



District of Columbia Government
Advisory Neighborhood Commission 6A
Agenda for July 9, 2026



Second (2nd) Thursdays at 7:00 pm

Virtual Meeting via Zoom

For those attending via Zoom: use this link: <https://dc-gov.zoom.us/j/85779345821>

Call-in Number: +1 301 715 8592

Webinar ID (access code): 857 7934 5821

One tap mobile: +13092053325,,85779345821#

Public Meeting - All Are Welcome to Attend

- 7:00 pm Call to order
- 7:01 pm Adoption of Agenda and Approval of Minutes
- 7:02 pm Community Presentation
H Street Business District (BID)
Phil Coppage, Owner of Cynthia Bar and Bistro
- Capitol Hill Village
Mary Bloodworth, Director of Operations
- 7:35 pm Consent Agenda pg. 12
Transportation and Public Space (TPS)
Recommendation: ANC 6A send a letter to DDOT requesting safety treatments in the 1400 block of G Street NE including a one way conversion along with an accompanying brick over of the slip lane in the 1300 block of G Street NE (between Maryland Avenue and 14th Street NE.)
- Economic Development and Zoning (EDZ)
Recommendation: ANC 6A send a letter of support to HPRB in support of the applicant at 1331 North Carolina NE (Square 1035, Lot 065) (HP 26-294) The applicant proposes to build a rear two-story addition with cellar and partially renovate the existing house, including adding two full baths. (No special exception or variance is requested. Notice of Economic Development and Zoning (EDZ) and ANC meetings were posted at the property on March 30, 2026. The EDZ Committee reviewed and discussed the project at its regularly scheduled public meeting on June 17, 2026 and noted six (6) letters of support from adjoining neighbors.)
- 7:40 pm Officer Reports pg. 16
1. Accept Treasurer's Report
2. Approve Q3 FY 26 QFR Quarterly Report
3. Update on FY 17 Budget Process
- 7:50 pm Standing Committee Reports:
Community Outreach Committee (COC) pg. 20
1. Accept June 2026 Report.
2. Next meeting - 7:00 pm, July 27, 2026 (4th Monday)



District of Columbia Government
Advisory Neighborhood Commission 6A
Agenda for July 9, 2026



- 8:00 pm Alcohol Beverage and Cannabis (ABC) pg. 35
1. No report. ABC did not have a quorum in June 2026.
 2. Suggested Motion: ANC 6A write a letter of support for a stipulated license for a New Retailer's Class "C" Tavern license for AC608, LLC, 1301 H Street NE, 1st Floor (ABRA-136162), subject to a settlement agreement being reached.
 3. Suggested Motion: ABCA-requested modification to settlement agreement with The Hall on H Street (ABCA-135899): change clause "2.2.5. Maintain and make available to the ANC, upon request, a comprehensive security plan." to "2.2.5. Maintain and make available a comprehensive security plan. Applicant is encouraged to share the security plan with the ANC upon request."
 4. Next meeting - 7:00 pm, July 28, 2026 (4th Tuesday)
- 8:10 pm Transportation and Public Space (TPS) pg. 38
1. Accept June 2026 Report.
 2. Suggested motion: ANC 6A send a letter encouraging the Council of the District of Columbia's Committee on Transportation and the Environment to host hearings on the management and use of micromobility devices and requesting that these hearings take place sufficiently in advance of the issuance of the next round of RFPs and contracts for micromobility device management to inform that process (Shapiro).
 3. Next meeting - 7:00 pm, July 20, 2026 (3rd Monday)
- 8:25 pm Economic Development and Zoning (EDZ) pg. 51
1. Accept June 2026 Report.
 2. Next meeting - 7:00 pm, July 15, 2026 (3rd Wednesday)
- 8:30 pm New Business pg. 55
- Suggested Motion: ANC 6A authorize the Chair and Commissioners Shapiro, Burger, Hammer and Butler to finalize a letter to Office of Planning with copies to the Council and the Mayor setting forth the perceived inadequacies with the draft H Street Office of Planning (OP) report and offering alternative or additional recommendations for inclusion in the report. (Shapiro)
- Suggested Motion: ANC 6A authorize the Chair and Commissioner Shapiro finalize a comment letter to submit in response to the RFK Campus Draft Master Plan, which is currently open for a 45-day public comment period that will last through August 14, 2026. <https://ourrfk.dc.gov/page/rfk-campus-master-plan>
- 8:40 pm Single Member District reports (1 minute each)
- 8:50 pm Community Comments (2 minutes each)
- 9:00 pm Adjourn



Advisory Neighborhood Commission 6A Meeting Minutes of June 11, 2026



Advisory Neighborhood Commission (ANC) 6A Minutes Zoom Meeting June 11, 2026

Present: Commissioners Stephen Kolb, Ben Hammer, Morgan Conley, Kimberley Butler-Spires, and Scott Burger were present. Commissioners Amber Gove and Roberta Shapiro were absent.

The meeting convened virtually via Zoom at 7:00 pm.

Commissioner Stephen Kolb called the meeting to order and noted the presence of a quorum. Commissioner Kolb moved and Commissioner Ben Hammer seconded the motion that ANC 6A approve the minutes for the ANC May 2026 meeting. The motion passed 5-0 and the minutes were accepted subject to any minor or technical corrections approved by the Secretary. The agenda for the June 2026 meeting as amended was accepted by unanimous consent.

The community received meeting notice via listservs, the Hill Rag, ANC website, X, and Facebook.

Consent Agenda:

The following items were adopted by unanimous consent:

Economic Development and Zoning (EDZ)

ANC 6A send a letter of support to BZA to support the applicant at 1332 Corbin Place NE (Square 1031, Lot 0170) (BZA 21386) to construct a third story and a three-story with basement rear addition, to an existing, attached, two-story with basement, principal dwelling unit in the RF-1 zone. Special exceptions sought are relief of rear yard requirements of Subtitle E § 207.1 pursuant to Subtitle E § 5201 and Subtitle X § 901.2; and the lot occupancy requirements of Subtitle E § 210.1 pursuant to Subtitle E § 5201 and Subtitle X § 901.2

Alcohol Beverage and Cannabis (ABC)

ANC 6A send a letter to ABCA in support of a stipulated license for The Hall on H Street, LLC, 1250 H Street NE (ABRA-135899), subject to a settlement agreement being reached.

Officer Reports:

1. The June 2026 Treasurer's report submitted by Commissioner Roberta Shapiro and presented by Commissioner Kolb reviewed the May opening and closing balances reported by OANC, which were \$29,007.50 and \$30,255.27, respectively. The difference is due to the Q3 OANC allotment, received May 15th, in the amount of \$4,624.95, and distributions totaling \$1,396.18 for administrative and notetaking services and \$1,981 for the Ludlow-Taylor PTO garden grant. The Treasurer's report was approved by unanimous consent.

Standing Committee Reports:

Community Outreach (COC)

3. No report. COC did not meet in May 2026.
4. Next meeting: 7:00 pm, June 22, 2026 (4th Monday).

Alcohol Beverage and Cannabis (ABC)

1. The May 2026 committee report was accepted by unanimous consent subject to any minor or technical corrections approved by the Secretary.
2. Next meeting - 7:00 pm, June 23, 2026 (4th Tuesday)



Advisory Neighborhood Commission 6A Meeting Minutes of June 11, 2026



Transportation and Public Space (TPS)

1. The May 2026 committee report was accepted by unanimous consent subject to any minor or technical corrections approved by the Secretary.
2. Next meeting - 7:00 pm, June 15, 2026 (3rd Monday)

Economic Development and Zoning (EDZ)

1. No report. EDZ did not meet in May 2026.
2. Next meeting - 7:00 pm, June 17, 2026 (3rd Wednesday)

Single Member District reports

Commissioner Kolb (6A07) is grateful for his neighbors and the quiet SMD, noting that the most commotion in the area has been the coming and going of Proper Exotic.

Commissioner Hammer (6A06) has heard concern about activity in alleyways and urges neighbors to send any information and details to ANC commissioners who can then pass it along to MPD.

Commissioner Morgan Conley (6A05) reported that the mayor's office is helping with some trash pickup issues as well as covering gaps in the fencing at Kingman Dog Park. Tennessee Avenue is planning a block party in the fall and the Commissioner will share more details as they become available. The Commissioner is also tracking DC Water's Lead-Free DC progress in her SMD.

Commissioner Kimberley Butler-Spires (6A02) noted that a new 'no loitering' sign is slowing down activity near District Mart but has not discouraged it completely. The Commissioner joined a youth cleanup day last weekend and joined kids and MPD to clean from 8th Street to K Street and H Street to 11th Street. There are trash and fencing issues behind the old AutoZone and the Commissioner is working with DPW to address them. Commissioner Butler Spires joined Commissioner Burger for a block party last week.

Commissioner Scott Burger (6A01) enjoyed a block party and has heard concerns from residents along Florida Avenue about ground subsidence from DC Water infrastructure. There are some issues with residents on K Street and the owner is working on an eviction process.

Community Comment

Ms. Jen DeMayo from Councilmember Allen's office shared a budget update, noting that the first vote has passed and the second is upcoming on the \$21 billion budget. In the budget the Council restored funding for both the pay equity fund and the Child Care Subsidy fund and restored most of the cuts to family leave proposed by the mayor. Funding was also restored to the Arts and Humanities Commission. Councilmember Allen added funding for a bid feasibility study for 8th Street Northeast and there will also be a hearing on Councilmember Allen's proposed cannabis bill.

TPS Chair Patrick Bloomstine shared that in a few weeks there will be a forum on autonomous vehicles in DC and those interested can reach out to [6ATPSchair\[at\]gmail.com](mailto:6ATPSchair[at]gmail.com) for more details.

The meeting adjourned at 7:37 pm.



Advisory Neighborhood Commission 6A Community Presentations



H Street Business District (BID)
Phil Coppage

Capitol Hill Village
Mary Bloodworth, Director of Operations



Commission Correspondence of July 11, 2026 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
PO Box 15020
Washington, DC 20003



June 11, 2026

Mr. Fred Moosally
Director, Alcoholic Beverage Regulation Administration
2000 14th Street, NW, Suite 400S
Washington, DC 20009

Re: ANC 6A Support for Stipulated License for The Hall on H Street, LLC, 1250 H St. NE
(ABRA-135899)

Dear Mr. Moosally:

At a regularly scheduled and properly noticed meeting on June 11, 2026, our Commission voted 5-0-0 (with 4 Commissioners required for a quorum) to support the request for a stipulated license for The Hall on H Street, LLC, 1250 H St. NE (ABRA-135899).

Please be advised that Alcoholic Beverage and Cannabis Committee (ABC) Chair Jeff Giertz and ANC 6A Chair Amber Gove are authorized to act on behalf of ANC 6A for the purposes of this case.

Should you have any questions, please contact me at jeffgiertzanc@gmail.com or Amber Gove at 6a04@anc.dc.gov.

On behalf of the Commission,

/s/ Jeff Giertz

Chair, Alcoholic Beverage & Cannabis Committee, Advisory Neighborhood Commission 6A
jeffgiertzanc@gmail.com
(202) 495-9044



Commission Correspondence of July 11, 2026 Meeting



Made this 26th day of May, 2024
by and between

The Hall on H st ABCA # 135899
1250 H st NE Washington, DC 20002

and Advisory Neighborhood Commission 6A

Witnessed

Through this Settlement Agreement, both parties aim to create an environment whereby the applicant may operate as a viable contributing business to the Near Northeast community, while curtailing any adverse effects the business could have on the surrounding neighborhood. The Applicant is encouraged to work regularly with the ANC, neighborhood associations, and residents to ensure the business operations do not adversely affect the surrounding neighborhood. All parties believe the statements and provisions contained in this agreement are reasonable and must become integrated into the day-to-day operations of the establishment.

The Applicant's premises is within the boundaries of ANC 6A. The parties desire to enter into an agreement regarding the issuance, renewal, or modification of a Retailer's Class "A" or Class "B" Liquor License, including any special endorsements. The parties wish to state their mutual commitment to neighborhood peace, safety, and equity. Both parties recognize the importance of commercial districts and limited commercial operations within residential districts and of adjacent neighborhoods that are safe, clean, and pedestrian-friendly.

The Parties Agree As Follows:

1. **As Required by District of Columbia Law:** Listed for informational purposes only:
 - 1.1. **Public Space:** Applicant shall not allow parking on sidewalks or in RPP or other restricted zones and not locate trash bins, chairs, tables, or other items on public space without a public space permit.
 - 1.2. **Alcohol and Other Controlled Substances:** Applicant shall comply with all laws related to production, sales, distribution, and use of alcohol and other controlled substances.
 - 1.3. **Written Notification (24 Hours):** As required by Section 5604.4 of the District of Columbia Municipal Regulations, the establishment will provide to the ABCA and Law Enforcement Written Notice, within 24 hours of discovery of evidence of the following 'triggering events:' (1) any alarm activation; (2) any other event which requires public safety response; (3) any breach of security; (4) the failure of the security alarm system due to loss of electrical support or mechanical support; (5) fire; (6) any incident involving hazardous material; and (7) any incident that requires an emergency response.
 - 1.4. **Noise:** Applicant shall comply with [DC Code § 25-725: Noise from licensed premises](#), including that the Applicant "shall not produce any sound, noise, or music of such intensity that it may be heard in any premises other than the licensed establishment".

Settlement Agreement between TheHallonHst and ANC6A

Page 1 of 4



Commission Correspondence of July 11, 2026 Meeting



2. As Required by ANC 6A:

2.1. Noise and Odor Mitigation: Applicant shall:

- 2.1.1. Ensure that smoke or smells are not of such intensity that it is detectable in any premises other than the licensed establishment.
- 2.1.2. Monitor outdoors areas to ensure guests do not raise their voices above normal speaking tones, enclose the entire perimeter of a summer garden and/or sidewalk cafe with a fence or other barrier, and not offer any type of entertainment or pre-recorded music outdoors.
- 2.1.3. Close sidewalk cafes and/or summer gardens by 11:00pm Sunday through Thursday evenings and by 12:00am on Friday and Saturday evenings. Sale and consumption of alcoholic beverages must end at that time and the patio must be cleared of all patrons and staff.

2.2. Public Safety: Applicant shall:

- 2.2.1. Make every reasonable effort to prohibit and prevent crime and patron rowdiness, including refusing admission/service to rowdy and/or unruly persons.
- 2.2.2. Call appropriate emergency services if Applicant observes illegal or dangerous activity or situations.
- 2.2.3. Keep a written record of dates and times (a "call log") when the Applicant calls emergency services for assistance;
- 2.2.4. Maintain a detailed incident log. An incident is defined as any activity by patrons of the establishment that lead to acts of violence or damage to property. Each incident will contain the date, time, and location of each incident with a concise summary. Guests and staff involved or witnesses of the incident will be identified and listed. If there is a medical or police response, that information will also be noted.
- 2.2.5. Maintain and make available to the ANC, upon request, a comprehensive security plan.

