, the Generalized Policy Map (GPM) and Future Land Use Map (FLUM) allow for the full complement of planning studies that may be necessary to transform the Southeast Boulevard.

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ANC 6B-55	2.14		Capitol Hill	15th Street has remained a residential area and residents have a preference for keeping it that way. However, the ongoing need for additional housing and residential capacity has led some commissioners to allow the retention of commercial corridors to encourage greater development. On the other hand, there are proposals that ANC 6B has approved that promises to bring nearly 1000 new units of housing stock onto the market in the next three years. In addition, the expected development of Reservation 13 will produce additional increases in the available housing stock near the 15th Street Corridor. The recommended additional language aims to strike a balance between allowing greater residential developments in areas where businesses currently exist or where the geographic layout would minimize concerns about the adverse impact on air and light to neighbors and maintaining the residential characteristic of the 15th Street corridor.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; Additional information on future land uses can be found on the Future Land Use Map. For information on mixed-use commercial and residential corridors see the Land Use Element. For information on noise pollution see the Land Use Element. For air and light pollution, see the Environmental Protection Element.
ANC 6B-56	2.14	1512.1	Capitol Hill	The ANC recommends updating the action item 1512.10 to further incentivize development of the Eastern Market Metro Plaza. The Plaza is a major transfer point between north-south and east-west bus lines as well as between bus routes and Metro. We acknowledge that the Plaza serves a major role in the transit system for our neighbors to the north, south and east - and that any improvements need to incorporate that transfer role into the design, including easy accessibility/connections between the Metro Plaza and nearby bus stops.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; See Action CH-2.2.B for guidance on urban design for Eastern Market as a major transfer point.
ANC 6B-57	2.14		Environmental Protection	*We find the removal of the discussion of tree cover at the end of paragraph 600.4 to be strange	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; Language was removed as this trend has changed. The resurgent tree canopy coverage numbers are a positive.
ANC 6B-58	2.14	1910.1	Lower Anacostia and Near Southwest	- Buzzard Point, a traditionally industrial area currently into an emerging mixed-use waterfront neighborhood and the home of the Audi Field soccer stadium. - Washington Gas Triangle, a historic toxic gas production and storage area. Home to two large office buildings with incompatible surface parking lots and vacant and/or unproductive industrial uses.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; The Washington Gas Triangle does not warrant becoming a stand alone Policy Focus Area at this time.
ANC 6B-59	2.14	(Following Section 2.6) ANC provided citations based on where their feedback could be placed	Lower Anacostia and Near Southwest	NEW AW 2.7 Washington Gas Triangle NEW-2.7.1 Washington Gas Light Company manufactured gas on a large portion of this site for nearly 100 years starting in 1888. The plant was removed in 1986. Through a series of land transfers and subdivisions, only two entities remain as owners of private land in this triangle. Extensive remediation under the provisions of the Comprehensive Environmental Response, Compensation and Liability Act are nearing an end for the two reservations in this square. Washington Gas has developed two medium sized office buildings, known as Maritime Plaza I and II, at the northwest corner of this site with extensive surface parking lots.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; The Washington Gas Triangle does not warrant becoming a stand alone Policy Focus Area at this time.
ANC 6B-60	2.14	(Following Section 2.6) ANC provided citations based on where their feedback could be placed	Lower Anacostia and Near Southwest	Policy AW-2.7.1: Washington Gas Triangle Land Uses This triangle presents a unique opportunity to add high density uses in the District. Any use should prioritize affordable housing, accessible connections to the waterfront, and environmental features befitting its location. Reservation 296 and the portion of Reservation 343D above Water St SE should be developed as public parks.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; The Washington Gas Triangle does not warrant becoming a stand alone Policy Focus Area at this time.

