omment #		Affiliation	ral comments on the draft plan received during the p Comment	Source	District Response	Action or Change to the draft plan	-
1	Angela M. Kordyak	Resident, 700 7th St. SW	I commend the Office of Planning for its foresight in exploring ways to improve the Southwest experience for tourists, workers, and residents alike. I'd also like to note my appreciation for the assistance and responsiveness of my ANC Commissioner Bob Craycraft, who I know has been very engaged in this process. Southwest DC is a neighborhood that is in the early phase of a major redevelopment. However, in order for the Southwest community to reach its full potential as a thriving urban neighborhood, we desperately need improved infrastructure, connectivity, and pedestrian-friendly pathways across the quadrant.	Mayor's Hearing Transcript Letter, February 3, 2012	Thank you for your support.	None	Category General
2	Robert (Bob) Craycraft	ANC 6D 01 Commissioner, Maryland Avenue SW Plan Advisory Committee	Speaking as the Advisory Neighborhood Commissioner (ANC) for the Single Member District (SMD) 6D01 which encompasses virtually all of the proposed redevelopment portions of Maryland Avenue, S.W., I am delighted to be able to express my unqualified support for your Draft Plan. The plan options have been carefully evaluated, and community input sought in each step of the process. Project Manager Joyce Tsepas, in particular, has been extremely responsive to any concerns expressed.	Mayor's Hearing Transcript Letter, February 1, 2012	Thank you for your support.	None	General
3	Kael Anderson	President, Southwest Neighborhood Assembly	We roundly support the overarching recommendations – Provide Connections, Enhance the Public Realm, Improve Transit Access, Diversify Land Use. Southwesters have long looked forward to a more active area, improved mobility, and more services.	Letter, February 3, 2012	Thank you for your support.	None	General
4	Joe Bender, Principal	Stanmore Associates	Thank you and the Office of Planning and other involved agencies for undertaking this important study. Your study has expanded understanding, confirmed the benefits and feasibility, and provided a basis for taking critical next steps to getting it done. We support the goals and key concepts articulated in the draft plan -and many of the detailed recommendations.		Thank you for your support.	None	General
5	Matthew Steenhoek	PN Hoffman / Hoffman- Madison Waterfront	This is very thoughtful work and nicely done. I hope to remain involved in the planning going forward and looking for synergies between the Maryland Avenue SW Plan, SW Ecodistrict, and our work at the Wharf.	Online Form, February 3, 2014	Thank you for your support. OP looks forward to continued coordination with PN Hoffman as well.	None	General

comment #	Name	Affiliation	ral comments on the draft plan received during the p Comment	Source		Action or Change to the draft plan	Topic or Category
6	Monte Edwards	The Committee of 100 on the Federal City	The Committee commends the Office of Planning's initiative in tackling the transportation infrastructure challenges posed by Maryland Avenue. The Committee commends the Office of Planning in its efforts coordinating with the National Capital Planning Commission Southwest Ecodistrict plan and thanks OP for the laying out the opportunities and challenges of the several options presented in the plan.	Mayor's Hearing Transcript Letter, February 1, 2012	Thank you for your support.	None	General
7	Bill Dowd	NCPC	I wanted to express our support for the Maryland Avenue Southwest Plan and the work of the DC Office of Planning. We think this part of the city can be transformed into a mixed use precinct that continues to support federal office space needs; creates opportunities to locate future memorials and museums; balances existing uses with more residential and retail development; and showcases how a thoughtfully planned precinct can actually reduce our carbon footprint. I think that the work embodied in the Maryland Avenue Southwest Plan will help to make the case for transforming the precinct from what it is today to what it can be in the future.	Mayor's Hearing Transcript, Page 20-21	Thank you for your support.	None	General
8	Monte Edwards	The Committee of 100 on the Federal City	of Planning is taking, the Committee hopes that	Mayor's Hearing Transcript Letter, February 1, 2012	land use and transportation framework for Maryland Avenue, as a	planning efforts are connected.	General

The following log provide a brief paraphrase of the written and oral comments on the dra	 	