2.3. Sanitation: Applicant shall:

- 2.3.1. Maintain public space (minimally the front sidewalk up to and including the gutter in front of the subject premises, and the alleyway behind or on the side of the subject premises) adjacent to the establishment in a clean and litter-free condition.
- 2.3.2. Pick up trash and recycling a minimum of twice daily, once before business hours and after closing.
- 2.3.3. Maintain regular trash, garbage, and recycling removal service; regularly remove trash and recycling from the trash and dumpster area; and see that the trash and dumpster area remain clean.



Commission Correspondence of July 11, 2026 Meeting



2.3.4. Follow all current recommendations by DC Health “Using Dumpsters to Prevent Rodent Problems”.¹

2.4. Other:

2.4.1. Applicant shall make best efforts to prevent illegal public consumption of alcohol and cannabis adjacent to the licensed premises.

2.4.2. Applicant is encouraged to attend or send a representative, from time to time, to ANC 6A public meetings posted on anc6a.org

3. As Required to Modify or Enforce this Settlement Agreement: Applicant and ANC agree:

3.1.1. To retain a copy of this Settlement Agreement in the establishment and on the ANC website and have it available for review upon request.

3.1.2. That if any provision of this agreement or any portion thereof is held to be invalid or unenforceable, the remainder of the agreement shall nonetheless remain in full force and effect.

3.1.3. To respond within 10 days to any party that believes in good faith that the Applicant or ANC is in violation of this agreement and provides a written notice specifying the alleged violation to the applicant. In cases where the defaulting Party reasonably requires more than 10 days to come into compliance, the defaulting Party shall, within 10 days, make substantial efforts toward compliance and pursue those efforts until the default is corrected.

3.1.4. That if the applicant should breach the conditions of this agreement and fail to come into compliance or make substantial efforts toward compliance, ANC 6A and/or its committees, or others may immediately petition the Alcoholic Beverage and Cannabis Administration (ABCA) to investigate violations of this agreement and take appropriate actions per 23 D.C.M.R.

3.1.5. This agreement is binding on the applicant and its successors and that it will continue in force for any and all subsequent license holders at this location.

¹ Using Dumpsters to Prevent Rodent Problems (accessed via DC Health website on July 21, 2024) Mice, rats, gulls, pigeons, and other animal pests can find food, water, and shelter in and around Dumpsters. Follow these tips to prevent rodent problems near Dumpsters.

- Use Dumpsters with tight-fitting lids. Keep lids and doors closed at all times. This prevents trash from overflowing onto the ground, wind from blowing trash out, and rodents from jumping inside. Dumpsters with lightweight plastic lids or sliding doors are easier for children and seniors to use.
- Rats can jump three feet vertically and four feet horizontally! Mice can run up concrete walls. Consider these facts and place Dumpsters away from walls and fences. Place them on pavement rather than soil, because rats like to burrow in soil and underneath large objects.
- Choose the right type and size of Dumpster for your needs, and don't allow trash to overflow.
- Dumpsters sometimes rust along their bottom edges, resulting in holes and access for rodents. Insist that your waste disposal company provide a Dumpster made of sound metal or heavy-duty plastic, and free of openings ¼-inch or larger.
- Rodents can enter Dumpsters through the 1¼-inch or 1½-inch drain sometimes present in the rear wall or side. Ask your waste disposal company to put a drain plug in the Dumpster. If drain threads are damaged, a rubber plug can be installed. Supermarkets sell inexpensive copper scrubbers that can be used as temporary barriers in drain holes.
- Clean under and around dumpsters daily if necessary, and sweep up any spilled debris after collection. Trash tends to accumulate especially under and around compactors. Ask your waste disposal company for a dumpster or compactor that will minimize spillage.
- Clean Dumpsters and storage areas with a hose. Make sure the water flows into a drain so there are no puddles left, since rats need water.
- Use a chain and lock on the Dumpster lid if necessary to prevent scavenging and unauthorized use. Keep chains and cables from touching the ground, since rats can climb them.



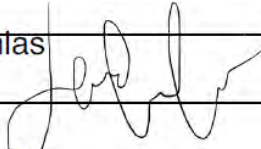
Commission Correspondence of July 11, 2026 Meeting



3.1.6. Modifications of this agreement are permissible by mutual agreement of the parties in writing and subsequent approval of the modification by the ABC Board pursuant to [DC Code § 25-446. Settlement agreements; approval process; penalties for violations.](#)

This is an agreement between The Hall on H st ABRA License No. 135899

Applicant:

By: Jeremy Canlas Date: 5/26/26
Signature: 

ANC 6A Representative:

Jeff Giertz, Chair, ABC Committee
By: Jeff Giertz Date: 5/26/2026
Signature: 



Commission Correspondence of July 11, 2026 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
PO Box 15020
Washington, DC 20003



July 5, 2026

Ms. Keara Mehlert
Secretary of the Board of Zoning Adjustment
Board of Zoning Adjustment
441 4th Street NE, Suite 210
Washington, D.C. 20001

Re: ANC 6A Support for BZA 21386 of AMW Associates

Dear Ms Mehlert:

At a regularly scheduled and properly noticed¹ meeting on June 11, 2026, Advisory Neighborhood Commission 6A voted 6-0-0 (with four Commissioners (4) required for a quorum) to support the applicant at 1332 Corbin Place NE (Square 1031, Lot 0170) (BZA 21386) to construct a third story and a three-story with basement rear addition, to an existing, attached, two-story with basement, principal dwelling unit in the RF-1 zone. Special exceptions sought are relief of rear yard requirements of Subtitle E § 207.1 pursuant to Subtitle E § 5201 and Subtitle X § 901.2; and the lot occupancy requirements of Subtitle E § 210.1 pursuant to Subtitle E § 5201 and Subtitle X § 901.2.

This application was filed on August 1, 2025 and supported by the EDZ on October 25, 2025. The plans were superseded January 11, 2026. The EDZ requested to rehear the application. Notice of Economic Development and Zoning (EDZ) and ANC meetings were posted at the property on March 4, 2026. Subsequently four letters in opposition were filed and the EDZ reheard the parties at its March 18, 2026 meeting. The parties were asked to negotiate, which they did in depth and in good faith. Their letter of agreement has been submitted to the BZA file.

Thank you for giving great weight to the views of ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at 6A04@anc.dc.gov, or EDZ Chair Rachael Loper at rachaelanc6a@gmail.com.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

¹ ANC 6A meetings are advertised electronically on anc-6a@googlegroups.com, and in newhilleast@groups.io, at www.anc6a.org, and through print advertisements in the *Hill Rag*.



Consent Agenda

Transportation and Public Space (TPS)

Recommendation: ANC 6A send a letter to DDOT requesting one way conversion of 1400 block of G Street NE along with an accompanying brick over of the slip lane between Maryland Avenue and 14th Street NE.

Economic Development and Zoning (EDZ)

Recommendation: ANC 6A send a letter of support to HPRB in support of the applicant at 1331 North Carolina (Square 1035, Lot 065) (HP 26-294) The applicant proposes to build a rear two-story addition with cellar and partially renovate the existing house, including adding two full baths. (No special exception or variance is requested. Notice of Economic Development and Zoning (EDZ) and ANC meetings were posted at the property on March 30, 2026. The EDZ Committee reviewed and discussed the project at its regularly scheduled public meeting on June 17, 2026 and noted six (6) letters of support from adjoining neighbors.)



Consent Agenda

July XX, 2026

Director Sharon Kershbaum
District Department of Transportation
Via email and the TOPS Website

Re: ANC 6A Request Letter - Safety Treatment at 1400 Block G St NE and Surrounding Areas

Dear Director Kershbaum:

At a regularly scheduled and properly noticed meeting¹ on July 9, 2025 our Commission voted X-0-0 (with 4 Commissioners required for a quorum) to send this comment letter to DDOT reiterating the Commission's request that the 1400 block of G Street NE be converted to a one-way westbound street with a contra-flow eastbound bike lane (similar to the stretch of G Street NE from Maryland Avenue NE to 2nd Street NE).

ANC 6A has written two prior letters requesting this on [July 16, 2023](#) and [October 20, 2024](#). The same problems raised in those letters continue to persist. High traffic volumes and dangerous driving related to the adjacent Chik-Fil-A coupled with cut through traffic off Maryland Avenue NE during evening rush hour continue to make this short stretch extremely dangerous. In addition to the high speeds carried by these northeast bound cars veering onto the G Street slip lane, many of these cars also run the stop sign at 14th Street NE which is particularly dangerous for pedestrians in the crosswalks and cyclists in the southbound 14th Street bike lane.

DDOT previously studied one-way for only one direction before the completion of the Maryland Avenue NE Road diet project and determined that DDOT should wait until after the completion of the Maryland Avenue NE project. This project reached completion more than three years ago. G Street NE still suffers from speeding, crashes, and Chik-Fil-A exit confusion; and now neighbors seek both traffic safety solutions and brickover of the G Street slip lane between 14th Street NE and Maryland Avenue NE similar to other short slip lanes along that stretch of Maryland Avenue NE (see 9th and 10th Street intersections with Maryland Avenue NE).

We understand that a one-way street (our preference for the 1400 block of G Street NE) going into another one-way street (the 600 block of 14th Place NE, which is currently one-way southbound) is unusual. However, constituents on the 600 block of 14th Place NE have expressed strong support for conversion to a one-way street, including in the September 16, 2024 regularly scheduled and properly noticed meeting of ANC 6A's Transportation and Public Space Committee. Constituents on this block joined the June 15, 2026 regularly scheduled and properly noticed meeting of ANC 6A's Transportation and Public Space Committee to again express support for this conversion.

¹ ANC 6A meetings are advertised electronically on, anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



Consent Agenda

Additionally, ANC 6A encourages DDOT to complete its studies of Bladensburg Avenue, Benning Road, and H Street NE as many of the issues involved here are linked to the broader traffic safety issues seen on all the major arteries and their accompanying side streets in this neighborhood.

In closing, ANC 6A specifically requests that the 1400 block of G Street be made one way westbound with a contra-flow eastbound bike lane and that the G Street slip lane between 14th Street and Maryland Avenue NE be bricked over and turned into a pedestrian sidewalk plaza or park.

Thank you for giving great weight to the recommendations of this Commission. I can be contacted at 6A04@anc.dc.gov, and Transportation and Public Space Committee Chair Patrick Bloomstine can be contacted at 6ATPSChair@gmail.com.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A



Consent Agenda

July xx, 2026

Ms. Marnique Heath, Chair
Historic Preservation Review Board
899 North Capitol Street NE, Suite 7100
Transmitted via email to: **Historic Preservation Review Board** (historic.preservation@dc.gov)

Re: ANC 6A Support for HP 26-294 of Katy and George Ebner

Dear Ms. Heath:

At a regularly scheduled and properly noticed¹ meeting on July 9, 2026, Advisory Neighborhood Commission 6A voted 0-0-0 (with four Commissioners (4) required for a quorum) to support the applicant at **1331 North Carolina** (Square 1035, Lot 065) ([HP 26-294](#)) To build a rear two-story addition with cellar and partially renovate the existing house, including adding two full baths. No special exception or variance is requested. Notice of Economic Development and Zoning (EDZ) and ANC meetings were posted at the property on March 30, 2026. The EDZ Committee reviewed and discussed the project at its regularly scheduled public meeting on June 17, 2026, and noted six (6) letters of support from adjoining neighbors.

Thank you for giving great weight to the views of ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at amberanc6a@gmail.com, or EDZ Chair Rachael Loper at rachaelanc6a@gmail.com.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A



Officer Reports - Treasurer



TO: ANC6A
FROM: Roberta Shapiro, Commissioner 6A03, Treasurer
Date: July 1, 2026
Subject: Treasurer's Report for June 2026 (for ANC Meeting on 7/9/2026)

Current Financial Status

1. As of the end of June 2026, the ANC 6A available funds balance reported by OANC was \$29,409.08 down from \$30,255.27 at the beginning of the month. The decrease reflects the payment of \$846.19 for administrative services.
2. The NCB cash balance (See below) on June 30, 2026 was \$31,101.45. The \$1692.37 difference between OANC and NCB's balance is due to two uncashed checks for administrative services.
3. Per the motion approved by the ANC on May 14, 2026, correspondence has been submitted to NCB requesting updated signature that will include only the names of the current 6A03 officers. As of 7/1/2026, NCB was waiting for one more ID to be transmitted by a commissioner prior to executing the change.
4. A motion is requested to approve the June 2026 Treasurer's report.
5. A motion is requested to approve the Q3 2026 QFR Report.
6. FY 27 Budget Year begins October 1, 2026. Because there is no August ANC meeting, the budget will need to be approved at the September 2026 ANC 6A meeting. The Treasurer will prepare a draft budget including known expense increases or conservative inflationary estimates and circulate the draft by email to Commissioners for comment before it is included in the September agenda.

A motion is requested to delegate development of a draft FY 27 budget to the Secretary for final review and adoption (with any amendments) at the September 2026 ANC 6A meeting.



Officer Reports - Treasurer



ANC 6A Monthly Treasurer's Report

Month:

Opening Report Balance:	\$30,255.27
Closing Report Balance:	\$29,409.08
Change:	<i>(\$846.19)</i>

Transactions

Check/Dep	Date	Payee/Payor	Cat	Income	Expense
	June 01 - 15	Income: Drugstore.com			\$846.19

Account Number XXXXXX2432
Statement Date 06/30/2026
Statement Thru Date 06/30/2026
Page 2

MISCELLANEOUS DEBITS & CREDITS

Date	Description	Deposits	Withdrawals	Balance
Jun 01	BEGINNING BALANCE			\$33,357.45
Jun 01	CHECK #36		275.00	33,082.45
Jun 08	CHECK #38		1,981.00	31,101.45
Jun 30	ENDING BALANCE			\$31,101.45

CHECKS PAID

* Indicates a Skip in Check Number(s)

Date	Check No.	Amount	Date	Check No.	Amount
Jun 01	36	275.00	Jun 08	*38	1,981.00

DAILY BALANCE SUMMARY

Date	Balance	Date	Balance
Jun 01	33,082.45	Jun 08	31,101.45

BUSINESS SAVINGS

Account Number: XXXXXX2738

Balance Summary

Beginning Balance as of 06/01/2026	\$0.00
+ Deposits and Credits (0)	\$0.00
- Withdrawals and Debits (0)	\$0.00
Ending Balance as of 06/30/2026	\$0.00
Service Charges for Period	\$0.00
Minimum Balance for Period	\$0.00



Officer Reports - Treasurer



ANC 6A Quarterly Financial Report FY26 Q3

Balance Forward (Checking)	\$29,853.69
-----------------------------------	-------------

Receipt

District Allotment	\$4,624.95
Interest	\$0.00
Deposit Other	\$1,223.25
Transfer from Savings	\$0.00
TAF/AAF Reimbursement Funds	\$0.00
Refunds	\$0.00

Total Receipts	\$5,848.20
-----------------------	------------

Total Funds Available During Quarter	\$35,701.89
---	-------------

Disbursement

1. Personnel	\$0.00
2. Direct Office Cost	\$0.00
3. Communications	\$0.00
4. Office Supply	\$0.00
5. Grants	\$1,981.00
6. Local Transportation/Childcare	\$0.00
7. Purchase of Service	\$4,209.75
8. Bank Fees	\$0.00
9. Miscellaneous	\$102.06
T-O. Transfer to Savings	\$0.00

Total Disbursements	\$6,292.81
----------------------------	------------

Ending Balance: Checking	\$29,409.08
---------------------------------	-------------

Ending Balance: Savings	\$0.00
--------------------------------	--------

Approval Date by Commission: _____

Treasurer: _____ Chairperson: _____

Secretary Certification: _____ Date: _____

I hereby certify that the above noted quarterly financial report has been approved by a majority of Commissioners during a public meeting when there existed a quorum. The Commission approved this report by a vote of _____.