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ANC 6B-61	2.14	(Following Section 2.6) ANC provided citations based on where their feedback could be placed	Lower Anacostia and Near Southwest	Policy AW-2.7.2: Transportation Connections Development should maximize pedestrian, cyclist, and motorist connectivity to the west via the Anacostia River Trail and M, N, and O Streets, as well as pedestrian and cyclist connectivity to the east via the Anacostia Riverwalk Trail and north across the CSX tracks. Motorized connections across the CSX tracks should not exist east of 11th Street SE	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; The Washington Gas Triangle does not warrant becoming a stand alone Policy Focus Area at this time.
ANC 6B-62	2.14	(Following Section 2.6) ANC provided citations based on where their feedback could be placed	Lower Anacostia and Near Southwest	Policy AW 2.7.3: Environmental Stewardship Owing to the history of use and adjacency to the Anacostia River, developments in this area shall be leaders in environmental design and sustainability. Surface parking lots should not be allowed. Green roofs and solar panels should be incorporated into the building.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; The Washington Gas Triangle does not warrant becoming a stand alone Policy Focus Area at this time.
ANC 6B-63	2.14	(Following Section 2.6) ANC provided citations based on where their feedback could be placed	Lower Anacostia and Near Southwest	Action AW-2.7.A: Land Use Planning In conjunction with CH 2.5.B, create and implement a small area plan or urban design guidelines for this triangle, identifying connections to the surrounding neighborhoods and opportunities to add green space in District-owned parcels. Implement any associated zoning map or text amendments these plans including to provisions in waterfront zoning incompatible with modern environmental design and impact mitigation	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; The Washington Gas Triangle does not warrant becoming a stand alone Policy Focus Area at this time.
ANC 6B-64	2.14	1908.11	Lower Anacostia and Near Southwest	Upgrade the bridges across the Anacostia River to better manage transportation flows, ensure their safety for decades to come, facilitate pedestrian and bicycle travel across the river, and provide attractive and distinctive civic landmarks. Coordinate planning with the new 11th Street Bridge Park expected to open in 2022-23.	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; Coordination with stakeholder groups is ongoing. Current language is sufficient.
ANC 6B-65	2.14	1913.13a (see comment)	Lower Anacostia and Near Southwest	Policy AW-2.3-X: Implementation of 11th Street Bridge Park Within the context of the Near Southeast/Capitol Riverfront Focus Area, the residential character of adjacent Capitol Hill and Near Southeast neighborhoods should be extended and integrated to the land near and adjacent to the 11th Street Bridge Park, such as the land identified by proposed map amendment 9925 and the Lower 8th neighborhood east of 9th Street, while allowing for appropriate retail and commercial opportunities and public access to the park. (This is a proposed new paragraph by ANC 6B and the best estimation for its location)	03-Acknowledged	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; Additional information can be found in the Capitol Hill and Far SE/SW Area Elements.
ANC 6B-66	2.14	1509.11	Capitol Hill	Rehabilitate and expand public housing projects on Capitol Hill, ensuring that any units that are removed are replaced in-kind by new public housing units within the Community that maintain the same size and affordability level. Current residents must have the right to return to their units or an equivalent replacement. Explore opportunities to increase density to include both subsidized and market-rate units on site. Where feasible, rehabilitation projects should provide home ownership opportunities for public housing residents. Additional density—beyond existing units—should include subsidized, affordable, and market-rate units.	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; See the Housing Element section H-1.4 for more information on Public Housing. Policies and actions related to public housing that fall outside the scope of the Comp Plan are being addressed through the Framework for Housing Equity and Growth.

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ANC 6B-67	2.14	1501.7	Capitol Hill	Neighborhoods to the north of Capitol Hill, particularly in the areas around the H Street, NE corridor, experienced growth due to the popularity of H Street amenities and significant infill residential development that has been built in the last ten years. Neighborhoods to the south of Capitol Hill are benefiting from the burgeoning governmental, commercial, and residential development occurring immediately south of the Southeast-Southwest Freeway (I-395/I-695).	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; Additional information on recent development and changes to the built environment can be found in the Lower Anacostia/Near Southwest Area Element. See citation 1900.8.