Comment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
9	Joe Bender, Principal	Stanmore Associates	The history on Maryland Avenue is helpful on 1-2, but a critical component is missing, the 1901 Act of Congress that provided for railroad use of sections of Maryland and Virginia Avenues	Email, February 3, 2012	Thank you for your input.	The plan was modified in the background chapter (on p 1-2) to include information about the 1901 Act of Congress that provided for railroad use of sections of Maryland and Virginia Avenues.	Background
10	Joe Bender, Principal	Stanmore Associates	On 1-3, note that establishment of a section of Maryland Avenue at the Portals actually occurred much earlier in the 1990s.	Email, February 3, 2012	Thank you for this clarification.	In the background chapter, the plan was modified to more appropriately address the Portals development timeline.	Background
11	Matthew Steenhoek	PN Hoffman / Hoffman- Madison Waterfront	The Wharf project, at full build out, will be approximately: 1,300 residential units, 120K sf of cultural use, 675 hotel rooms, 900K sf of office, and 300K sf of retail. The Wharf redevelopment area in the diagram on sheet 1-2 should extend southeast of 9th Street as well.	Online Form, February 3, 2012	Thank you for the development information and the correction to the Warf redevelopment area.	The context diagram was modified in the background chapter (on p 1-2) with an extended Wharf redevelopment boundary southeast of 9th Street. The plan was also modified (on p 1-	Background
						 to include additional development information for the Warf. 	
12	Lindsley Williams	Place, NW	When the plan goes forward it should include Comp Plan Map diagrams from what has been adopted in 2008; that stayed unchanged in 2011 and hasn't yet been mapped. Identify review of existing Comprehensive Plan, including Generalized Land Use Map and Policy Map. Re- assert that the Small Area Plan can provide guidance that supplements Comp Plan provisions. The adopted Comp Plan Map shows some area freeways and railroad segments as "Production, Distribution and Repair" and this is inconsistent with planned uses to be located above such transportation corridors by OP and NCPC. The Maryland Avenue Southwest Plan may warrant having a Policy Map node.	Mayor's Hearing Transcript Talking Points February 1, 2012	Through the next Comprehensive Plan amendment cycle, OP will include map amendments for all Small Area Plan's completed after the 2011 cycle.	The plan was modified in the background chapter (on p 1-4) to include the existing Generalized Land Use Map for the study area. OP also explained the current differences between the Comprehensive Plan text and map, and how they need to be made consistent. The retail node diagram was modified in the land use section of the recommendations chapter (on p 3 17) to show high density mixed-use residential along Maryland Avenue, identified in the Comprehensive Plan Amendment Act of 2010 and recommended in the plan. The title of the diagram was changed to Future Land Use along Maryland Avenue SW.	
					The plan was also modified in the building momentum chapter (on p 4- 3) to address the need to change segments of the rail in the Generalized Land Use Map defined as "Production, Distribution and Repair" to a more appropriate land use.		

omment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic o Catego
13	Lindsley Williams	Resident, 3307 Highland Place, NW	The plan would benefit from a statistical summary of land areas within the 160' right of way (railroad or otherwise). The plan should discuss the rights that certain interests have, be it surface, subsurface, or otherwise. Make sure that you know what the CSX's right are. If "fee simple" or similar, those need to be understood and resolved prior to plan approval. If the plan calls for limitations that impinge on ownership rights, that had better be worked out pretty quickly.	Transcript Talking Points February 1, 2012	of the 160' right of way, and this will be added to the plan. Rights associated with current and future jurisdiction are complex and will require in depth legal research, beyond the scope of the plan. As a	The property ownership diagram was modified in the background chapter (on p 1-9) to denote the breakdown of existing uses within the 160' right of way. The plan was modified in the building momentum chapter (on p 4-3) to include the need to determine existing ownership conditions.	
14	Monte Edwards	The Committee of 100 on the Federal City	Undeveloped/ underdeveloped parcels east of 6th Street SW offer development potential similar to the identified GSA parcels, and the study area of the Plan should be extended to the east to permit a coordinated evaluation of those properties and how they might contribute to achieving the goals of the Plan.	Transcript Letter, February 1, 2012	The Southwest Rectangle is the broader area of impact for the Maryland Avenue corridor study area. New development opportunity is limited in the Southwest Rectangle beyond the four potential GSA conveyance sites identified in the draft plan and sites identified in the Southwest Ecodistrict. However, future development will be guided by the proposed Zoning Regulation Review (ZRR) downtown zone for the Southwest Rectangle as shown on p 3-17 which will help achieve the mixed-use goals identified in Comprehensive Plan.	boundary and relationship to areas of impact like the broader Southwest Rectangle neighborhood.	Background
15	Monte Edwards	The Committee of 100 on the Federal City	The 4 track alignment and enlarging the existing VRE Rail platform impacts Virginia Ave to the east. This will affect Virginia Avenue from 6th Street, SW to New Jersey Ave, SE. The eastern boundary of the Plan shown on page 1-1 needs to be moved further east to take into account those impacts.		#14 regarding the broader area of impact for the study area.The District, through other ongoing studies, will develop a comprehensive picture of the opportunities and impacts associated	The plan was modified in the background chapter (on p 1-1) to better explain the study area boundary and relationship to areas of impact like the rail corridor and adjacent streets. In the building momentum chapter, the plan was modified (on p 4-3) to better define future transportation and rail planning roles around	Background

and rail planning roles around L'Enfant Station related to Virginia

Avenue.

