

**Response of ANC-6D to Notification for the Proposed Installation of a 2-way Trail on the 200 – 300 blocks of P St SW -- Notice # 19-100-PSD**

**Whereas:** The introduction to the Comprehensive Plan now awaiting first reading by the Council of the District of Columbia states:

*“[Planning an Inclusive City](#)” is the guiding vision for the DC Comprehensive Plan. An inclusive city is one where every member of the community feels welcome wherever they are in the city, and where everyone has a fair and equitable opportunity to live a healthy, successful and fulfilling life. In an inclusive city, residents are able to make choices about where they live, how they earn a living, and how they get around whether they have lived here for generations or moved here last week, and regardless of their race, income or age. Realizing this vision requires an ongoing community conversation and a Comprehensive Plan that reflects the values of the District; and*

**Whereas,** ANC-6D embraces the overarching goals of the Comprehensive Plan now before the Council and reminds our Transportation Department that our Commission, representing the communities located at very heart of the Anacostia Riverwalk Trail -- along the Potomac, the Washington Channel and the Anacostia -- has worked tirelessly during the eighteen years since it was proposed by Mayor Williams to ensure that the new developments under our watch incorporate planning that creates safer and protected routes for bicyclists traveling to, from and through Southwest, Navy Yard and Buzzard Point; and

**Whereas,** ANC-6D also firmly rejects what some consider is DDOT’s war against automobiles. Our Commission strongly believes that creating a truly inclusive and multi-modal city requires a more nuanced approach toward transportation planning than has been presented in this particular NOI. We encourage our District government to make every effort to meet the needs of *all of our residents*. Although ANC-6D believes that we can accommodate all concerned, that is not a view embraced by our Department of Transportation in this proposal. Installing new bike lanes must not be viewed as a zero sum game; and

**Whereas,** Mayor Bowser’s plan to set goals for new affordable housing in every Ward has the support of our Commission. And Mayor Bowser has recognized that the recent housing boom has challenged the District’s ability to grow a city of inclusive, racially and economically diverse communities. ANC-6D notes that nowhere else is affordable housing under assault than in the small, affordable two block section of Southwest currently under consideration by this NOI; and

**Whereas,** The Southwest Small Area Plan, already incorporated with the Comp Plan, states:

*“Southwest must remain an exemplary model of equity and inclusion - a welcoming and engaged community that celebrates and retains a mix of races, ages and income levels and enhances well-being for all amidst neighborhood growth and change,”* and

**Whereas,** ANC-6D challenges the Bowser Administration to also ensure the preservation of the affordable housing that *already* exists in this small section of greater Southwest. The heart of this affordable neighborhood is located directly across the street from where this plan has been proposed and will significantly impact Southwest's most economically vulnerable residents who depend upon access to their cars so that they can get to medical appointments and to and from work at all hours of the day when there is a paucity of public transportation or it is simply non-existent, and

**Whereas,** Southwest's people are its great asset and we celebrate a rich diversity of residents in terms of income, race, ethnicity, and age. As the District of Columbia experiences historic population growth and development pressures surrounding Southwest continue to mount, our neighborhood residents are adamant that Southwest remain a place that retains its integrity while positioning the neighborhood to be a vibrant, attractive, and connected place with a shared vision to guide growth. And such vision takes collaboration with our city government, not simply a mandate from it.

**Therefore,** ANC-6D must reject a plan that has been advanced with little regard to how it will impact our most economically vulnerable residents as well as those who are not physically able ride on two wheels and ready require access to four. Southwest has remained an exemplary model of equity and inclusion for fifty years. We have already undergone unprecedented gentrification and displacement. Southwest can bend, but we will not break.

**Accordingly,** ANC-6D strongly encourages the Department of Transportation to reject the proposal currently under review. We encourage DDOT to make substantive outreach to the Southwest Community -- which heretofore has not been undertaken -- and make every effort to develop a more visionary, inclusive plan for these two blocks that incorporates Mayor Bowser's initiative to enhance affordable housing in the District of Columbia by preserving that which currently exists and is smack in the middle of the most rapidly gentrifying neighborhood in the city.

Adopted by Advisory Commission ANC-6D by a vote of 6-0-0 at a duly noticed, public monthly meeting where a quorum was present on October 21, 2019. ANC-6D asks that our concerns be included within the deliberations regarding this NOI and are given great weight under District Law.

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Gail Fast  
Chairman, ANC6D  
Southwest, Navy Yard & Buzzard Point

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October 21, 2019