Officer Reports - Treasurer



										Check	Debit Card	Fees	Res
Keyword Search													
Only Selected Quarter													
Cleared	Check #	Debit #	Date	Payee/Payor	Cat	+	-	Type	Memo	Date Approved	Report Balance	Bank Balance	
☒	DB-33		2025-04-08	Wene Dzwonkowski	Purchase of Service (7)	\$546.19		Admin Sec 3 (DB33)		2025-09-11	\$29,807.50	\$302,307.75	
☒	DB-32		2025-04-08	Jana Tsauri	Purchase of Service (7)	\$275.00				2025-09-11	\$28,732.50	\$28,855.75	
☒	DB-34		2025-04-15	Wene Dzwonkowski	Purchase of Service (7)	\$486.19				2025-09-11	\$29,808.31	\$29,109.50	
☒			2025-04-30	Admin Adjustment	Miscellaneous (9)	\$102.00		ANC adjustment to correct incorrect entry from #25			\$27,284.25	\$29,007.50	
☒			2025-04-30	Admin Adjustment	Deposit Officer (3-C)	\$1,203.25		ANC adjustment to return checks DB35 & DB35			\$29,007.50	\$29,007.50	
☒	DB-35		2025-05-05	Jana Tsauri	Purchase of Service (7)	\$275.00		Payment for Apr notabooking		2025-09-11	\$28,732.50	\$28,732.50	
☒	DB-36		2025-05-11	Jana Tsauri	Purchase of Service (7)	\$275.00		Propay May Notabooking		2025-09-11	\$28,457.50	\$28,457.50	
☒			2025-05-15	Dr. OANAC	Officer Avitment (3-A)	\$4,624.10		Officer Avitment			\$31,052.40	\$31,052.40	
☒	DB-37		2025-05-15	Wene Dzwonkowski	Purchase of Service (7)	\$546.19		April Admin Services		2025-09-11	\$32,236.27	\$31,052.40	
☒	DB-38		2025-05-27	Ludlow Taylor PTO	Grants (5)	\$1,581.00				2025-09-11	\$30,235.27	\$31,101.40	
☒	DB-39		2025-06-15	Wene Dzwonkowski	Purchase of Service (7)	\$546.19		Admin Secs June		2025-09-11	\$29,409.08	\$31,101.40	



Committee Reports
Community Outreach Committee (COC)





Committee Reports

Community Outreach Committee (COC)



Advisory Neighborhood Commission 6A Community Outreach Committee (COC) June 22, 2026, 7:00–9:00pm Meeting Minutes

Present

- Chair
 - Ashley Blake
- Commissioners:
 - Commissioner Shapiro
- Presenters:
 - Ami Angell - h3 Project
 - Anwar Saleem - H Street. Main Street./H St Heal
 - Warees Majeed - H Street Heal
- Community Members:
 - Daniel Aboagye - Community Member
 - Robert Smith - DC Prevention Center

7:05 pm - Welcome

- Attendees kicked off with a round of introductions and an icebreaker

7:15 pm - Community Round Robin

- Chair Blake facilitated a round of community event updates and highlights, including but not limited to:
 - Continued opportunity to engage with the H St Planning Study via the [H St. Planning Open House](#) and [Online Survey](#)
 - [Yoga District](#) as a resource for free or low-cost classes throughout the week, including at their H St. location
 - [Together for DC](#) has launched another campaign to support statehood advocacy nationwide
 - An upcoming documentary screening hosted through h3 project - flyer attached
 - A hand-dancing close hosted through H St. Main St.
 - International Overdose Awareness Day highlighting successful prevention tips

7:30 pm - Community Presentations

- **H3 Project Presentation - Ami Angell**
 - Ami provided an overview of the mission and services of h3- see attached flyers
 - **Questions and Comments:**
 - Commissioner Shapiro: How does the outreach model work? And how is it funded?
 - Every staff member has an active client list and is often in the field
 - Twice a day, two staff will be dispatched to targeted areas (often identified by BIDS) to connect hard-to-reach individuals and/or



Committee Reports

Community Outreach Committee (COC)



Advisory Neighborhood Commission 6A Community Outreach Committee (COC) June 22, 2026, 7:00-9:00pm Meeting Minutes

Present

- Chair
 - Ashley Blake
- Commissioners:
 - Commissioner Shapiro
- Presenters:
 - Ami Angell - h3 Project
 - Anwar Saleem - H Street. Main Street./H St Heal
 - Warees Majeed - H Street Heal
- Community Members:
 - Daniel Aboagye - Community Member
 - Robert Smith - DC Prevention Center

7:05 pm - Welcome

- Attendees kicked off with a round of introductions and an icebreaker

7:15 pm - Community Round Robin

- Chair Blake facilitated a round of community event updates and highlights, including but not limited to:
 - Continued opportunity to engage with the H St Planning Study via the [H St. Planning Open House](#) and [Online Survey](#)
 - [Yoga District](#) as a resource for free or low-cost classes throughout the week, including at their H St. location
 - [Together for DC](#) has launched another campaign to support statehood advocacy nationwide
 - An upcoming documentary screening hosted through h3 project - flyer attached
 - A hand-dancing close hosted through H St. Main St.
 - International Overdose Awareness Day highlighting successful prevention tips

7:30 pm - Community Presentations

- *H3 Project Presentation - Ami Angell*
 - Ami provided an overview of the mission and services of h3- see attached flyers
 - *Questions and Comments:*
 - Commissioner Shapiro: How does the outreach model work? And how is it funded?
 - Every staff member has an active client list and is often in the field



Committee Reports

Community Outreach Committee (COC)



- Twice a day, two staff will be dispatched to targeted areas (often identified by BIDS) to connect hard-to-reach individuals and/or folks who have been identified as needed engagement (e.g., businesses may call if they've noticed someone is struggling)
- All staff undergo extensive training and h3 also prioritizes lived experience
- In terms of costs and contracting, it depends on the BID - what they are looking for and what they can afford
- Chair Blake: What is the best approach if someone is actively struggling
 - Introduce yourself before proceeding and ask "what can I call you?" and then "you doing ok out here?" and see where the conversation takes you
 - Helpful to have a list of resources that are handy to share if possible
- Chair Blake: What is the best way to combat statements or viewpoints about neighbors who are unhoused or experiencing mental or behavioral health challenges?
 - Helpful to understand that over 50% of people experiencing homelessness have a traumatic brain injury
 - Helpful to understand the complexities and trauma that drives mental and behavioral health challenges
- Community Member: Kudos for h3's model and a reminder that a number of neighbors around us may be struggling but not actively present as such- mental and behavioral health challenges impact everyone
- Community Member: Kudos for h3's model + presence, as well as a note re: an increase in folks who may be experiencing challenges around H and 15th - there's a group called Preventative Measures in the neighborhood supporting these individuals, and this community member is noticing an ongoing expression of concern or misunderstanding regarding how the services of Preventative Measures impact the neighborhood
 - This community member also expressed concern that this misunderstanding may have been exacerbated by ANC 6A comments
 - Commissioner Shapiro pushed back on this sentiment and assured the community member that ANC 6A has not taken any formal stance for or against Preventative Measures
- ***H St Main St/Heal St - Anwar Saleem and Warees Majeed***
 - Anwar and Warees provided an overview of the model of H St Heal and impact/engagement statistics over the last few months
 - H St. Heal team also shared information about an upcoming clothing giveaway on 6/24/2026 4pm-7pm Corner of 12th and H Street NE



Committee Reports

Community Outreach Committee (COC)



- *Comments/Questions*
 - Commissioner Shapiro: Underscored the need for this project, but highlighted concerns regarding the cost of it, as well as the fact that there was no competitive bid, no engagement with the community as the program was built out, and no performance metrics
 - Commissioner Shapiro: How much of this \$290,000 that was allocated by the city is in management or overhead that's being paid to H St. Main St and how much of it is direct services?
 - Only 5-10% of funding is overhead and the rest is dedicated to direct services
 - Commissioner Shapiro: Shared concerns with lack of transparency and finances
 - Anwar committed to sending the budget for awareness
 - Chair Blake: Where can we find more info about/engage with Heal St.?
 - Email: Thehealteam26@gmail.com
 - Facebook: The Heal Team
 - Twitter: Thehealteam26
 - Instagram: thehealteam26
 - Chair Blake: What is Starburst Plaza, as there has been a few references to it?
 - Location at the corner of 15th and Benning; sits at the intersection of Ward 5, 6 and 7
 - This particular intersection has suffered a significant loss of business activity and disinvestment, which has resulted in a concentration of need or, as one community member noted "an intersection of social vulnerabilities"
 - Community Member Robert Smith had insights to share here
 - Chair Blake: Where can we find monthly impact reports?
 - Team is planning to add reports to a pending website + social media
 - Chair Blake: Encouraged the Heal St. team to lean into more transparency and bi-directional communication with the ANC

7:45 pm - Adjourned

- Chair Blake reminded folks to please spread the word about the CoC and reach out with any questions or ideas



Committee Reports Community Outreach Committee (COC)



With Ami M. Angell, PhD, LLM
Founder & Director of Outreach



Mission Statement

Mobilizing to End Homelessness and Human Trafficking

Vision Statement

The h3 Project's vision is to create a future in which all individuals - regardless of gender, age, race, religion, or sexual orientation - experiencing homelessness and/or human trafficking - are given opportunities to live meaningful and self-directed lives, in homes of their choice, with support and services they need for success. The h3 Project will embrace the spirit of recovery and an attitude of self-directed hope, partnering with each individual to help shape their personal journey and realize their potential.



The h3 Project:

General Overview

❖ Current Staffing: 1 FT Director of Outreach, 1 FT Associate Director of Outreach, 6 Full Time Outreach Specialists, 1 PT Outreach Specialists

❖ Union Station, NoMa BID, MVT CID, Capitol Hill BID, Dupont Circle BID, Downtown BID

❖ Seven Days a Week
10:00-10:00pm

[All Year! h3 Works on Holidays]



The h3 Project:

Client Services Overview

❖ SPDATS/ Housing Matches

❖ Vital Documents Ordered

❖ Basic Necessities Provided

❖ Detox Referrals

❖ Mental Health Referrals

❖ SNAP/Medicaid Applications

❖ Family Reunifications

❖ Move-In Wish Lists Filled

❖ Training(s) & Event(s)



Committee Reports Community Outreach Committee (COC)



The h3 Project: Training Available

- ❖ AHA CPR/First Aid/AED (2 YR Cert) *
- ❖ Management of Aggressive Behavior [MOAB] (2 YR Cert) *
- ❖ Active Violence Immediate Response Training (AVIRT) (2 YR Cert) *
- ❖ Opioids and Naloxone Administration
- ❖ Homeless Interactions Best Practices
- ❖ Human Trafficking 101

* Training Provided in Conjunction with Level UP

MOBILIZING TO END HOMELESSNESS AND HUMAN TRAFFICKING

The h3 Project's vision is to create a future in which all individuals—regardless of gender, age, race, religion, or sexual orientation—experiencing homelessness and/or human trafficking—are given opportunities to live meaningful and self-directed lives, in homes of their choice, with support and services they need for success.

The h3 Project is a street outreach organization dedicated to serving our community 365 days a year, including holidays. With a holistic approach, we meet individuals on the streets, empowering them toward a brighter future. Our customized strategies cater to each person's unique circumstances, ensuring that support is both relevant and effective. We spend 80% of our time engaging directly in the community, with the remaining 20% focused on essential case management tasks in the office.

We are a 501(c)(3) non-profit organization.

IN THE LAST YEAR

93 HOUSING MATCHES	537 VITAL DOCUMENTS ORDERED	234 SNAP/MEDICAID APPLICATIONS	217 NARCAN ADMINISTRATIONS FOR OVERDOSE REVERSAL
118 FAMILY REUNIFICATIONS	1994 BASIC NECESSITIES PROVIDED	63 MOVIE4N WISH LISTS FILLED	987 INDIVIDUALS TRAINED

THE h3 PROJECT IS HAPPY TO PROVIDE TRAINING ON THE FOLLOWING:

HOMELESS INTERACTIONS BEST PRACTICES | HUMAN TRAFFICKING 101
OPIOID RESPONSE AND NARCAN ADMINISTRATION | AHA ADULT/CHILD/INFANT CPR/AED/FIRST AID
ACTIVE VIOLENCE EMERGENCY RESPONSE | MANAGEMENT OF AGGRESSIVE BEHAVIOR

"I didn't believe anyone cared. And then I found Dr. Ami. She has shown me that I matter. Because of her I won't find someone sleeping on the streets of DC using drugs everyday, no longer my own place, getting a job and being clean and sober!"
C.B.

"I would be dead by now if it were not for h3. They saved me. And now I want to help others."
M.B.

QR Code:

Who We Are:

WWW.h3PROJECTDC.ORG

Get Involved

Donate Directly (Amazon/Financial)

Organize a Clothing or Item Drive

Volunteer @ h3

Attend Events

* July 6th Documentary: Anonymous Sister
6pm-8pm 1726 7th Street NW

* Sign up for the h3 Newsletter for more volunteer opportunities, events and training available.



Questions?

For More Information Contact:
Dr. Ami M. Angell
202-713-8056
Aangell@h3projectdc.org
www.h3projectdc.org





MOBILIZING TO END HOMELESSNESS AND HUMAN TRAFFICKING

The h3 Project's vision is to create a future in which all individuals – regardless of gender, age, race, religion, or sexual orientation – experiencing homelessness and/or human trafficking – are given opportunities to live meaningful and self-directed lives, in homes of their choice, with support and services they need for success.

The h3 Project is a street outreach organization dedicated to serving our community 365 days a year, including holidays. With a holistic approach, we meet individuals on the streets, empowering them toward a brighter future. Our customized strategies cater to each person's unique circumstances, ensuring that support is both relevant and effective. We spend 80% of our time engaging directly in the community, with the remaining 20% focused on essential case management tasks in the office.

We are a 501(c)3 non-profit organization.