mment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
16	Robert (Bob) Craycraft	Avenue SW Plan Advisory Committee	I would like to urge the Office of Planning to use all the resources at your disposal to ensure that Section 2.4 of the Draft Plan, "Public Realm," include a focus on the disappointing state of the underpasses, specifically : -10th Street SW: I have some of my folks who live at Capital Square. There is a big ramp up to 10th Street. There are no crosswalks for us to get across the street. -9th Street SW: When we go to 9th Street, there is a bridge with a sidewalk that dumps residents down to the freeway. We can't get into L'Enfant Plaza, but we can get down to 395. -7th Street SW: The unsanitary conditions of the CSX underpass caused by roosting pigeons. -4th Street SW:The monolithic, bunker-like underpass connecting the National Mall to Waterfront Station is an opportunity for public art -3rd Street SW: The unlit, aging CSX underpass leaks water from its piers year-round and causes dangerous ice hazards in Winter -2nd Street SW:The deteriorating 19th-century CSX underpass with its flaking paint and crumbling stonework	Mayor's Hearing Transcript Letter, February 1, 2012 Mayor's Hearing Transcript, Page 9		The plan was modified in the synthesis chapter (on p 2-14) to include issues, beyond the study area, associated with the existing conditions of 10th street (L'Enfant Promenade), 9th street, 7th street, 4th street, 3rd street, and 2nd street.	Public Realm
17	Angela M. Kordyak		I'd like to bring to your attention the unsafe conditions that exist on the sidewalks of 7th Street, SW between E and G Streets, SW whenever winter precipitation occurs. The area that I'm referring to is the portion of 7th Street that passes over the Southeast-Southwest Freeway. There are no businesses or residences on this block to be responsible for clearing the sidewalks when snow or sleet occurs. This area of sidewalk remains snowy and icy long after the adjacent roads are clear, endangering pedestrians on its path.	Mayor's Hearing Transcript Letter, February 3, 2012	#16.	The plan was modified in the synthesis chapter (on p 2-14) to include issues, beyond the study area, associated with the condition of 7th Street, SW between E and G Streets.	Public Realm
18	Jim Dougherty	Resident, 709 3rd St. SW	I know some people hate some of these underpasses and these bridges. The one I love to hate is 2nd Street. It has not been painted in the 25 years that I've lived in the neighborhood; and how you cannot paint steel, I don't get it. But I think it demonstrates a lack of respect on the part of CSX for neighborhood aesthetics.	Mayor's Hearing Transcript, Page 12	See District Response to Comment #16.	See Change resulting from Comment #16.	Public Realm

The followin	g log provide a brief para	phrase of the written and or	al comments on the draft plan received during the p	public comment period. A	full transcript of the public hearing and		
Comment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
19	Anonymous	Southwest Neighborhood Resident	The underpasses, both VRE and 395 are dirty, dark and daunting. There are bird excrement accumulations, stagnant puddles and poor lighting. It makes for scary walking, especially after dark. The puddles freeze in winter and, even when simply wet, force pedestrians into the streets. The fact that these underpasses are so poorly maintained makes the divide even more menacing.	Online Form, February 2, 2012	See District Response to Comment #16.	See Change resulting from Comment #16.	Public Realm
20	B.K. Lunde	Office Worker, FAA Resident, 700 7th St. SW	Does the decking take into account the effect on the underpasses below the railroad? Does the railroad plan to lower its tracks over 7th Street? My main problem with the 7th Street bridge is the man who has lived under it for a year.	Hand Written Note, January 9, 2012	Future study will determine whether CSX will need to lower the underpass elevation at 7th street, but a minimum 14' clearance will need to be maintained. In the recommendations chapter and building momentum chapter, OP identifies the need for underpasses improvements including streetscape, maintenance and safety enhancements.	None	Public Realm
21	Lindsley Williams	Resident, 3307 Highland Place, NW	If railroad bridges need replacement, explore having a somewhat longer arc that would allow recovery of some area of Reservation 113 as the northern limit of railroad use would shift south.	Mayor's Hearing Transcript Talking Points February 1, 2013	Railroad bridges will need to be replaced in any scenario associated with establishing Maryland Avenue, however additional planning and design will determine the exact arc and elevations of the rail and future Avenue. With any future configuration, an objective of the plan is to maximize open space, particularly at Reservation 113.	The recommendation (on p 3-2) to "reinforce the concept of a connected series of signature open spaces" was modified to include the objective to maximize the amount of open space at Reservation 113.	Public Realm
22	B.K. Lunde	Office Worker, FAA Resident, 700 7th St. SW	I'm not wild about tilting Reservation 113. It is now flat in front of the FAA, and that is nice.	Hand Written Note, January 9, 2012	In order to deck Maryland Avenue, Reservation 113 will need to be terraced from the high point at the southwest corner to the low point at the northeast corner. OP's scope did not include a level of design detail, however there are examples of parks that use a shift in topography as an asset. The design of Reservation 113 will be determined by a future planning process, with the objective for the park to be inviting and well- connected, with views to the Capitol.		Public Realm