ANC 6B-68	2.14	1005.10	Historic Preservation	Finally, the ANC notes that Paragraph 1005.10, Policy HP-1.5.6: Consulting the Public on Designation, should be amended to explicitly accord the ANCs' views "great weight", as that term is used with respect to related issues.	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; The Framework Element outlined principles around community participation, including ANCs, in District planning and policies. See Framework Element, Section 220 for community participation in public processes.
ANC 6B-69	2.14	504.14	Housing	We note that a similar issue arises in the context of Paragraph 504.14. Under the proposed revisions, density bonuses should allow for greater flexibility in development standards. We believe this is correct. However, the protection for the historic neighborhood contained in the last sentence should be restated: "Density bonuses should be granted in historic districts only when the effect of such increased density does not significantly undermine the applicable historic design criteria." We believe that this threshold of requiring a finding that the density bonus "does not significantly undermine the applicable historic design criteria" provides a flexible enough standard to allow for additional density while protecting historic districts	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; Language in 504.14 is sufficient as drafted along with policies and actions from other elements such as: Action LU-2.1.C: Residential Rezoning; Policy HP-2.4.1 Preservations Standards for Zoning Review; Policy UD-2.2.2: Areas of Strong Architectural Character.
ANC 6B-70	2.14		Housing	Finally, we note that many parts of the plan call for "affordable" housing without specifying the level of affordability. Rather than revising all of them, we recommend placing language in the "Callout Box" in the Housing Element defining affordability that states that the terms "affordable" and "affordability" as used throughout the plan refer to housing that is affordable to low-income households according to the proportions established [in Figure 5.3.]	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; See Policy H-1.2.2: Production Targets.
ANC 6B-71	2.14		Housing	Policy H-1.3.7 Housing choices to accommodate needs of older neighbors Identify and promote feasible methods by which older neighbors who wish to remain in the community may have access to affordable housing choices (low, moderate, and middle-income, in addition to market-rate) that feature universal design and common spaces, and the associated neighborhood infrastructure amenable to the needs of older neighbors, including transit and recreational opportunities.	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; See Policy H-4.3.2 Housing Choice for Older Adults.
ANC 6B-72	2.14	507.1	Housing	The development of housing may be hampered by both governmental and nongovernmental constraints. Governmental constraints include lengthy delays in permit processing and plan approval, insufficient coordination among agencies and utilities, zoning regulations which may not reflect contemporary housing trends, and even prohibitions on certain types of housing. Such constraints often serve important public purposes, but sometimes constraints may be merely burdensome, with no discernible public benefit. Nongovernmental constraints include the high cost of land and rising interest rates. Although much progress has been made in the last five years in eliminating unnecessary regulatory burdens that serve no discernible public benefit, serious barriers still exist. Fear of these barriers, and their cost, keeps some developers from undertaking projects in the city at all, and keep some homeowners from registering their basement units or other rental uses of their property.	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; Recommendation is sufficiently covered in section 507.1.
ANC 6B-73	2.14	H-1.5.G	Housing	Action H-1.5.G: Remove Unnecessary Regulatory Obstacles Continue to identify and review regulatory impediments to the production of market rate and affordable housing. Remove regulations that are both unnecessary (in that they advance no important public interest) and burdensome regulations, and propose more efficient and effective alternatives for achieving important policy and regulatory goals.	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; Recommendation is sufficiently covered in Action H-1.5.G.

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ANC 6B-74	2.14	509.9	Housing	Ensure that affordable housing units that are created or preserved with public financing are protected by long-term affordability restrictions and are monitored to prevent their transfer to non-qualifying households. Except where precluded by federal programs program requirements, affordable units should remain affordable for the life of the building, ifas long as possible and align with the length and magnitude of the subsidy. For land disposition and affordable housing tied to zoning relief, affordability should last for the life of the building, with equity and asset build up opportunities provided for ownership units.	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; Recommendation is sufficiently covered in 509.9.