IN THE LAST YEAR

 **93**
HOUSING MATCHES

 **537**
VITAL DOCUMENTS
ORDERED

 **234**
SNAP/MEDICAID
APPLICATIONS

 **217**
NARCAN
ADMINISTRATIONS FOR
OVERDOSE REVERSAL

 **118**
FAMILY
REUNIFICATIONS

 **1994**
BASIC NECESSITIES
PROVIDED

 **63**
MOVE-IN WISH
LISTS FILLED

 **987**
INDIVIDUALS TRAINED

THE h3 PROJECT IS HAPPY TO PROVIDE TRAINING ON THE FOLLOWING:

**HOMELESS INTERACTIONS BEST PRACTICES | HUMAN TRAFFICKING 101
OPIOID RESPONSE AND NARCAN ADMINISTRATION | AHA ADULT/CHILD/INFANT CPR/AED/FIRST AID
ACTIVE VIOLENCE EMERGENCY RESPONSE | MANAGEMENT OF AGGRESSIVE BEHAVIOR**

"I didn't believe anyone cared. And then I found Dr. Ami. She has shown me that I matter. Because of her I went from someone sleeping on the streets of DC, using drugs everyday, to having my own place, getting a job and being clean and sober!"

C.B.

*"I would be dead by now if it were not for h3. They saved me.
And now I want to help others."*

M.R.



Who We Are

WWW.h3PROJECTDC.ORG



Committee Reports Community Outreach Committee (COC)



HOME. HEALTH. HAPPINESS



For Good Karma



Who We Are

WWW.h3PROJECTDC.ORG

CONTACT US FOR MORE DETAILS

✉ info@h3projectdc.org

☎ 1-833-h3-Works

📍 50 Massachusetts Ave NE C-238
Washington, DC 20002





AMERICAN HEART ASSOCIATION HEARTSAVER CPR/AED & FIRST AID

The h3 Project & Level UP Training

The Heartsaver program is specifically designed for individuals and businesses that have little or no medical training. Heartsaver will train individuals in effective Cardio-Pulmonary Resuscitation (CPR), use of an Automated External Defibrillator (AED), as well as First Aid. The course covers adults, children, and infants. The course will earn attendees an American Heart Association Course Completion Certificate that is valid for 2 years and is recognized by OSHA to meet mandated training for employers. The full course takes approximately 5 hours to complete. An Adult/Child/Infant CPR & AED Training is also available and takes 2.5 Hours to Complete.

ACTIVE VIOLENCE IMMEDIATE RESPONSE TRAINING (AVIRT)

The h3 Project & Level UP Training

Active Violence Immediate Response Training (AVIRT) gives you the tools to understand how to recognize warning signs, react quickly in an active shooter situation, and learn how to control bleeding in life-threatening situations. AVIRT is active shooter response training with the addition of techniques on how to stop the bleed of victims. The course takes approximately 2.5 hours to complete. A 2 year HSI AVIRT Course Completion Certificate is given to participants.

MANAGEMENT OF AGGRESSIVE BEHAVIOR (MOAB)

The h3 Project & Level UP Training

In this training, participants will learn basic strategies to identify aggressive behaviors and avoid physical harm. The basic course is classroom based and provides an in-depth curriculum on how to identify, prevent and manage aggressive behavior through various de-escalation techniques. Upon successful completion, participants are able to identify the stages of conflict, when an assault is imminent and what to do in a threatening situation. There are various class options that all include this basic class with extended options of active role playing/scenarios which includes hands-on strategies to control aggressive behavior while avoiding physical harm. Hands-on skills include: escorts, resistive escorts, and defensive tactics for guns, edged weapons and choke holds. Depending on class selection(s), the course takes 4, 8 or 12 hours to complete. A MOAB 2 year Course Completion Certificate is given to participants.



Level UP Training | 1-571-384-8242 | JKalnicki@levelupdmv.us
The h3 Project | 1-833-h3-Works | Info@h3projectdc.org | www.h3ProjectDC.org



Committee Reports

Community Outreach Committee (COC)



OPIOIDS OVERVIEW AND NALOXONE ADMINISTRATION

The h3 Project

This training will provide you with the knowledge and materials needed to reverse an opioid overdose. The course covers the science of opioid use and the impact on the brain, an overview of common opioids, opioid use in the DCMV area, and the use of Naloxone to reverse an opioid overdose. This training takes approximately 45 minutes to complete, but can be customized upon request. An h3 Project Naloxone Certification, as well as a box of Narcan (each), is provided at the conclusion of the course.

HOMELESS INTERACTIONS BEST PRACTICES

The h3 Project

This training offers a comprehensive overview of the challenges faced by individuals experiencing homelessness, including barriers such as mental illness and substance use disorders. Participants will gain insights into the survival mechanisms often employed by those living on the streets. The content emphasizes effective strategies for interacting compassionately and respectfully with individuals experiencing homelessness, highlighting essential factors to consider prior to engagement. Additionally, the course shares valuable resources to enhance understanding and promote supportive actions. The training typically takes 45 to 60 minutes to complete but can be customized to meet specific needs upon request. An h3 Project Course Completion Certificate is provided to participants.

HUMAN TRAFFICKING AWARENESS AND RESPONSE

The h3 Project

This training equips you with knowledge to take an active role in preventing human trafficking. The content defines human trafficking, teaches the signs and indicators of various trafficking types, and also educates on best practices to prevent human trafficking from occurring. This training takes approximately 45-60 minutes to cover the basic topics and can be customized for up to a full day to dive deeper into customized content upon request. An h3 Project Course Completion Certificate is provided to participants.

SUICIDE AWARENESS & PREVENTION

Level UP Training

In the United States a person dies by suicide on average every 11 minutes. In 2024 death by suicide (48,821) was nearly double the rate of death by homicide (26,576) in the United States. This training provides you with a deeper understanding of factors that contribute to suicide, learn to recognize warning signs in yourself and others, focus on ways to build resilience, and explore options for treating any unresolved stress. This important, yet often overlooked, course takes approximately 45-60 minutes and can be customized upon request. A Level UP Course Completion Certificate is provided to participants.



Contact Us For Pricing. Group Rates Available.



Classes can be customized to the needs of the organizations/business.



Flexible scheduling is available, 7 days a week.

Level UP Training | 1-571-384-8242 | JKalnicki@levelupdmv.us
The h3 Project | 1-833-h3-Works | Info@h3projectdc.org | www.h3ProjectDC.org





The Advisory Neighborhood Commission (ANC) is your voice in city government.

Each Ward is divided into a number of ANCs; we are in ANC 6A in Ward 6. Each ANC is in turn made up of Single Member Districts (SMDs) of approximately 2,000 residents who are represented by an Advisory Neighborhood Commissioner. Commissioners are elected to serve without pay for two-year terms. ANCs are supported by citizens willing to become involved by attending meetings and volunteering for ANC committees and activities.

What does an ANC do?

The ANC makes recommendations to the District government and Federal agencies on matters directly impacting the community. Issues include social services, transportation, public works, education, safety, health, planning, zoning, and recreation. District officials are not required to follow ANC recommendations, but must give them "great weight."



About ANC 6A

ANC 6A meets monthly for commissioners to discuss and vote on issues

brought to their attention by citizens, city agencies, and others. ANC 6A also has committees to research issues and make recommendations to the ANC commissioners. *All meetings are open to the public, and citizens are encouraged to attend and get involved.*

**ANC 6A meets the second Thursday
of each month at 7 PM.**

Meetings are virtual. For link,
visit anc6a.org.

ANC 6A Committees

Alcohol Beverage and Cannabis

Fourth Tuesday of the month, 7 PM
Meetings are virtual. For link,
visit anc6a.org.

CONTACT:

Jeff Giertz, CHAIR
jeffgiertzanc@gmail.com

Community Outreach

Fourth Monday of the month, 7 PM
Meetings are virtual. For link,
visit anc6a.org.

CONTACT:

Ashley Blake, CHAIR
ashr.blake@gmail.com

Economic Development & Zoning

Third Wednesday of the month, 7 PM
Meetings are virtual. For link,
visit anc6a.org.

CONTACT:

Rachael Loper, Co-CHAIR
RachaelANC6A@gmail.com
Michael Cushman, Co-CHAIR
michael.cushman@gmail.com

Transportation & Public Space

Third Monday of the month, 7 PM
Meetings are virtual. For link,
visit anc6a.org.

CONTACT:

Patrick Bloomstine, CHAIR
6ATPSChair@gmail.com

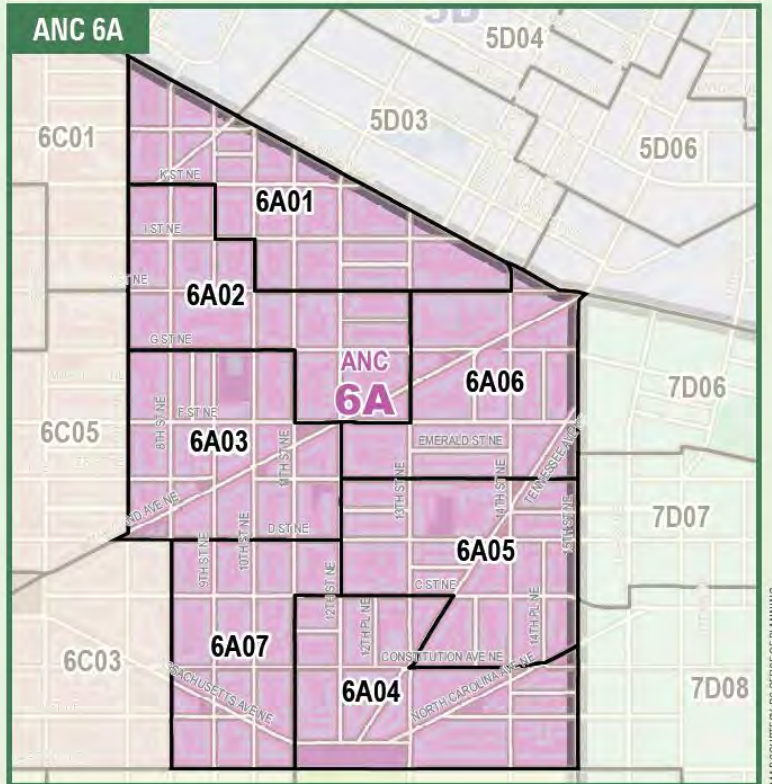


Committee Reports Community Outreach Committee (COC)



Find Your SMD and Commissioner

Use this map to locate your street address and find your commissioner.



6A01

Scott Burger, SECRETARY
6A01@anc.dc.gov

6A02

Kimberly Butler
6A02@anc.dc.gov

6A03

Roberta Shapiro, TREASURER
6A03@anc.dc.gov
(919) 322-9626

6A04

Amber Gove, CHAIR
amberanc6a@gmail.com
6A04@anc.dc.gov
(202) 306-4116

6A05

Morgan Conley
6A05@anc.dc.gov

6A06

Ben Hammer
6A06@anc.dc.gov

6A07

Stephen Kolb, VICE-CHAIR
6A07@anc.dc.gov
(202) 340-2982

Please visit the ANC 6A website at www.anc6a.org to find out more about what's happening in the neighborhood and ANC activities, including:

- ★ Agendas
- ★ Minutes and reports
- ★ Details on how to attend ANC meetings
- ★ Correspondence
- ★ Grant information
- ★ Up-to-date calendar listings
- ★ Sign-up for agenda by e-mail
- ★ Links to other websites

UPDATED JUNE 2026



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



No report. ABC did not have a quorum in June 2026.



Committee Reports Alcoholic Beverage and Cannabis (ABC)



July xx, 2026

Mr. Fred Moosally
Director, Alcoholic Beverage Regulation Administration
2000 14th Street, NW, Suite 400S
Washington, DC 20009

Re: ANC 6A Support for Stipulated License for AC608, LLC, 1301 H Street, N.E., 1st Floor (ABRA-136162)

Dear Mr. Moosally:

At a regularly scheduled and properly noticed meeting on July 9, 2026, our Commission voted **X-X-X** (with **X** Commissioners required for a quorum) to support the request for a stipulated license for AC608, LLC, 1301 H Street, N.E., 1st Floor (ABRA-136162).

Please be advised that Alcoholic Beverage and Cannabis Committee (ABC) Chair Jeff Giertz and ANC 6A Chair Amber Gove are authorized to act on behalf of ANC 6A for the purposes of this case.

Should you have any questions, please contact me at jeffgiertzanc@gmail.com or Amber Gove at 6a04@anc.dc.gov.

On behalf of the Commission,

/s/ Jeff Giertz
Chair, Alcoholic Beverage & Cannabis Committee, Advisory Neighborhood Commission 6A
jeffgiertzanc@gmail.com
(202) 495-9044



Committee Reports Alcoholic Beverage and Cannabis (ABC)



 Outlook

The Hall Settlement Agreement

From Cooper, Jordan (ABCA) <jordan.cooper@dc.gov>
Date Thu 6/18/2026 10:36 AM
To jeffgiertzanc@gmail.com <jeffgiertzanc@gmail.com>; mr.jeremycanlas@gmail.com <mr.jeremycanlas@gmail.com>; Gove, Amber (SMD 6A04) <6A04@anc.dc.gov>; anc6apackage@outlook.com <anc6apackage@outlook.com>

Good morning,

The agency reviewed the settlement agreement for **The Hall** and requests the following modification in **bold**:

2.2.5. Maintain and make available a comprehensive security plan. **Applicant is encouraged to share the security plan with the ANC upon request.**

You may provide alternative language if the recommendation is not acceptable. Please advise whether both parties are in agreement and if so, the Board will make the change as part of the Board's order. Finally, if this settlement agreement is a frequently used as a template, please update it accordingly so that future reviews may be processed faster.

Sincerely,

Jordan Cooper (she, her, hers) · Deputy General Counsel · ABCA
D: 202.442.4438 | E: jordan.cooper@dc.gov



ALCOHOLIC BEVERAGE AND CANNABIS ADMINISTRATION

899 North Capitol Street NE
Suite 4200-A (Medical Cannabis Division)/Suite 4200-B (Alcohol Division)
Washington, DC 20002
abca.dc.gov | [Last Call](#) |   

Did you know most homeowners' policies don't cover flood damage? **Flood Awareness Week (June 8–13)** is the perfect time to make sure your home and family are protected. Learn more at disb.dc.gov/stormrecoverycenter.