Comment #		Affiliation	Comments on the draft plan received during the Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
23	Joe Bender, Principal	Stanmore Associates	Discussion of the preferred section on 3-7 and 3- 10 should be caveated to allow for flexibility indicated by traffic assessments and additional design development.	Email, February 3, 2012	The purpose of the plan is to identify aspirations and guidelines at a planning level, with additional information about next steps and studies needed to realize the vision.	None	Public Realm
					In the building momentum chapter, OP identifies that "a detailed transportation operations planning study, meeting DDOT standards, is needed for Maryland Avenue and the surrounding Ecodistrict to analyze how new development and new connectivity will influence the surrounding street grid and confirm the necessary cross- section for each street."		
24	Matthew Steenhoek		3, 2012	The objective of the preferred section for Maryland Avenue, developed through stakeholder and public input, is to maximize the amount of green space and reduce the width of the vehicular right of way for modest vehicular circulation.	None	Public Realm	
					In section 3.2 of the recommendations chapter, Maryland Avenue is described as "a place where recreation, relaxation, commerce, urban ecology and transportation coexist simultaneously". Bicycle lanes could be accommodated between the alley of trees as a form of recreation, however this will be determined by a future design process.		
25	Linda Harper	Cultural Tourism DC	The plan is missing the idea that the event space could relieve the stress currently on the Mall and Pennsylvania Avenue. This is where the use of many types of transportation supports the event space.	Email, January 18, 2012	In section 3.1 of the recommendations chapter, OP identifies that another advantage of the preferred section of Maryland Avenue is "the ability to program the street and space for small and large local and national events".	None	Public Realm
					Section 3.2 also recommends "flexible spaces for events of varying size".		

26	Matthew Steenhoek						
		PN Hoffman / Hoffman- Madison Waterfront	Minimize or reduce loading dock requirements throughout the area or promote the use of front curb service as noted in section 3.2	Online Form, February 3, 2012	The purpose of the loading dock recommendation in the public realm section is to prohibit service driveways and loading dock access along Maryland Avenue. This recommendation will also	None	
				depend on the future configurati streets and alleyways, currently examined by GSA and NCPC.		streets and alleyways, currently being	
27	Lindsley Williams	sley Williams Resident, 3307 Highla Place, NW	Create view rights eastward along decked Maryland Avenue and across Reservation 113. Consider a continuously rewarding view of the Capitol for pedestrians, and a view of the Capitol for rail commuters as they exit the decked tunnel.	Mayor's Hearing Transcript Talking Points February 1, 2012	As identified in section 3.2, "all four of	The plan was r realm section of recommendation 4) to describe to of height along	
			For any deck extensions, make sure that the plan provides that measurement point for height should be at the level of that deck, as in current SW Urban Renewal Plan. Consider setting height limits Square-by-Square. The GSA site at Reservation 113 could potentially measure its height from the deck and not the natural grade. Seek to provide successive step-downs as building roof limits move east with views to the Capitol, and ensure usable programmed green roof space by consolidating HVAC.		Avenue corridor are eligible for the 130' maximum building height". The plan does not define the curb as the "decked" Maryland Avenue, and this will need to be resolved through future planning.	the potential to views to the Ca terraces, public commuter rail of The plan was a building mome 4) to discuss t additional stud design definition	
28	Matthew Steenhoek	PN Hoffman / Hoffman- Madison Waterfront	I don't understand the relevance of the drawings at the bottom of 3-9, what are these relating to in the text?	Online Form, February 3, 2012	The purpose of the left image on p 3- 9 is to show an existing building with a smaller footprint, similar to what is being conveyed along Maryland Avenue. A building could help frame the view to the Capitol, similar to the Realtors Building on New Jersey Avenue.	None	
					The other images on p 3-9 are meant to show how light can be reflected to the lower levels of 370 L'Enfant Promenade, with the decking of Maryland Avenue.		

e written comments	
Change to the draft plan	Topic or
	Category
	Public Realm

as modified in the public Public Realm on of the lations chapter (3-2 and 3be the step down potential ong Maryland Avenue and I to maximize a variety of Capitol through roof ublic realm terracing, and ail design.

as also modified in the mentum chapter (on p 4ss the need for an tudy of height, urban nition, and roof design.

Public Realm

Comment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
29	Lindsley Williams	Place, NW	Particularly under decks where passenger platforms may be developed, explore ways to isolate and contain noise of moving freight cars.	Mayor's Hearing Transcript Talking Points February 1, 2014	Thank you for identifying this issue.	The plan was modified in the background chapter and synthesis chapter (on p 1-8 and 2-14) to identify the noise impact of moving freight operations.	Public Realm
						The plan was also modified in the building momentum chapter (on p 4- 4) to include a recommendation about mitigating the impacts of noise.	