ANC 6B-75	2.14		Lower Anacostia and Near Southwest	The Capitol Hill and Near Southwest Elements are both largely silent about the development of the 11th Street Bridge Park and its impact on adjacent neighborhoods. Neighbors wholeheartedly support the opening of the Bridge Park, which we believe will bring important recreational opportunities for our neighborhood, Ward 8, and the District as a whole. At the same time, there must be thoughtful efforts to integrate the Bridge Park into the neighborhoods to maximize their connection to the park and capitalize on resulting recreational or retail opportunities.	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; The current language is adequately describes the importance of bridging the Anacostia and connecting both sides of the river.
ANC 6B-76	2.14		Transportation	Our ANC agrees with the stated goal of the Transportation Element, but notes that throughout the document the emphasis is on vehicular transportation. Many of our comments address the issue of pedestrian safety and quality of life of District residents, and in this context we respectfully recommend that the existing final objective of the Goal Statement, "enhances the quality of life for District residents" be inserted immediately following the opening phrase, "Create a safe, sustainable, efficient multi-modal transportation system that . . ."	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; Quality of life is referenced in 400.3: A safe well-balanced and multi modal transportation system is integral to the city's efforts to sustain and enhance the quality of life and key to its future economic growth and its role as the Nation's Capital.
ANC 6B-77	2.14	407.18	Transportation	Enhance surface transit service by improving scheduling and reliability, providing timed transfers, reducing travel time, providing relief for overcrowding, increasing frequency and service hours, and improving both local access and cross-town connections. Key strategies in support of this policy may include roadway priority treatments including - dedicated transit lanes and Transit Signal Priority, proof of payment systems, moving bus-stop locations beyond the traffic signal whenever possible to facilitate traffic flow, and larger vehicles capable of carrying more riders.	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; This is included in Action T-2.1.D: Bus Stop Improvements: Moving bus stops to the far side of signalized or signed intersections where feasible.
ANC 6B-78	2.14	409.14	Transportation	Action T-2.3.D: Capital Bikeshare and other providers of docked and dockless scooters and bikes Community Partners Continue investment in Community Partners Program to reach unemployed, underemployed, and homeless populations with subsidized Capital Bikeshare and other providers of docked and dockless scooters and bikes memberships to address transportation needs.	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; Action T-2.3.E covers this: Work with providers to ensure equitable access to the increased mobility options these dockless programs provide.
ANC 6B-79	2.14	410.10	Transportation	Install sidewalks on streets throughout the District to improve pedestrian safety, access, and connectivity. Continue to monitor the sidewalk network for needed improvements. Consult with Advisory Neighborhood Commissions (ANCs) and community organizations as plans for sidewalk construction are developed. Coordinate with National Park Service (NPS) to complete local sidewalk networks that overlap with NPS land. All sidewalks, alleys, and streets shall be constructed in conformance with the American with Disabilities Act Accessibility Guidelines	03-Acknowledged	Recommendation is sufficiently covered in another element/policy/action; Sidewalks are constructed as part of these projects.
ANC 6B-80	2.14	1505.1	Capitol Hill	Additional job growth may also take place on Pennsylvania Avenue. Residents may also benefit from increased nearby job opportunities arising south of the Southeast-Southwest Freeway (I-395/I-695). Please see the Economic Development Element....	04-No	Current language is sufficient and does not preclude regulatory action; Proposed language is beyond the scope of the Comp Plan. The new development is not open yet, therefore it is premature to add information on job opportunities at this time.