Committee Reports

Transportation and Public Space (T&PS)



Minutes

ANC 6A Transportation & Public Space Committee Meeting

Monday, June 15, 2026 at 7:00 pm

Virtual Meeting via Zoom

Public Meeting - All are welcome

*Community comment welcome; may be limited to two minutes to provide opportunity for all to speak.
Community comment time will be opened after each New Business item.*

- I. Call meeting to order.
- II. Introductions & Announcements.
 - a. Commissioners Present: Steven Kolb (6A07), Roberta Shapiro (6A03), Scott Burger (6A01), Amber Gove (6A04)
 - b. Committee Members Present: Chair Patrick Bloomstine (6A01), Caitlin Rogger (6A07), Jeff Fletcher (6A07), Shaun Lynch (6A01), Malcolm Laskowski (6A05), Mark Sussman (6A04)
 - c. DDOT Staff Present: Ted Randell (Micromobility Team)
 - d. Erik Salmi, Deputy Chief of Staff to Council Member Charles Allen
- III. Old Business
 - a. Vision Zero Hardening at Maury Elementary (Constitution/Tennessee/13th)
 - i. Lovejoy Park - Duilio Passariello joined to discuss his proposed art installation and potential grant to build it. DC CAH preliminarily approved it and he asked the committee for help spreading the word about the project and gathering signatures of support.
 - ii. Micromobility -Ted Randell from DDOT's micromobility team presented an overview of the current state of play for shared used micromobility in the district and how they regulate it. He provided an overview of council and DDOT lawmaking/rulemaking, how many people use it, and how the companies operate.
 1. Committee member Mark Sussman referenced hearings from 2019 that led to the "lock to" rule and the speed limiting of scooters from 15 to 10 mph. He asked Mr. Randell what rules/laws are hamstringing the ability to safely grow micromobility. Mr. Randell said the three-operator minimum is difficult to manage and leads to switching partners and user apps every few years. And DC is the only city in North America that has a 10mph e-scooter limit which hinders use in the street as they do not move fast enough to safely operate in car traffic.
 2. Committee member Sussman asked if the technology is there to have 15mph street limits and 8mph sidewalk limits. It sounds like they are not quite down to that level of geofencing or on-device detection. But they can geofence corridors where sidewalk speeds are particularly problematic.
 3. Committee member Sussman also pointed out that the issue of shared devices blocking sidewalks and crosswalks can be solved by installing bike corrals in every intersection's daylighting areas.
 4. Committee member Sussman surmised that the throttle e-bikes have large wheels and do not require pedaling, which is an invitation to operate it like a motorcycle that can go 20mph on the sidewalk. Mr. Randell noted that the



Committee Reports

Transportation and Public Space (T&PS)



- new lime bikes have smaller wheels which should make them slightly less imposing/dangerous to others and they are working on new technology to detect sidewalks and deter illegal operation.
5. Commissioner Roberta Shapiro expressed concern about dangerous sidewalk/crosswalk operation and encouraged DDOT to continue to look for solutions to this issue as it is particularly dangerous for children and the elderly. She noted that a better network of protected bike lanes would go a long way to solving this issue.
 6. Commissioner Shapiro also expressed particular concern that underage people appear to be operating these devices with regularity. She asked that the city hold the companies accountable for not doing more to crack down on illegal operation of their devices. She also encouraged DDOT and the Council to update laws and administrative rules to help address these issues.
 7. Erik Salmi stated that the two-year permit renewal process and any accompanying administrative rulemakings are probably the best short-term tools to address these issues, but the council is interested in hearing how it may be able to help if lawmaking is required. He said they will continue to work with DDOT to that end, and the Committee on Transportation and the Environment would like to see more protected bike lanes and infrastructure to alleviate these issues.
 8. Commissioner Shapiro raised the issue of older people allowing underage friends and family to illegally use their micromobility accounts and asked for more stringent enforcement and penalties for those who help underage people operate these devices.
 9. Commissioner Amber Gove asked about the technology to vary speed limiting between road and sidewalk. Mr. Randell said there are two types, camera-based and GPS. Camera-based probably works better but requires new device rollouts. DDOT has started including requirements to invest in new tech to limit speeds on sidewalks as part of the permit process. He said few cities have implemented these at scale.
 10. Commissioner Gove also pointed out the demand for cargo bikes as part of the shared micromobility services. Mr. Randell pointed to companies in Boston and Montreal that have started those programs. And that he would be open to a shared cargo bike pilot going forward.
 11. Commissioner Shapiro asked that a subsequent TPS meeting include representatives from the micromobility companies.
- iii. 1400 Block G Street NE - The TPS Committee has previously requested that DDOT convert this to a one way to cut down on Chik Fil A and rush hour cut through traffic. That has not come to pass and neighbors still have the same issues.
1. Chair Bloomstine provided a brief overview of past letters to DDOT on this issue and continuing constituent concerns related to Chik Fil A and rush hour cut throughs off of Maryland Avenue NE.
 2. ANC 6A has sent prior letters to DDOT requesting the block be turned into a one-way westbound car traffic with a contra-flow east bound bike lane like the stretch of G Street NE on the other side of Maryland Avenue NE.
 3. Neighbor Dom Cirincione said that the city put some school zone signs in due to proximity to Miner Elementary and flex posts to narrow the intersections, but that has done little to slow traffic during rush hour and the issues raised by Chik Fil A's drive through continue to be a problem. He



Committee Reports

Transportation and Public Space (T&PS)



also said that DDOT informed him the Maryland Avenue NE road diet would alleviate most of these problems. After several years since the Maryland Avenue redesign, the problem continues to persist.

4. Chair Bloomstine noted that the intersection of G and 14th Streets is quite dangerous with a lot of cars veering off Maryland Avenue onto G Street at speed and running the stop sign across 14th Street NE.
 5. Committee member Shaun Lynch concurred with that and noted that the problem does continue to persist after years of the Maryland Avenue road diet.
 6. Committee member Sussman pointed out that the road diet on Maryland does not exist east of 14th Street. And he pointed to the interconnected nature of this issue with the Bladensburg Avenue traffic study and whatever will happen to H Street, Benning Road and Starburst Plaza.
 7. Committee member Sussman made a motion to send a letter to DDOT reiterating ANC 6A's request for conversion of the 1400 block of G Street NE into a one-way westbound lane with a contra-flow eastbound bike lane, brick over of the G Street slip lane between 14th Street and Maryland Avenue, and reevaluation of the larger traffic issues associated with Starburst Plaza and the surrounding roads. Committee member Lynch seconded the motion. The motion passed unanimously.
- iv. 11th Street SE Cycletrack - Committee Member Sussman provided an update on 6A's joint efforts with 6B and Hill Family Biking to secure funding to build the full plan. This money was included in the budget voted on by the council. 6A TPS members thanked Erik Salmi as a part of Council Member Allen's office for including this money in the DC budget.
 - v. Gold Line - This item was tabled for later discussion when more information and experts are available.
 - vi. DC Office of Planning (OP) H Street Land Use and Market Study - DC OP released their report. Chair Bloomstine provided a brief overview of the segments they divided the corridor into, some recommendations, and the next steps.

IV. New Business

- a. DDOT PSRA Permit Tracking# 11209259 Review# 885671 - New Sidewalk Cafe Enclosed at 732 Maryland Avenue NE. Public space permit was filed on this issue.
 - i. No commissioners, committee members, or residents expressed issues with this public space application.

V. Additional community comment (time permitting).

- a. Chair Bloomstine informed the meeting that WABA would be hosting a forum on autonomous vehicles on June 23, 2026.
- b. Committee member Rogger informed the meeting that there was also a meeting on DC's waterways on June 23, 2026.
- c. Committee member Sussman announced that Hill Family Biking (HFB) had an upcoming ride on Saturday, June 20, 2026. He also announced that HFB had received a grant for a bike lane sweeper and will host an event for it on July 11, 2026 at 1300 block of North Carolina Avenue NE.

VI. Adjourned meeting.



Committee Reports Transportation and Public Space (T&PS)



July XX, 2026

Councilmember Charles Allen
Chair, Committee on Transportation and the Environment
callen@dccouncil.gov

Re: ANC 6A Request for Hearing on Micromobility

Dear Councilmember Allen:

At a regularly scheduled and properly noticed¹ meeting on July 9, 2026, Advisory Neighborhood Commission 6A voted X-X-X (with four Commissioners (4) required for a quorum) to urge the Committee on Transportation and the Environment to convene public oversight hearings regarding the management, infrastructure integration, and regulatory framework of micromobility devices in the District. Furthermore, we explicitly request that these hearings occur sufficiently in advance of the District's next Request for Proposals (RFP) cycle and contract renewals for micromobility providers so that findings can directly inform future vendor requirements.

The Success of Micromobility Outpaces Current Infrastructure

As a transit-supportive Commission, ANC 6A celebrates the incredible growth of sustainable transportation in Washington, DC. Data presented to our Transportation and Public Space Committee by the District Department of Transportation (DDOT) highlights that the District is a national leader in this space: for-hire micromobility trips have doubled from 9 million in 2022 to 18 million in 2025. This massive modal shift is a testament to the dedication of DDOT and local advocates in providing viable, green alternatives to private vehicle use.

However, the spectacular success of these programs has fundamentally outpaced our current physical, contractual, and regulatory infrastructure. This gap has created friction on our streets and sidewalks, resulting in rising safety concerns for both micromobility users and pedestrians—particularly our most vulnerable neighbors, including children, seniors, and the visually or hearing-impaired. District health data reflects this urgency: according to recent data shared by DDOT with our Transportation and Public Space Committee, hospital discharges related to micromobility and cycling injuries rose from 252 in 2022 to 653 in 2025. This trend requires proactive structural interventions rather than ad-hoc reactions.

Key Structural Challenges to Address

¹ ANC 6A meetings are advertised electronically on anc-6a@googlegroups.com, and in newhilleast@groups.io, at www.anc6a.org, and through print advertisements in the *Hill Rag*.



Committee Reports

Transportation and Public Space (T&PS)



To optimize micromobility as a safe, permanent fixture of DC's transportation network, we believe the Council must evaluate several systemic pressure points:

1. **The Infrastructure Gap:** A primary driver of sidewalk riding is the lack of a continuous, connected network of protected bike lanes (PBLs). When riders feel unsafe sharing the roadway with heavy vehicular traffic, they default to sidewalks.
2. **Speed and Fleet Regulations:** Current speed caps on some devices may inadvertently make riders feel too slow to safely integrate with the flow of street traffic. Concurrently, a rise in un-geofenced, high-speed throttle devices (some capable of dangerous, non-compliant speeds) requires strict market and enforcement boundaries.
3. **Sidewalk Riding & Geofencing Constraints:** Sidewalk riding restrictions remain largely confined to the Central Business District. We need to evaluate whether technological interventions like precision geofencing and automatic speed governors are mature enough to enforce sidewalk restrictions in high-pedestrian commercial corridors like H Street NE.
4. **Accountability and Vendor Management:** There is a critical lack of timely enforcement tools to hold corporate micromobility providers accountable for improper device parking (which blocks ADA ramps and sidewalks) and systemic underage usage. Modernizing contract terms to penalize vendors for non-compliance could create a dedicated revenue stream to fund further PBL construction.
5. **Public Safety and Enforcement Alterations:** MPD's First District has noted a rise in youth-related offenses utilizing micromobility devices. We must explore regulatory or contractual accountability mechanisms for individuals who illicitly enable underage use of corporate devices.

Recommended Scope of the Hearing

To ensure the next generation of micromobility contracts serves the holistic safety of the District, we encourage the Committee to host comprehensive hearings to:

- **Solicit Stakeholder Testimony:** Gather feedback from residents, pedestrian advocacy groups, micromobility users, and industry representatives.
- **Analyze Comprehensive Data:** Review precise usage patterns, vehicle-type safety distinctions (e.g., throttle vs. pedal-assist), and granular injury statistics.
- **Evaluate Peer-City Best Practices:** Examine how other global metropolitan areas handle sidewalk riding, corporate accountability, and parking compliance.
- **Measure Transit Integration:** Assess how micromobility serves as a first-mile/last-mile solution and its direct impact on reducing private automobile reliance.



Committee Reports Transportation and Public Space (T&PS)



By aligning these hearings ahead of the next vendor RFP process, the Council can ensure that future District contracts mandate the necessary technological, safety, and operational standards required to protect everyone who moves around DC.

Lastly, while we recognize that micromobility devices are not the source of fatal traffic violence in DC, managing their integration is essential to ensuring all residents feel secure, no matter how they get around. According to historical crash data maintained by MPD and DDOT, motor vehicles are involved in 100% of the District's traffic fatalities, including every recorded death of a pedestrian or micromobility user. While automobiles remain the true threat to life on our streets, optimizing our infrastructure and regulatory frameworks is critical to eliminating the friction between modes and keeping both pedestrians and riders safe on our streets and sidewalks.

Thank you for your continued leadership and commitment to a safe, multi-modal transportation network and for giving great weight to the views of ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at 6A04@anc.dc.gov, or Commissioner Shapiro at 6A03@anc.dc.gov.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A



Shared Micromobility in the District: ANC 6A

June 15, 2026

d. GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Capital Bikeshare



Structure: Multi-jurisdictional, publicly administered, long-term contract with Lyft™ for operations, management, marketing

Funding: Publicly owned and managed, local funding, federal grants, ridership and ad revenue

Vehicles: Station-based classic bikes and hybrid docking/dockless e-bikes

Shared Fleet Devices



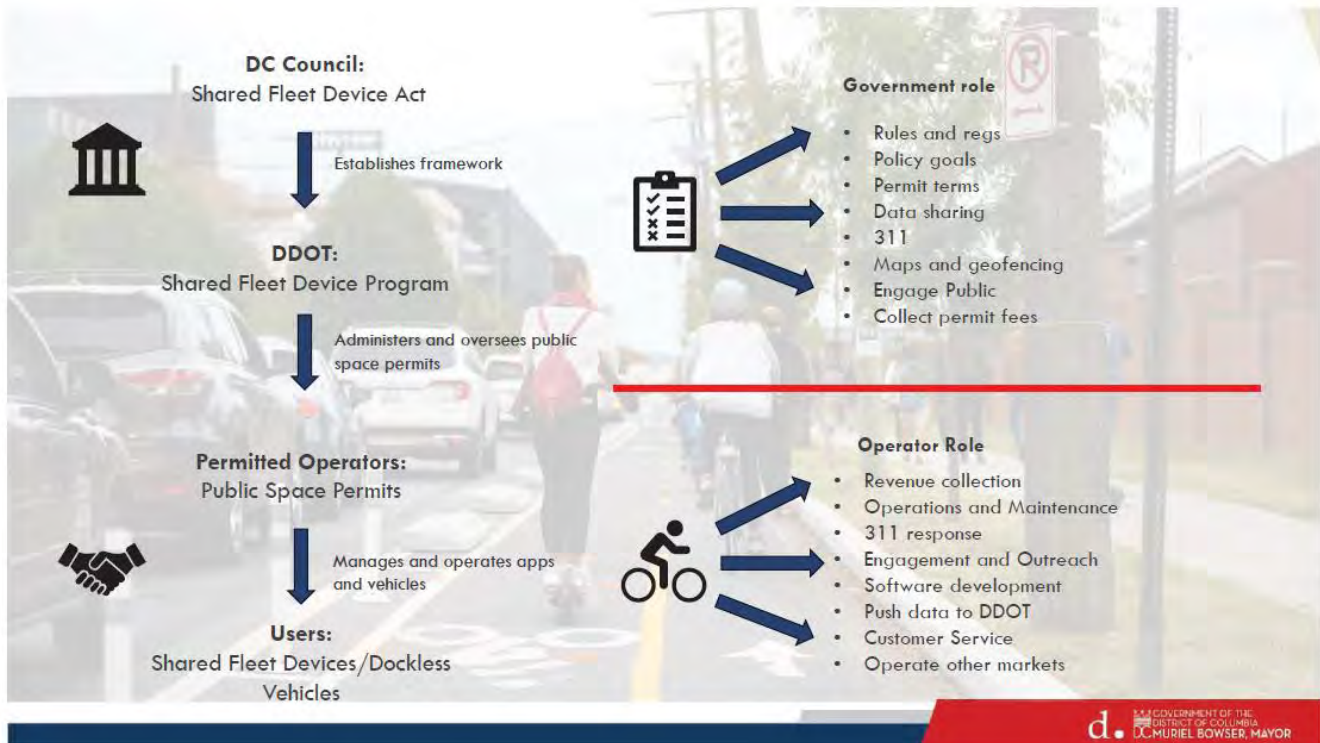
Structure: 2-year permit-based cycle, District collects permit fees