Comment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
30	Jeff Gerlach	Amtrak	Amtrak was consulted in the development of this report and its findings, and concurs with the railroad-related conclusions and recommendations expressed on pages 2-6 and 3- 12. Amtrak supports the common aspiration of all railroads, that future development plans along the Maryland Avenue corridor accommodate a planned 4-track configuration and 21' clearance. Amtrak also supports that the option for future electrification of 2 tracks be carried forward in future development plans.		Thank you for your input, and helping OP understand the future needs of Amtrak.	None	Transit
31	Kevin Hurley	CSX	CSX has supported the effort to reconstruct Maryland Avenue provided that our operations are not negatively impacted and certain clearances are maintained. The recommended addition of a fourth track would improve the passenger operations with our right of way and we support the concept, provided operation, safety and clearance issues are addressed and fluidity is maintained.	-	Thank you for your input, and helping OP understand the future needs of CSX.	None	Transit
32	Kevin Hurley	CSX	In Section 3.3 OP summarizes ways to improve transit access. CSX appreciates the discussion of the differing opinions regarding electrification. However, "consider opportunities for long term electrification" of passenger lines should not be a recommendation because current electrification technology would impact CSX's operations along the corridor. Should electrification become feasible for freight and passenger operations, CSX and Amtrak will find a way to accomplish it, but it shouldn't be an objective of the Plan. <i>Note: Comment supported by Joe Bender in February, 3 2012 email.</i>	Letter, February 3, 2012	 OP understands that electrification is a genuine concern of CSX. The purpose of the plan is to identify items that need to be considered during future planning stages of Maryland Avenue. Electrification will not be a requirement, but the impact of electrification will help make strategic decisions about the 4-track system. In the recommendations chapter, OP identifies the potentially hindering impact that electrification would have on the interoperability of the 4-track system that serves multiple railway providers like CSX, VRE and MARC. 	None	Transit

omment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
33	Kevin Hurley	CSX	In Section 2.2 OP suggests the consideration of a Lett center platform between passenger tracks and two platforms flanking the passenger tracks. This concept raises concerns about a platform being established adjacent to active freight operations. Apart from any platform design concerns that we may have, this area is very tight and might create safety or operational concerns to CSX. <i>Note: Comment supported by Joe Bender in February, 3 2012 email.</i>		and operational concern associated with OP's suggested configuration of L'Enfant Station. OP is suggesting this configuration as a potential solution to study in the future because it accommodates the different passenger platform height	connectivity section illustration was modified in the recommendations chapter and the building momentum chapter was modified (on p 3-14 and p 4-3) stating the need to work with	Transit
34	Matthew Steenhoek	PN Hoffman / Hoffman- Madison Waterfront	Extension of MARC and Amtrak to L'Enfant would Onl be a major benefit and help to reduce the load 3, 2 issues at Union Station.	2012	In section 3.3, accommodation of VRE, MARC and Amtrak at L'Enfant Station is recommended. In section 2.2, the need to accommodate optimal operations for both high and low platform trains is identified. The need to study platform spacing is identified in the building momentum chapter.	None	Transit
35	Lindsley Williams	Resident, 3307 Highland Place, NW	Carrollton. Also elevate platforms. If we could get Tra	anscript Talking Points	See District Response to Comment #34 regarding future commuter rail accommodations.	None	Transit

mment #	[#] Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
36	Matthew Steenhoek	PN Hoffman / Hoffman- Madison Waterfront	Intermodal connectivity should address Capital Bikeshare stations and bicycle facilities. There is no mention of streetcar, circulator, or bicycle after "the future Maryland Avenue Shall"		In section 3.2 and section 3.3, the plan recommends prioritizing bicycle facilities, such as bicycle share locations, water fountains, compressed air and secure parking. In section 3.3, the plan also recommends enhancing multimodal transit connectivity by linking pedestrians to a reconstructed intermodal L'Enfant commuter rail station that integrates commuter rail station that integrates commuter rail, Metrorail, and Metro Bus services and envisions accommodating the Streetcar system in the future.	None	Transit
37	Anonymous	Southwest Neighborhood Resident	Please assure that the area is safe for bicycle riders.	Online Form, February 2, 2012	See District Response to Comment #24 regarding the preferred section and future bicycle accommodations. See District Response to Comment #36 regarding future bicycle accommodations.	None	Transit
38	Danielle Wesolek	WMATA	WMATA supports the vision of enhanced multi- modal transit connectivity, as well as transit facility improvements in the study area. In fact, WMATA just kicked-off a station capacity improvements study for the L'Enfant Plaza station. The purpose of the study is to develop solutions to address the physical and operational internal capacity constraints for the Metrorail station. Although it is unlikely that growth in ridership will necessitate the need for three new entrances to the station as shown on page 3-13 of the draft plan, WMATA will coordinate the general location of one additional south facing entrance as identified in the draft plan. If it is determined that a new entrance is justified, and if funding is made available, WMATA is willing the work with OP on this concept.		Thank you for your input on transit, and helping OP understand the future needs of WMATA. We look forward to working with WMATA on upcoming capacity and station access work.	None	Transit