Resolution Number	Date Received	Citation/Tracking Number	Element	ANC Comment	Integrated into Comp Plan	OP Response
ANC 6B-81	2.14	1508.14	Capitol Hill	Establish traffic management strategies to reduce commuter traffic on East Capitol Street, Independence Avenue, C Street NE, 17th Street SE, and other predominantly residential streets that also function as through-streets. These strategies should include limiting additional one-way streets on Capitol Hill (and possibly restoring existing one-way streets to two-way traffic), improving signal timing on Benning Road and Pennsylvania Avenue, and improving pedestrian and bicycle safety. Measures should also be implemented to route through-traffic around residential neighborhoods, and to restrict trucks and heavy vehicles on local streets. Establish traffic management strategies to reduce commuter traffic on East Capitol Street, Independence Avenue, C Street NE, 17th Street SE, and other predominantly residential streets that are increasingly functioning as through-streets.	04-No	Existing language is consistent with completed plans or policies/Proposed language is inconsistent with completed plans or policies; The streets recommended to be added are intended to be high volume streets. Removing commuter traffic would lead to an increase in traffic on smaller neighborhood streets.
ANC 6B-82	2.14	1508.12	Capitol Hill	Discourage the further expansion Encourage the preservation and moderate expansion of commercial uses along 15th Street SE. This corridor should gradually transition to predominantly residential uses, compatible in density with adjacent row house blocks. As this transition occurs, efforts should be made to that are primarily neighborhood serving and in keeping with the MU-4 zoning. This corridor should retain its mix of light commercial and moderate density residential to ensure that it can retain the existing corner stores and small businesses which serve the community. 1508.12	04-No	Recommendation is beyond the scope of the Comprehensive Plan; Current guidance is consistent with existing District policy. The Economic Development Element provides guidance on retaining existing businesses.
ANC 6B-83	2.14	1508.9	Capitol Hill	Strictly limit and enforce rules against the conversion of housing to non-residential uses in the Capitol Hill Planning Area that reduce the supply of housing and thus housing affordability. This includes the development of private clubs, museums, colleges, universities, and dormitories, and other institutional uses within the Capitol Hill Historic District and the inappropriate conversion within the Capitol Hill Historic District of residential properties to nonresidential uses.	04-No	Recommendation is beyond the scope of the Comprehensive Plan; Additional guidance on affordable housing can be found in the Housing Element. Action H-1.2.H: Priority of Affordable Housing Goals Prioritize public investment in the new construction of, or conversion to, affordable housing in Planning Areas with high housing costs and few affordable housing options. Consider land use, zoning, and financial incentives where the supply of affordable units is below a minimum of 15 percent of all units within each area. 504.28
ANC 6B-84	2.14	1513.10 (see comment)	Capitol Hill	Action 2.3.B: "Maintaining Residential Uses" Ensure that continued residential use of residential properties surrounding the Capitol is adequately protected in accordance with applicable zoning rules. (This is a proposed new paragraph with approximate best case location and title)	04-No	Recommendation is beyond the scope of the Comprehensive Plan; New action was not added as the Comp Plan largely avoids incorporating zoning requirements because the Comp Plan is not zoning. Additional information on maintaining housing units can be found in the Housing Element - Section H-2.2 Housing Conservation and Maintenance.

Resolution Number	Date Received	Citation/Tracking Number	Element	ANC Comment	Integrated into Comp Plan	OP Response
ANC 6B-85	2.14	1508.16a (see comment)	Capitol Hill	Policy CH-1.1.16: Shuttles to 11th Street Bridge Park Upon the opening of the 11th Street Bridge Park, provide regular and frequent shuttle bus service from Eastern Market and Potomac Avenue Metrorail stations to the Park. (This is a proposed addition with appropriate location)	04-No	Recommendation is beyond the scope of the Comprehensive Plan; Proposed language is beyond the scope of the Comp Plan. The 11th Street Bridge Park is not open and may not be for several more years, therefore it is premature to make a specific recommendation about shuttle transportation at this time.
ANC 6B-86	2.14	1512.14a (see comment)	Capitol Hill	Action CH-2.2.E: Shuttle to 11th Street Bridge Park Implement plans to provide regular and frequent shuttle bus service to accommodate the 11th Street Bridge Park upon its opening. (This is a new paragraph with approximate location)	04-No	Recommendation is beyond the scope of the Comprehensive Plan; Proposed language is beyond the scope of the Comp Plan. The 11th Street Bridge Park is not open and may not be for several more years, therefore it is premature to make a specific recommendation about shuttle transportation at this time.