Funding: Private, venture capital, ridership revenue. Historically, no dedicated program budget

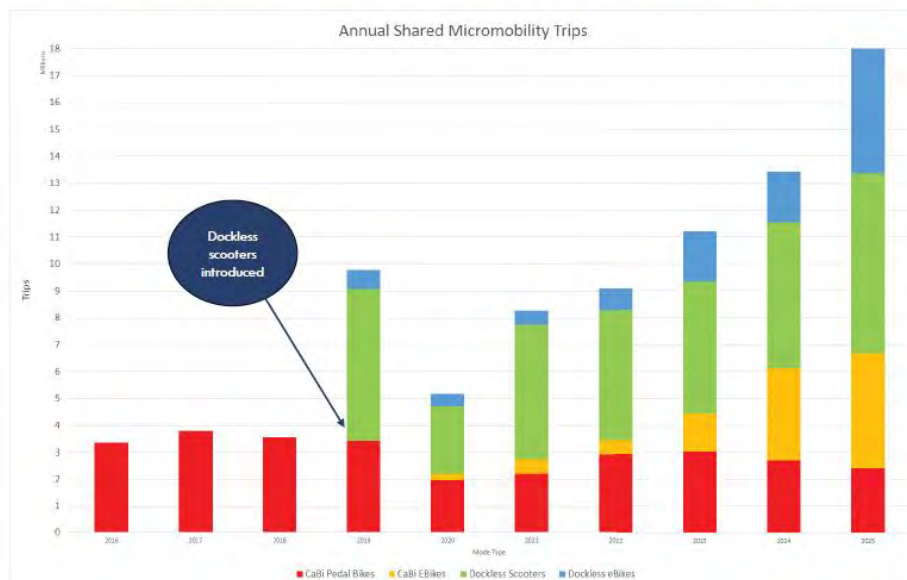
Vehicles: Mixed fleet of dockless ebikes and scooters. Lock-to required



Committee Reports Transportation and Public Space (T&PS)



Micromobility in Washington, D.C.



Majority demographic: 20–24-year-olds

20% of trips in 2025 were low-income program participants.

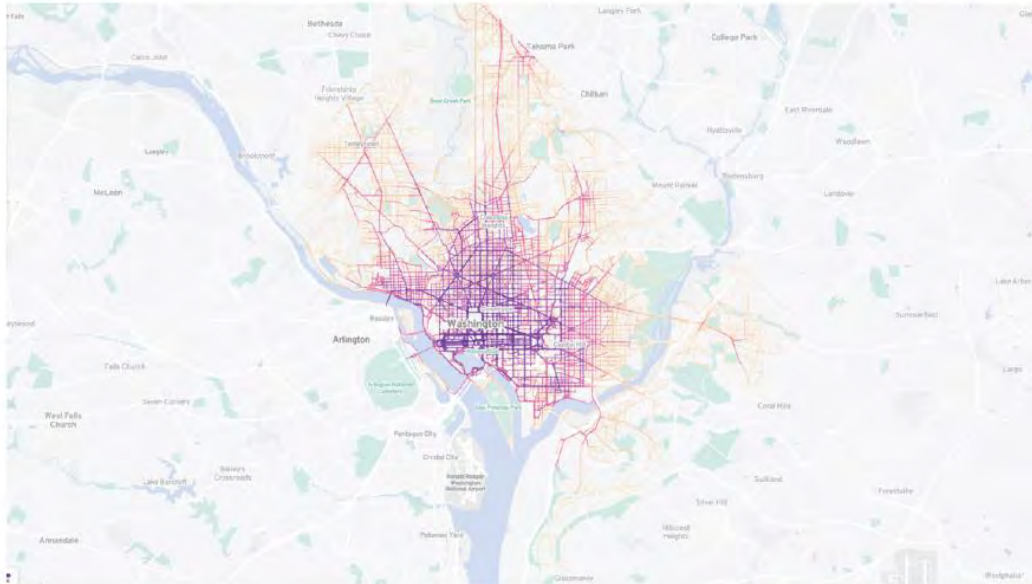
39% of trips in 2024 ended in one of the District's Business Improvement Districts (more than 3.3 million)



Surveys show about 1/3 of e-scooter trips replace a car trip.



Year-over-year dockless vehicle usage



7

d. DISTRICT GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Survey Says... Shared Micromobility's Impact

19% of Capital Bikeshare and Lyft scooter trips took place during commute hours in 2022.

11% of all shared micromobility rides in 2023 were part of a reduced fair program.

23% of Lime riders switched from a car on the last ride they took.

36% of Veo riders do not own a car. 61% identify as Black descended or African-American.

d. DISTRICT GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR



ANC 6A by the Numbers

307,210
dockless
trips.

210,576
CaBi
trips

9 Capital
Bikeshare
Stations



Service Requests

January 1, 2025-Jun 11, 2026

- “Dockless Vehicle Parking Complaint”
 - Median closeout: 52 minutes*

DDOT’s Service Level Agreement is 120 minutes

9

d. 11-14 GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Capital Bikeshare: Innovation and Next Phase



*Lyft introduced its “pillar” docks in 2023, allowing for a more compact, modular station capable of charging vehicles connected to a power source, such as solar (pictured).

- New O&M contract anticipated in 2027
- 800+ stations: Continued expansion and infill
- State of Good Repair: upgrading stations to newer models* or replacing them next next-generation docks.
- Sponsorship and ad contracts
 - More revenue to reinvest in the service!
- New device modes and models:
 - Scooters?
 - More e-bikes?
- In-station charging possibilities

capital bikeshare



Shared Fleet Devices: Dockless Convenience at a Cost

- **The good:**
 - +12 million trips in 2025 (+3.4 million YOY growth)
 - Four unique device types, healthy vendor competition
 - Reducing VMT, emissions, and congestion
 - Expanding access to sustainable, affordable, and active options
- **The bad:**
 - <50% lock-to compliance
 - +3,400 parking complaints via 311
 - Device “clutter”
 - Resource limitations (technology, enforcement, funding)
 - Limited public resources
- **The Ugly**
 - ADA parking violations
 - Reckless behavior (pedestrian conflicts, double riding, skidding)
 - Underage riding
 - Low-income customer account sharing and fraud



capital bikeshare

Shared Fleet Devices: Addressing Challenges

- **Parking solutions:**
 - Technology and Innovations:
 - Mandatory parking zones
 - AI parking review process
 - GPS Accuracy and in-app interface innovation
 - Expanded infrastructure
 - Bike racks in public space- you can request a bike rack via 311!
 - Micromobility corrals and dense, high-visibility parking locations
 - Foot patrols and parking compliance response requirements
- **User Behavior**
 - Targeted speed zones and enhanced age verification
 - Data-based account action (bans, suspensions, fines, limitations)
 - Low-income program restructuring
 - DDOT plans to shift to a monthly credit, while maintaining affordability and access
 - Sidewalk and reckless riding detection (demo/pilot phases)
 - Regulatory levers (operator fines, education and outreach requirements, etc.)



capital bikeshare



E-Mobility Device Regulations

States and municipalities are introducing new “e-bike” Regulations. But what is an e-bike?

- Most states, including D.C. already classify and establish requirements such as top speed, restricted facilities, age, helmet, and registration requirements.
- While regulation can support safe use, it’s important to address misinformation.
- Proposed e-bike registration and insurance requirements often group different classifications of non-motorized vehicles together, creating confusion and oversimplifying safety issues.

Common Non-Traditional Motor Vehicles

Motorcycle

- Gas or electric motor
- May look similar to a motorized bicycle
- Max speed exceeds 30 MPH
- Requires a license and registration to operate

Motor Driven Cycles

- “Vespa” Style seated scooter
- Traditionally gas-powered
- Max speed is 30 MPH
- Requires a license and registration to operate

Motorized Bicycles

- Commonly referred to as e-bikes
- Electric motor
- Electric assist pedals and/or throttle
- Max speed 20 MPH (Class 1 and 2)*

*Class 2 vehicles have a max speed of 28 MPH, and may not be ridden on bike lanes, trails, or sidewalks

Shared Micromobility Devices

Capital Bikeshare	Lime
 e-bike Max speed: 20 MPH	 e-bike Max speed: 20 MPH
 Classic Bike Fully mechanical	 e-scooter Max speed: 10 MPH
Hopp	Veo
 e-scooter Max speed: 10 MPH	 e-bike Max speed: 17 MPH

13

Shared Micromobility Safety: Technology Frontier

- | | | |
|--|---|--|
| <ul style="list-style-type: none">• Sidewalk and pedestrian riding detection• Helmet selfie verification• Age verification• Drunk riding detection• Double riding detection• Dangerous riding detection (skidding, hard braking, crash detection)• AI Parking verification• Enhanced GPS accuracy• And more! |  | <ul style="list-style-type: none">• Regulatory oversight• Permit structure• Willing vendors• Business/Investment interest• Infrastructure• Education• Equitable and consistent enforcement• And more! |
|--|---|--|

14



Opportunities for Feedback

- Administrative rulemakings
- Notices of Intent
- Public Feedback form
- Operator customer service forms and phone numbers
- Program email
- Public forums (like this one!)

15

d. DC GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Questions?

Contact information:

dockless.mobility@dc.gov (Weekdays 9-5)

Website:

[Shared Micromobility](#)

311:

“dockless vehicle parking complaint” (24/7)



capital bikeshare



Committee Reports Economic Development and Zoning Committee



Minutes ANC 6A Economic Development & Zoning Committee 7:00 - 9:00 pm, Wednesday June 17, 2026 Virtual Meeting via Zoom

Attending: Rachael Loper EDZ Chair, Scott Kilbourn, Mike Cushmann, Becca Buthe, Russ Greenfield

Welcome/Introductions

Resolution of previously heard cases/Old Business

Old Business:

1. 1332 Corbin Place NE (Square 1031, Lot 170) (BZA [21386](#)): Submitted by Olutoye Bello and AMW Associates, LLC, to construct a third story and a three-story with basement rear addition, to an existing, attached, two-story with basement, principal dwelling unit in the RF-1 zone.

EDZ supported at October 25, 2025 meeting. Plans were superseded in January 2026. BZA was scheduled for March 11, 2026, administratively rescheduled for April 29, 2026. Notice of EDZ meeting posted at the location on March 4, 2026. Neighbors and developer are in conversation.

At the June 11, 2026 ANC 6A meeting, a motion to send a letter of support to BZA passed 5-0-0.

2. 628 15th Street NE (Square 1051, Lot 113) ([BZA 21349](#)). We received notification that the alley does not meet 10' requirement. No changes from original plan supported by ANC in September 2025. EDZ acknowledges existing public alley is non-conforming; no changes to plans or design. ANC revised letter on April 9 consent agenda. BZA hearing administratively rescheduled to June 17, 2026.
3. 1341 A Street NE (Square 1035, Lot 803) ([HP 26-214](#)). To build a 2-story garage. No special exception or variance is requested. Notice of EDZ and ANC meetings posted at the property on March 31, 2026. HPRB meeting April 23, 2026. Approved.
4. ANC's vacant property meeting. Rachael is going to call Jeremy Sherman and give SMDs a place to send vacant property. Sherman represents single member district 1A04.

New Business

1. 1331 North Carolina Ave NE (Square 1035, Lot 065) ([HP 26-294](#)). To build a rear two-story addition with cellar and partially renovate the existing house, including adding two full baths. Notice of EDZ and ANC meetings posted at the property on May 30, 2026. HPRB meeting June 25, 2026.

Lacy Brittingham presented on behalf of the owners. The project has six letters of support. They are seeking concept review from the Historic Preservation Review Board (HPRB) and it is not a BZA case, just concept approval.

Comments/Discussion

- Scott Kilbourn: What is the existing chimney for?
 - Response - flue in the basement for the heating system
- Scott Kilbourn: Will the garage remain?
 - Response: Yes that will not be touched.



Committee Reports

Economic Development and Zoning Committee



- Scott Kilbourn: There is a lot of heavy machinery to do the foundation work, is it possible to bring this all through the existing garage versus through the backyard of the neighbors?
 - Response: They use small diggers for one person to stand on.
- Scott Kilbourn: Are the letters of support from immediately adjacent neighbors?
 - Yes, immediate ones yes, not the ones two away yet, and support from those directly across the ally.
- Mike Cushmann: What are the materials on the back? Replacing brick with some siding.
 - Response - Hardy siding.
- Mike Cushmann: Have the residents considered the effect of 4ft away to the dining room window?
 - Response: There is no window so that will not happen.
- Mike Cushmann: Was the right at 60% navigated so they did not have to go to the BZA that was not meeting?
 - Response: No, they just did not want to go to the BZA.

Chair Loper moved that the EDZ support the project and a letter be sent to the HPRB and will go on the consent calendar.

2. 1226 F Street, NE (Square 1006, Lot 0026) ([BZA 21475](#)) To construct a third story addition to an existing, detached, two-story, 4-unit, apartment house in the RF-1 zone. Requested relief for rear yard and lot occupancy. Yard sign posted May 30. BZA hearing Sept 2, 2026.

Marty Sullivan is the lawyer for Barry Rodgers who is the owner of the property. Barry has been a resident of the DC area since 2012 and resides in Capitol Hill, a community he wants to invest in and a project they can add good improvement and character to the area. They want to scale up and get market rents.

They will add a rooftop terrace and solar panels but no new units. The proposed height is 31.5 feet. They need lot occupancy relief and rear yard relief for the setback - maintaining the existing nonconformity. The addition is smaller than floors 1 and 2, it stays within the existing height limit. No north facing units on the new floor. It meets the special exception criteria for light and privacy. They sent out additional notice yesterday. There has been a sign posted for a while on the property. There are no letters of support at this time.