The following	The following log provide a brief paraphrase of the written and oral comments on the draft plan received during the public comment period. A full transcript of the public hearing and copies of the written comments											
Comment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category					
39		Madison Waterfront	Could you provide more detail on what modifications would be planned to L'Enfant Plaza Station to address perceived capacity and connection issues?		See Comment #38 from WMATA and District Response.	None	Transit					

omment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
40	Anonymous	Southwest Neighborhood Resident	It seems that so many people come to this area for work, and then leave right after hours. What percent live outside the District and therefore spend money elsewhere? Keeping people around beyond the 9-5 hours would increase the value of the property. Park beautification is a good idea, but there should be commercial support so people have something to do while enjoying the outdoor space. It would also make the area safer if there were more shops and people around in the evenings and weekends, and if the area became a destination.		Thank you for your input. It is estimated that 60,000 people work in the Southwest Rectangle, where there are 0 residents. Attracting additional retail requires developing residential and hotel uses. In section 3.4 of the recommendations chapter, retail nodes are proposed at 7th and 9th Streets, around Reservation 113, and at 10th Street.	None	Land Use
41	Matthew Steenhoek	PN Hoffman / Hoffman- Madison Waterfront	Should consider encouraging/ incentivizing retail in the mixed-use developments at more places than dedicated retail nodes at 7th and 9th St to enhance the overall vitality.	Online Form, February 3, 2012	See District Response to Comment #40 regarding retail nodes. Retail nodes have been proposed at specific locations along Maryland Avenue, but are permitted throughout the study area. In addition, in section 3.2, street frontage design requirements are identified along Maryland Avenue SW from 6th to 12th Streets.	None	Land Use
42	B.K. Lunde	Office Worker, FAA Resident, 700 7th St. SW	I like my cafeteria in the FAA.	Hand Written Note, January 9, 2012	Thank you for your comment.	None	Land Use
43	Danielle Wesolek	WMATA	With regard to the overall development recommendations along Maryland Avenue, we are pleased to see emphasis on transit-oriented development, and the direction to minimize parking. From our perspective, maximizing housing would help balance jobs and workers, reduce commuting, and better balance transit passenger loads by direction and during peak and off-peak travel times.	Public Comment Form, February 3, 2012	Thank you for your comment.	None	Land Use

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Comment #	* Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
44	Joe Bender, Principal	Stanmore Associates	Regarding the market analysis, please reference	Email, February 3, 2012		None	Land Use
			our comments on the July draft. Note: Previous		of the planning effort, and learned		
			comments refer to defining housing and hotel		that a minimum of 1,000 residential		
			interchangeably through zoning.		units are necessary to attract		
					neighborhood serving retail, support		
			We believe creation of Maryland Avenue will be a		public realm amenities, and create a		
			game changer for this sector and make the		residential atmosphere. Unlike hotel		
			absorption projections that consider the current		occupants, residents have the ability		
			state conservative. We support development of		to create a neighborhood		
			residential units in this sector, but the finding that		constituency for Maryland Avenue		
			creating a mixed unit district will "require"		and provide a new tax base.		
			approximately 1,000 units, along with hotel use, is				
			unsubstantiated. We concur that a mixture of		While hotel will be permitted, for the		
			residential and hotel units are key creating the		purposes of the proposed Housing		
			desired impacts, but suggest a range of 800 -		Credit system identified in the land		
			1,200 units/rooms.		use section, residential development		
					is to be defined as housing units only.		
45	Joe Bender, Principal	Stanmore Associates	The Comprehensive Plan provides for incentives	Email, February 3, 2012	The Comprehensive Plan gives	None	Land Use
			for both mixed use objectives and infrastructure		guidance to "use innovative zoning,		
			improvements. The discussion regarding the		as appropriate, to link development		
			team's finding on use of incentives is unclear and		potential to identified infrastructure		
			without supporting rationale. Additional density could be used to help achieve both use and		improvements".		
			infrastructure objectives in several ways. For		As part of OP's funding toolkit		
			example, irrespective of use, additional density		analysis, we considered the use of a		
			will generate increased fiscal returns, a portion of		density bonus for the four GSA		
			which could be directed to support construction of		conveyance sites to generate private		
			the public infrastructure, which, in turn, makes		funds for infrastructure		
			that increased density and value practically		improvements. We found this tool		
			achievable. It is not an either/or situation.		inappropriate for the four GSA		
					conveyance sites. Relatively few		
					means of augmenting the market to		
					support residential uses exist,		
					whereas there are numerous		
					strategies to fund infrastructure		
					enhancements . Splitting the bonus		
					between residential subsidy and		
				infractructure would dilute the			

infrastructure would dilute the incentive effect for either purpose.