ANC 6B-87	2.14		Environmental Protection	*Studying the impacts and mediating the effects of playfield filler, including tires, should be an action item in 621.19	04-No	Recommendation is beyond the scope of the Comprehensive Plan; This comment is outside the purview of the Comprehensive Plan. It will be handled by initiatives from DGS, DPR and DCPS.
ANC 6B-88	2.14		Transportation	Action T-2.3.F: Dockless Review Process Review existing permitting and licensing policies with regard to their adequacy for assuring safe riding and parking procedures and make adjustments as needed with a view toward assuring public safety. (ANC 6B Proposes this as a new Action item and, based on the draft comments, believes this is where it should go)	04-No	Recommendation is beyond the scope of the Comprehensive Plan; Regulation of scooters and dockless providers is DDOT's responsibility, their program has developed incentives and repercussions for not following their standards.
ANC 6B-89	2.14	410.8	Transportation	Locate sidewalk cafes and other intrusions into the sidewalk so that they do not present impediments to safe and efficient pedestrian passage. Maintain sidewalk surfaces and elevations so that disabled or older adult pedestrians can safely use them. Explore ways to provide effective enforcement of existing regulations regarding obstruction of sidewalk cafes and bicycle and scooter parking to assure that pedestrians, including older adults and handicapped residents, can safely use them.	04-No	Recommendation is beyond the scope of the Comprehensive Plan; The Comp Plan is intended as a high-level guiding document. Enforcement is outside of the scope of Comp Plan.
ANC 6B-90	2.14	411.17a (see comment)	Transportation	411.17a. Action T-2.5.D: Analysis of local roads Based on the increase in automotive traffic, (1) undertake an analysis about the reasons some streets simply are not suitable for heighten traffic loads, and publication of a new characterization of arterials that illustrates the central elements of the new depictions; and (2) to develop and implement plans to disincentivize and mitigate increased traffic in instances where increased traffic load is not feasible on minor arterials and residential streets. (This is a proposed new paragraph related to 411.17, to study not just the classification but the reasons why certain roads are used despite the classification)	04-No	Recommendation is beyond the scope of the Comprehensive Plan; There is already an existing action for DDOT to continually update the roadway classification system: Action T-2.5.C: Update the Functional Classification System. Criteria for this effort is the responsibility of DDOT.
ANC 6B-91	2.14	410.13a (see comment)	Transportation	410.13aAction T-2.5.G: Lighting Review Review existing lighting on public areas used by pedestrians, and add appropriate lighting to walkways as needed, especially in park areas and in walking areas darkened by summer tree growth. (This is a proposed new paragraph and action item, which would be appended after 410.13)	04-No	Recommendation is beyond the scope of the Comprehensive Plan; This is outside the purview of the Comprehensive Plan. Criteria for this effort is the responsibility of DDOT.

Resolution Number	Date Received	Citation/Tracking Number	Element	ANC Comment	Integrated into Comp Plan	OP Response
ANC 6B-92	2.14	415.7	Transportation	other curbside violations, including graduated fines for repeat offenses and towing for violations on key designated arterials.; and explore increasing curbside access for electric vehicle supply equipment and Implement and increase residential parking permit fees for housing with multiple residential permits	04-No	Recommendation is beyond the scope of the Comprehensive Plan; Recommending modifications to RPP is outside the purview of the Comprehensive Plan, DDOT can make modifications to the RPP program as necessary and needed.
ANC 6B-93	2.14	418.2a (see comment)	Transportation	418.2a Policy T-3.5.3 (Intercity Bus Location): Enforce and implement fines for where Intercity Buses on-street regulations are violated, including prohibitions against extensive idling. (This is a proposed new paragraph with proposed by ANC 6B and place approximately where it should go)	04-No	Recommendation is beyond the scope of the Comprehensive Plan; The Comp Plan is intended as a high-level guiding document. It does not provide guidance on the implementation of fines.