Comment/discussion:

- Mike Cushmann: Visuals do not show neighbors, but there are neighbors right behind?
 - Response: Yes right behind.
- Mike Cushmann: Visuals show 31.5, but parapet goes farther.
 - Response: Yes height is to the roof not just the parapet. The parapet is 4 feet, and the dividing wall is another 2 ft.
- Mike Cushman: Where will the mechanical and electrical components be?
 - Response: Mechanical and electrical plans call for a mini split AC unit on the ground floor. For the top floor units, the outdoor unit would be on the side dock. The trash and a planter are there so the concrete pad would be on the side dock.
 - The extension bays are over the property line, they already exist and they are not building up on them.
- Mike Cushman: Where are the noisy compressors going to be and will they bother the neighbors? In the front or the back - the noise consequences will be borne by either the neighbors or them.
 - Response: NOT SURE. This will need to be included in the plan.
- Mike Cusham: Standard notification that BZA requires does not allow much time for neighbors to be informed.



Committee Reports

Economic Development and Zoning Committee



- Response: That goes out after they file the application.
- Scott Kilbourn: Would trash pickup be city or private service?
 - Response: Private service would enter dock and take trash twice a week.
- Scott Kilbourn: More diagrams with proposed buildings in context would help as this moves along. With proposed building and buildings to the south. The intersection looks like a low scale intersection so will there be a visual impact even if the statement says it will be fine? Want to compare it to adjacent buildings. The diagrams now make the top look heavy and massive. It could just be the coloration and no softening of the meeting of the old building with the new, but that will likely be further designed throughout the process. Anything to mitigate these concerns could help the process.

Neighbors:

- Michelle Grifka: Building in question is right behind her. Strong disagreement with this project and granting relief. The application did not accurately reflect light and air or privacy and less on the character as well. It is a low-rise neighborhood. One of the committee members mentioned that the photos do not put it in context. Having a building with a roof deck above it will be a significant privacy concern. They are one of the few lucky triangle blocks - Maryland Ave between 12th and 13th face more open space versus alleys. She learned about the meeting on short notice. She has a request to advise the committee to oppose the project.
 - Chair Loper: A written email to the BZA would be helpful.
- Leah Castelaz and Blair Pitcairn: Moved into 1241 a year ago and have a good feel for the neighborhood. They have more questions now than at the beginning. Living on the corner parking gets tight and with more rooms would make that worse. There have also been issues with private trash collection. They are also curious about the existing tenants and if they can stay. They have concerns about affordable housing in the city. Privacy concerns related to the rooftop is in line with the second story bathroom and bedroom. They would like to oppose this project.
 - Response: Barry does not know if the tenants will stay or not. He has spoken with a couple of them and they are aware of the potential here. A lot is still to be determined. They are on month-to-month leases. He purchased the property in 2023 with the leases already in place so they have been there at least 3-4 years and another tenant has been there about a decade and expressed that she would perhaps move.
- Mike Cushman: The exhibits say the top is empty?
 - Response: Yes, that is true.
 - In response to the number of bedrooms: They are three-bedroom units now and they will stay that way and have a dining room on the top floor.
- Michelle Grifka: Has lived here for 20 years and there is a tenant that has nearly grown up there.
- Chair Loper read an email sent to Amber Gove - Writing to express deep opposition to this application. Regular emergency calls due to overdoses, trash on the sidewalk, abandoned car due to rats coming and going. Rental bikes and scooters, domestic disturbances, etc. There is a lack of appropriate management so they should not be provided with exceptions and are opposed.
 - Response: Has limited ability to make tenants that he cannot impose financial penalty on to act in a way that he thinks is respectful. He fully appreciates the difficulties with the tenants and they have a financial impact on him personally. This is one of the ways they want to improve on the property itself. It will be a nicer property and attract market rates and be less of a neighborhood disturbance. He has repeatedly contacted them about the garbage and such, he is trying to step carefully and wants this to be a nice property.
 - Leah and Blair - Concerned about how the tenants are talked about and where the people will live.
- Marty Sullivan: They will address privacy, light, and air.



Committee Reports

Economic Development and Zoning Committee



- Chair Loper started to read an email from Ben Hammer - email in response to the neighbor's letter. Did web research and found that Barry is affiliated with Rodger Brother's custodial service?
 - No, he is not affiliated with it.
 - Email is considered not relevant as a result.
- Scott Kilbourn: we need more context especially because of concerns
- Becca Buthe: Want to encourage people to develop more even in these neighborhoods. From a comprehensive plan point of view there does still need to be development. Agree that they should work with the neighbors on the actual impacts.
- Russ Greenfield: Does not sound like disagreements could be discussed and fixed and how we come to a decision if the neighbors are upset.
- Mike Cushman: Not fair to have it proceed even though when he initially looked at it and thought it meets criteria, but a deeper look makes it look big and feel big. The rooftop deck looks into neighbors' yards. There are possibly ways that this could be mitigated.

Chair Loper moved that the property owner and their lawyer have conversations with the neighbors before the EDZ motions for support or opposition for the BZA.

- Motion passed unanimously.

Administrative and Planning Updates

Other Business / Announcements

- None.

The meeting was adjourned at 8:30 pm.

Next scheduled EDZ meeting is July 15th at 7:00 pm.

.



New Business



Suggested Motion: ANC 6A authorize the Chair and Commissioners Shapiro, Hammer and Butler to finalize a letter to Office of Planning with copies to the Council and the Mayor setting forth the perceived inadequacies with the draft H Street Office of Planning (OP) report and offering alternative or additional recommendations for inclusion in the report. (Shapiro)

Suggested Motion: ANC 6A authorize the Chair and Commissioner Shapiro finalize a comment letter to submit in response to the RFK Campus Draft Master Plan, which is currently open for a 45-day public comment period that will last through August 14, 2026. <https://ourrfk.dc.gov/page/rfk-campus-master-plan>



New Business



July xx, 2026

H Street Land Use and Market Study
Office of Planning
hstreetstudy@dc.gov
<https://publicinput.com/hstreetstudyfeedback>

Re: ANC 6A Comments regarding H Street Land Use and Market Study

Dear Office of Planning:

At a regularly scheduled and properly noticed¹ meeting on July 9, 2026, Advisory Neighborhood Commission 6A voted X-X-X (with four Commissioners (4) required for a quorum) to authorize Chair Gove and Commissioners Butler, Hammer, Scott and Shapiro to finalize and submit the below comments, based on feedback from Commissioners, Committee Members and Residents.

Below is a high-level summary of comments drafted with the support of Claude Sonnet 5 and includes a review of the historical record, compiled as of July 6, 2026, to be refined prior to the July 26, 2026 submission date.

These draft comments are offered to organize and frame discussion at our July 9 ANC meeting, to include a discussion on the Office of Planning's (OP) H Street NE Land Use and Market Study interim report. They are built directly on the compilation of comments submitted by our committee chairs and commissioners — and are intended as a starting point, not a final ANC position. Nothing here is binding until the full Commission discusses, amends, and votes to authorize the Chair and Commissioners Butler, Hammer, Scott and Shapiro to finalize comments for submission to OP ahead of the July 26 deadline.

A Note on Historical References

This draft also cites material from the ANC 6A website archive going back roughly two decades. Where used, it is clearly marked below in shaded “Historical context” callouts and is included only as institutional memory — evidence that an issue has a long track record, or a citation OP/DDOT/DMPED can be pointed back to. It is not offered as, and should not be read as, the Commission's current position.

This matters here in particular because the Commission's own outlook has changed substantially since much of that archive was written. Today's ANC 6A is markedly more supportive of housing growth and density, more skeptical of parking minimums and use restrictions that sit empty storefronts, and more focused on building a corridor — and a city — that works for residents “8 to 80.” Where an older position (for example, our 2010–11 opposition to up-zoning on H Street) runs counter to that current outlook, this draft says so explicitly, so OP does not mistake archival material for where the Commission stands today.

¹ ANC 6A meetings are advertised electronically on anc-6a@googlegroups.com, and in newhilleast@groups.io, at www.anc6a.org, and through print advertisements in the *Hill Rag*.



1. Overarching Comment: Match the Ambition to the Moment

Our strongest and most consistent piece of feedback is that OP's preliminary recommendations, while individually reasonable, do not yet rise to the scale of the opportunity — or the risk — facing H Street. As RJS put it in her summary comments, the data in this report (a 20% drop in visitation since 2019, 26% ground-floor vacancy, an eastern segment down 36% in visitation) describes a corridor that is "like a trauma patient that can survive with appropriate care," but OP's recommendations "often constitute little more than plastic surgery."

We believe the final plan should be bold and comprehensive and should explicitly integrate H Street with the Starburst Plaza/Hechinger Mall redevelopment and the DDOT/WMATA planning already underway for the new RFK Stadium campus (opening 2030). This is a narrow window: an integrated, fast-tracked, and creatively funded redevelopment strategy for H Street timed to RFK's opening could be transformative, while a piecemeal approach risks leaving the corridor further behind as investment concentrates around Union Market, NoMa, and RFK itself. Current position — specific gaps we would like OP to address in the next phase:

- A redefinition of how properties are classified and taxed as “vacant and blighted,” paired with earmarking of incremental tax revenue for redevelopment and re-occupancy incentives along the corridor.
- A real gap analysis identifying and specifically recruiting missing anchor uses — through zoning relief, expedited permitting, and/or tax incentives — such as replacement transit service between Union Station and RFK; a relocated DC Children's Museum or similar tourist/community draw; market-rate multi-level senior housing; a multi-specialty medical center; a hotel; or an independent movie house.
- Serious evaluation of a Tax Increment Financing (TIF) district or similar mechanism spanning H Street, Starburst Plaza, and Hechinger Mall, with incremental tax flows dedicated to revitalization. We understand a TIF was discussed for H Street as far back as 2007 but never implemented — this study should determine why, and whether the calculus has changed given RFK.
- A properly funded Business Improvement District (BID) — as more than a dozen other DC commercial corridors already have — to provide year-round, professional management focused on safety, cleanliness, vibrancy, and equitable commercial sustainability.

HISTORICAL CONTEXT (archive, not current position): This is a long-standing, consistent concern for the Commission, not a new one — and unlike the zoning history further below, it lines up comfortably with where we stand today. ANC 6A previously pushed for a [redefinition of “blighted” properties](#) (2011), requested that DCRA [join a pilot program on vacant properties](#) and provide [greater transparency on vacant property procedures](#), and supported the [2007 Nuisance Property Abatement & Real Property Classification Amendment](#). We also wrote to then-Councilmembers on [vacant property legislation \(Bills 18-488 and 18-546\)](#). Our recent [2025 letter on the vacant property at 1000–1014 H St NE](#) shows this remains active and unresolved — useful continuity to cite, not a change in view. Similarly, ANC 6A requested an [H Street NE Parking Increment Financing District](#) around 2007 — a financing tool related to the TIF idea above that appears to have gone nowhere and may be worth OP revisiting given RFK.

2. Transportation, Access & Parking

Feedback (Patrick/PB, RJS, Ashley Blake) was clear that the plan under-addresses mobility, particularly on the eastern half of the corridor. This is an area where the Commission's current pro-transit, pro-density outlook and its



historical advocacy point in the same direction, so the archive material below is cited as reinforcing continuity rather than as a contrast.

- The plan notably lacks transit recommendations for the eastern end of H Street, where visitation has declined most steeply.
- The plan should prioritize people over parking. DC Government and H Street business owners continue to plan around assumptions about how visitors arrive that do not match the reality that most people walk, bike, or take transit to the corridor. Converting surface parking to housing — even a swap of roughly 40 parking spaces for 200 residential units — would do far more for corridor economics than preserving parking supply, and better serves a corridor meant to work for residents 8 to 80.
- The end of streetcar service will further erode H Street visitation. We need an interim transit solution connecting Union Station through the corridor now, and we need assurance that whatever serves RFK (Gold Line or otherwise) runs on non-game days with enough stops along H Street to support local businesses.
- The H Street Bus Priority Project already did substantial work studying, gathering feedback on, and designing pickup/drop-off zones along the corridor. That work should be salvaged and implemented now — even simple, low-cost interim measures like priority lane paint from 3rd to 15th Streets — rather than waiting on longer-term decisions about the Gold Line.

HISTORICAL CONTEXT (archive, not current position): The Commission has advocated for reliable H Street transit for nearly two decades: our 2007-era [request for an interim bus route on the H St/Benning Rd corridor](#) and [multi-ANC support for light rail on H Street](#), our [2015 request to complete and launch the streetcar](#), our [2016 request for seven-day streetcar service](#), our [2021 Resolution supporting extension of the streetcar to Benning Road](#), and our [subsequent letter supporting completion of the streetcar from Benning Road to Georgetown](#). Unlike the zoning history in Section 4, there is no daylight here between past and present — citing twenty years of consistent advocacy strengthens rather than complicates our current ask.

3. Public Space & Streetscape

We support OP's public realm recommendations (RECs 1–8) directionally, but see specific gaps and opportunities:

- The report does not address the 8th and H Street NE intersection — a busy bus transfer point with heavy foot traffic — despite the plan elsewhere noting the need for seating and shade at transit stops. This should be added explicitly as a priority location.
- Significant public space could be gained by closing select intersections to car traffic and paving them over, particularly at 9th and H St NE, where H Street does not run through the superblock south of H and no parking would be lost. This would create shaded gathering space near restaurants, shops, and housing without displacing existing uses.
- Cross streets could receive continuous sidewalk treatment (similar to C Street near Eastern Market) to prioritize pedestrians without affecting vehicle access.



- The Throne public restroom pilot should be expanded to 8th and H and to Starburst Plaza — though we would flag that the 8th and H corner specifically has been an ongoing site of drug activity and other nuisance behavior, and any restroom sitting there should be paired with safety measures.

HISTORICAL CONTEXT: REC 4's proposal to replace the cobblestone strips echoes a concern the Commission raised at the corridor's last major streetscape rebuild when we submitted [recommendations on H Street sidewalk materials](#) and broader [H Street streetscape construction recommendations](#) back in 2007. Purely a factual/procedural precedent — worth asking OP/DDOT why the 2007 material choice did not hold up, so the replacement does not repeat the same mistake. No shift in Commission philosophy involved here.

4. Zoning & Land Use

On OP's land use and zoning recommendations (RECs 17–20), current committee feedback (SB) supports greater flexibility across the board. This section is where the gap between the Commission's historical positions and its current outlook is widest, so we have been deliberate about separating the two below.

Current Committee Position (2026) — Supportive of Growth

- Support expanding permitted ground-floor uses to include general retail in the Arts sub-district (REC 17), given the documented link between the Arts sub-district's restrictive use limitations and its 31% vacancy rate — the highest on the corridor.
- Support removing the special exception requirement for lots over 6,000 SF (REC 18), which the report itself identifies as adding uncertainty, cost, and delay without a clear corresponding benefit.
- OP should evaluate whether current zoning is compatible with single-stair apartment construction on H Street's typical lot sizes — this could be a meaningful lever for unlocking small- and mid-scale residential infill that the corridor badly needs.
- Support consideration of additional building height and FAR to enable financially viable apartment construction on the eastern end of the corridor (REC 19), consistent with the report's own finding that current market conditions cannot support buildings over seven stories without additional density flexibility.