mment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
46	Monte Edwards	The Committee of 100 on the Federal City	The Plan mentions the need to lower the tracks (page 2-10), but does not discuss the functional dependence of the CSX track lowerings along Maryland Ave (to accommodate the double stack trains that CSX has described in its National Gateway Project) with the Virginal Avenue tunnel rebuilding. While DDOT and CSX served on the Maryland Avenue Advisory Committee, the Maryland Avenue Plan does not adequately address the National Gateway Project. Although these concurrent planning efforts address different segments of the same railroad tracks, it's all one transportation system in relationship to continuous urban fabric. A comprehensive, coordinated planning effort is urgently needed to leverage the private initiatives of CSX for the greatest civic benefit of this Maryland Avenues, SW Small Area Plan.	Mayor's Hearing Transcript Letter, February 1, 2013	#8 regarding plan scope. The District, through other ongoing studies, will develop a comprehensive picture of the opportunities and impacts associated with rail planning. OP also commits to participating in future discussions with CSX regarding National Gateway improvements.	•	
47	Joe Bender, Principal	Stanmore Associates	As traffic studies are undertaken and design/ engineering progress, the elevations shown on 3- 4 are likely to change. The plan should acknowledge that potential and incorporate the flexibility to accommodate such changes.	Email, February 3, 2012	This caveat has been identified in the recommendations chapter and in the building momentum chapter. The elevation in section 3.1 of the recommendations chapter is subtitled, "Illustration of the study area depicting approximate elevations at key intersections. Additional studies will be required, see chapter 4, Building Momentum, for discussion on the steps forward."	None	Connections

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Comment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	
48	Joe Bender, Principal	Stanmore Associates	We believe the capacity for vehicular circulation	Email, February 3, 2012	•	None	Category Connections
			(and on-street parking) on the new avenue should be informed by traffic studies. We concur that design of the avenue should emphasize		#23 regarding the aspirations, plan purpose and additional studies.		
			alternative modes and landscape feature, but the reference to "modest" vehicular circulation on 3-2 is premature and subjective.		See District Response to Comment #24 regarding the preferred section for Maryland Avenue.		
					The study area is served by VRE, Metrorail, and Metro Bus. It also contains bike facilities like Bikeshare. In the future, there will be even more alternatives to the vehicle -potentially Streetcar, MARC, Amtrak and the Circulator. From an aspirational planning perspective, at this time, it is sufficient to recommend an option that accommodates modest vehicular circulation.		
49	Joe Bender, Principal	Stanmore Associates	The costs appear very high, perhaps partially because, as shown in the illustrative sections, they anticipate creating a tunnel for the railroad requiring expensive additional walls and ventilation. An open sided structure to the south would significantly reduce costs as well as provide better access for maintenance and emergencies. This potential is alluded to, but not presented in the cost table. To avoid sending a false expectation, it is suggested that you present a range of costs.		As identified in the plan, OP's cost estimate is a "rough estimate" based on recent unit costs for similar ongoing projects in the Metropolitan Washington region and industry standard practices for allocating escalation and contingencies. Maryland Avenue would be supported above the railroad by a combination of continuous wall and pier-supported structures, as identified in the plan. The specific support structures and necessary ventilation requirements may vary along the length of Maryland Avenue due to geometric constraints and adjacent conditions like 370 L'Enfant Promenade, and will be determined through future study.	None	Connections
50	Joe Bender, Principal	Stanmore Associates	As written, the summary section on p 2-13 appears to imply that 370 L'Enfant Promenade encroaches into the 160' historic right-of-way above the lower floors. Our understanding is that the lower floors project into the ROW (and were designed with the intention of respecting the vista), but not the upper stories.	Email, February 3, 2012		The plan was modified in the connections section of the synthesis chapter (on p 2-13) to clarify 370 L'Enfant Promenade's footprint and relationship to the 160' right of way.	Connections

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51	Andy Litsky	Chair, ANC 6D	At its regularly scheduled public meeting on January 9, 2012, with a quorum being present (a quorum being four Commissioners), ANC 6D voted (7 to 0) to support the Maryland Avenue SW Plan as submitted with the urgent request of the Office of Planning to focus major attention on the underpasses in the study area as per Section 3.3 of the Draft Plan.		After plan completion, OP will prepare a memo summarizing key next steps like underpass improvements, public realm enhancements and how the community can be involved.	None	Building Momentum
52	Robert (Bob) Craycraft	ANC 6D 01 Commissioner, Maryland Avenue SW Plan Advisory Committee	We seek your guidance in how to improve these important community gateways (underpasses) in preparation for the Maryland Avenue SW and Southwest Ecodistrict projects.	Mayor's Hearing Transcript Letter, February 1, 2012	See District Response to Comment #51 regarding public realm enhancements and next steps.	None	Building Momentum
53	Kael Anderson	President, Southwest Neighborhood Assembly	To respond to your call for suggested short-term improvements during your January presentation to the Advisory Neighborhood Commission, we'd recommend improving the pedestrian areas at the southern end of the study area. Many relatively minor improvements – enhanced lighting, new coats of paint, signage, and completing passageways could effectively open up the area to Southwesters with a relatively minimal financial investment.	Letter, February 3, 2012	See District Response to Comment #51 regarding public realm enhancements and next steps.	The plan was modified in the building momentum chapter (on p 4-1) to clarify the need for pedestrian improvements beyond the study area. The plan was modified in the building momentum chapter (on p 4-1) to include additional improvements to pedestrian zones like better signage and general maintenance.	Building Momentum
54	Angela M. Kordyak	Resident, 700 7th St. SW	7th Street is a major artery, and you have pedestrians using it day and night 7 days a week – residents, tourists, workers alike. It's important that this area should present a welcoming and safe environment, and that's not currently the case. The area beneath the bridge is dark and foreboding, looks and smells repulsive, is unsanitary, and feels unsafe at night. I hope that OP will give a great deal of consideration to ways to improve the conditions beneath the 7th Street railroad bridge, both in the short-term and the long term. For example, simply installing mesh to prevent the pigeons from roosting beneath the railroad bridge could quickly result in cleaner conditions.	Mayor's Hearing Transcript Letter, February 3, 2012	See District Response to Comment #51 regarding public realm enhancements and next steps.	None	Building Momentum

omment #	Name	Affiliation	Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
55	Angela M. Kordyak	Resident, 700 7th St. SW	I have attempted to request snow and ice removal on 7th Street, SW between E and G Streets by the DC government on multiple occasions in the past, but those requests have repeatedly been ignored.	Mayor's Hearing Transcript Letter, February 3, 2012	See District Response to Comment #51 regarding public realm enhancements and next steps.	See Change resulting from Comment #53 regarding pedestrian improvements beyond the study area. The plan was also modified in the building momentum chapter (on p 4- 1) to include the need to improve the condition of sidewalks on the 7th street bridge, south of the study area.	Building Momentum
56	Jim Dougherty	Resident, 709 3rd St. SW	The 4th Street highway underpass is the best place, in my view, for art because it's in the middle of a great density. Art should not be for motorists. Art should be for the pedestrians, and the cyclists, or the others. I think the lighting really has to change. It's glaring, and inefficient, and ugly, but it also just gives you a sense of the place. You can see the walls are stained. If we dressed it up the way they did in the 12th Street Tunnel, then there would be a lot more respect shown for it.	Mayor's Hearing Transcript, Page 12-13	See District Response to Comment #51 regarding public realm enhancements and next steps. The need for art in underpasses, like 4th street, is identified in the building momentum chapter.	See Change resulting from Comment #53 regarding pedestrian improvements beyond the study area.	Building Momentum
57	Perry Klein	The Southwester		Email, February 2, 2012	Thank you for providing additional information on public art opportunities.		Building Momentum
58	Matthew Steenhoek	PN Hoffman / Hoffman- Madison Waterfront	Interim connections and enhancements should be studied to try and capitalize on the "development wave" described on p 4-1. <i>Note: The "development wave" includes</i> <i>development from the south to the north, and</i> <i>development from the east to the west.</i>		Thank you for your additional short term improvement ideas. DDOT recently kicked off the M Street SE-SW Transportation Study which will include areas south of the freeway. In addition, L'Enfant Promenade design solutions will be developed by NCPC, starting in June 2012, and we will share your comment with NCPC.	include the need to study interim enhancements.	Building Momentum

Comment #	* '	Affiliation	oral comments on the draft plan received during the p Comment	Source	District Response	Action or Change to the draft plan	Topic or Category
59	Linda Harper	Cultural Tourism DC	The plan doesn't go far enough to create the vision and it is week on the branding side. It tells the story of green and a more neighborhood-like atmosphere, but it isn't strong when talking about the connection to the Mall and the SW waterfront and the intermodal connection for tourists. Weekend residents seem to be missing as well. The emphasis, as written, is still on "what it is" and not what it could become. I think that a shift in writing style or strengthening the last part to be more visionary would help. For example, if Maryland Avenue looked like "this", how would it function ?		Thank you for your input and insight on framing the document to more effectively convey its aspirations to create a lively mixed-use corridor.	The plan was also modified in the building momentum chapter (on p 4- 5) to include a grander vision about future needs, and how Maryland Avenue could accommodate and attract weekend residents and tourists alike. New language also addresses next steps for branding. The illustration of the proposed Maryland Avenue in the recommendations chapter (on p 3- 11) was modified to show a better mix of future residents, tourists and office workers.	Building Momentum