Taken together, this is a distinctly YIMBY, growth-oriented position: more housing, fewer procedural chokepoints, and more flexible ground-floor uses so vacancy comes down and the corridor works for residents of all ages and incomes — not just today's mix of uses.

HISTORICAL CONTEXT (archive, not current position): This is the one place where our own archive cuts against today's committee position, and we think OP should hear us say so plainly rather than discover it independently. In 2010–11, ANC 6A [petitioned against up-zoning as part of PUDs](#) and sought a [five-year moratorium on up-zoning under the H Street Overlay](#). That reflected a different Commission, at a different moment for the corridor, with a different, more cautious view of density. It is not our position today. The current Commission is substantially more supportive of housing growth and additional density as tools for corridor recovery, and we would rather flag that evolution ourselves — clearly, and without apology — than have OP or a future commenter cite the 2010–11 letters as if they still represented ANC 6A's view. If anything, the fact that the Commission has moved this far should reassure OP that support for REC 19 today reflects genuine, considered consensus rather than a reflexive position.



HISTORICAL CONTEXT (archive, not current position): On REC 21's design standards: the Commission asked OP/DDOT to revisit H Street's design guidelines before — see our 2007 [request to revise the H St NE Design Guidelines](#). This one is procedural rather than philosophical — worth checking what became of that request before this round produces a new one — and does not carry the same historical baggage as the up-zoning question above.

5. Historic Preservation

- We encourage OP to evaluate preservation and adaptive reuse options for Douglas Memorial Methodist Church (800 11th St NE) as part of the corridor's broader historic fabric strategy, particularly given the Arts sub-district's high concentration of pre-1958 buildings. Adaptive reuse — keeping a building's shell while enabling new, more intensive uses inside it — is very much in keeping with the Commission's current growth-oriented approach; it is not in tension with our support for added density elsewhere on the corridor.

HISTORICAL CONTEXT (archive, not current position): The Commission engaged with this building once before, supporting a [2013 BZA variance for the church \(BZA 18662\)](#); that record may be a useful factual starting point for OP's evaluation.

6. Relevant ANC 6A Correspondence

This is not the Commission's first engagement with H Street planning. Twenty years ago, we supported the [H Street Small Area Plan designation \(PR 15-80\)](#) and the [H Street Transportation Study](#) that preceded the 2004 Strategic Development Plan, and even [testified to DC Council on the H Street development budget](#) that year. Worth keeping in mind that we have been here before and pressing OP on what is genuinely different this time, given how much both the corridor and the Commission have changed since. Below, current/recent letters (2024–2025) are grouped separately from older archival material so it is clear at a glance which reflect where the Commission stands today.

Current & Recent (reflects today's Commission, 2024–2025)

- [ANC 6A Comments Regarding the H Street NE Land Use and Market Study](#) — our prior comments to OP on this same study process.
- [Comments on the Premature End to H Street/Benning Road NE Streetcar Service](#) (to Mayor Bowser, DDOT, WMATA, and Councilmember Allen) — directly supports our comment above on the need for an interim transit solution.
- [Reaffirmation of Support for the H St NE Bus Priority Project](#) — supports salvaging and implementing that project's work now.
- [Support for H Street NE Bus and Streetcar-Only Lanes \(NOI 24-07-TDD\)](#) and DDOT's response — additional, recent transit priority history.
- [Concerns about the Vacant Property at 1000–1014 H St NE and Related Dila Development Proposal](#) (to DC Council, DOB, and BZA) — relevant to our vacancy and “vacant and blighted” taxation comments.



- [Request Regarding Withheld Capital Improvement Grant Funds for Atlas Performing Arts Center, Theater Alliance, and Project Create](#) — supports the report's emphasis on the Arts sub-district's anchor institutions.
- [Conditional Support for H Street Main Street's DCAH Grant Application](#) and our [Letter of Support for H Street Main Street's Public Art Building Communities Grant](#) — relevant to REC 6 and REC 12 on public art and corridor identity.
- [Support for Special Exception, 1000–1016 H St NE \(BZA 20880\)](#) and [Support for Extension of BZA Order, 1207 H St NE \(BZA 20943A\)](#) — precedent showing the current Commission's approach to recent development review along the corridor (1207 H St is also the site of OP's June 24 Open House #2).

Archival / Historical (useful institutional memory — not necessarily current Commission position)

- [H Street Small Area Plan designation support \(PR 15-80\)](#) and the [H Street Transportation Study](#) (2005) — precursors to the 2004 Strategic Development Plan this study updates.
- [Vacant/blighted property classification and legislation letters](#) (2007–2011) and the [H Street NE Parking Increment Financing District request](#) (c. 2007) — background for Section 1; consistent with current thinking.
- [Streetcar and light rail advocacy](#) (2007–2021) — background for Section 2; consistent with current thinking.
- [H Street sidewalk material and streetscape construction recommendations](#) (2007) — background for Section 3; procedural, not philosophical.
- Petition against up-zoning under the H Street Overlay and request for a five-year up-zoning moratorium (2010–11, linked in Section 4) — **does not reflect the current Commission's substantially more pro-growth position and should not be cited by others as still representing ANC 6A's view.**
- [2013 BZA variance support, Douglas Memorial Methodist Church \(BZA 18662\)](#) — background for Section 5.

7. Process & Next Steps

- Discuss and refine these comments at our upcoming meeting and at Committee meetings in July, incorporating any additional committee and commissioner input not yet captured.
 - Finalize and submit formal ANC 6A comments to OP (HStreetStudy@dc.gov) before the July 26, 2026 deadline, following the Commission's standard vote/resolution process and authorization for Chair Gove and Commissioners Butler, Hammer, Shapiro and Scott to finalize the draft.
 - Consider whether any items above (e.g., the TIF/BID request, the vacant-and-blighted tax classification issue) warrant a separate, stand-alone letter to the Mayor and Council rather than routing solely through the OP comment process, given their reach beyond OP's scope.
-



New Business



Thank you for giving great weight to the views of ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at 6A04@anc.dc.gov.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A



H STREET LAND USE AND MARKET STUDY



Findings And Preliminary Recommendations

June 10, 2026



PROJECT BACKGROUND

The H Street Land Use and Market Study looks at the segment of H Street NE between 3rd Street NE and 15th Street NE. The study examines how land uses, storefronts, public spaces, and connectivity work today, and where changes could better support the people who live, work, and spend time along the corridor.

H Street NE is one of Northeast DC's most recognizable corridors. It features local businesses, arts and culture, entertainment, and housing that reflect the corridor's legacy as a cultural destination.

H Street NE has experienced significant changes since it last received a planning study in 2004. Over the last two decades, H Street has experienced growth in mixed-use development; however recent economic shifts have revealed challenges, such as retail vacancy and stalled development projects, that signal a need for updated land use strategies.

The study focuses on key places along the corridor where improvements could make a meaningful difference. Topics include strengthening public spaces, improving access and safety, supporting small businesses, and addressing long vacant storefronts. Connecting it all together, the plan also looks at making H Street NE more walkable, welcoming, and easier to navigate.

This interim summary shares what we've learned so far and outlines early themes and draft ideas for discussion. These findings are not final. They are meant to gather feedback and help refine future recommendations.

What's presented here is based on analysis and community input, including public meetings, focus groups, stakeholder conversations, and coordination among District agencies. Community feedback will continue to shape the study. The DC Office of Planning (OP) will refine the analysis and recommendations and release a final report later in 2026. Information about next steps and upcoming engagement opportunities is included at the end of the report.

PROJECT VISION AND GOALS

H Street is a resilient, evolving main street that encourages reinvestment and housing, strengthens local businesses, improves access and walkability, and creates welcoming public spaces where arts, culture, and everyday gatherings anchor community life.



Support dynamic and resilient retail with existing and new businesses.



Create a land use strategy that guides growth.



Bolster the corridor identity as a destination for arts and culture.



Design people-centered public spaces in strategic locations.





PROJECT STUDY AREA



District of Columbia Office of Planning H Street Land Use and Market Study: Findings and Preliminary Recommendations

3

PLANNING CONTEXT

H Street NE is shaped by a layered set of District planning and zoning policies that date back two decades and continue to evolve.

H Street NE Strategic Development Plan

The corridor's foundational policy document is the H Street NE Strategic Development Plan, adopted in 2004, which established a comprehensive framework and thematic districts reflecting different character and development priorities. These recommendations were subsequently implemented through the H Street Northeast Overlay District, which applies corridor-specific zoning and design standards and formally divides H Street NE into the Housing, Retail, and Arts sub-districts.

The District's Comprehensive Plan

OP is working alongside DC residents, community-based organizations, businesses, and elected officials to develop DC 2050, the District's next Comprehensive Plan. This plan will shape the city's growth and development long-term.

Ongoing Transportation Studies

Initiatives around H Street NE include DDOT's study of future transportation improvements and a WMATA transit study for RFK Stadium.

H Street NE Strategic Development Plan (OP-2004)

This small area plan established a land use framework with thematic sub-districts, design guidelines, and recommendations for land use, zoning, development, retail, transit, parking, and the public realm.

H Street Northeast Neighborhood Overlay District

These zoning regulations (first adopted in 2006) implement recommendations of the 2004 plan. The overlay includes three sub-districts – Housing (H-H), Retail (H-R), and Arts (H-A) – which permit different zoning districts and ground floor uses, along with design standards.



H Street NE Strategic Development Plan (2004)

District of Columbia Office of Planning H Street Land Use and Market Study: Findings and Preliminary Recommendations

4



H STREET NE IN CONTEXT



- H Street NE sits between two significant nodes – Union Station to the west and the future RFK campus to the east – linking regional transit, downtown, and emerging redevelopment areas.
- At the eastern end, the Starburst intersection brings five major streets together, and is adjacent to the Hechinger Mall site, a future redevelopment opportunity.
- Farther east, the planned redevelopment of the RFK campus represents a major destination, with H Street NE serving as the most direct, active urban connection between this site and the rest of the city.
- H Street NE functions as both a destination and a connector, combining retail, dining, cultural venues, and neighborhood-serving uses with through-movement across the city.

Map of the H Street Study Area showing links to Union Station and the Future RFK Redevelopment

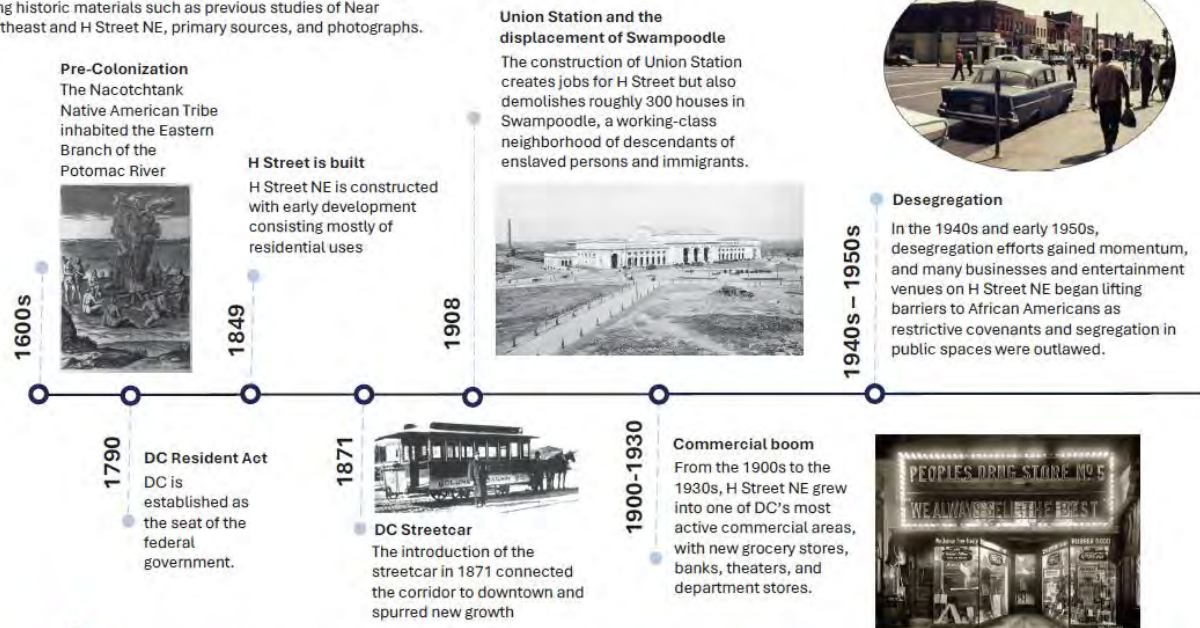


H Street Land Use and Market Study: Findings and Preliminary Recommendations

5

HISTORY

Research was conducted in coordination with the Historic Preservation Office to understand the history of H Street NE, using historic materials such as previous studies of Near Northeast and H Street NE, primary sources, and photographs.



H Street Land Use and Market Study: Findings and Preliminary Recommendations

6



HISTORY (continued)

MLK Jr Assassination

Civil unrest following the assassination of Dr. Martin Luther King Jr. destroyed many businesses, and much of this damage went unrepaired for decades. Reinvestment efforts focused on other areas of the District with less destruction – resulting in slower recovery for H Street NE.



1968

H Street Revival Plan

The H Street NE Strategic Development Plan “Revival” is published focusing on extensive revitalization efforts and strategies for the corridor.



2004



Covid-19 Pandemic

Following the 2020 pandemic the H Street NE economy struggled to recover, with the closure of some legacy businesses.

2020

1970s – 1990s

Economic Decline

From the 1970s through the 1990s, the corridor experienced sustained economic decline, marked by high vacancies and persistent poverty. A 1969 redevelopment plan prepared by federal agencies did not attract private investment.

2002

H Street Main Street Founded

The H Street Main Street becomes an official Main Street America program dedicated to working with private and local partners to encourage small business growth and revitalization.



2000s-2019

DC Streetcar & Transformation

Neighborhood transformation occurred with new mixed-use development and major public investments, including the H Street–Benning streetcar in 2016. Although this spurred economic growth, many long-standing residents and businesses particularly from the Black community left or closed.

2026

Today

H Street NE remains a prominent commercial corridor within DC and faces many opportunities in the years ahead.



H Street Land Use and Market Study: Findings and Preliminary Recommendations

7

DEMOGRAPHICS

Community Profile

The community profile provides a snapshot of the people who live near the H Street Land Use and Market Study area. To better understand the community, OP used US Census Bureau data to learn about the area and its residents. Data presented in this section helped inform the recommendations of the study.

The study area lies within eight census tracts; 79.01, 80.01, 83.01, 83.02, 84.02, 84.10, 88.02, and 106.02. Two additional census tracts, 89.03 and 89.04 were included as part of this study due their proximity to the study area. Demographic data was collected from the Census Bureau's 2020-2024 American Community Survey, 5 Year Estimates along with historical trends to analyze how the study area changed over time.

Census Tracts in Study Area



Population

- The study area currently has a total population of 37,488, representing a 33% growth rate, significantly higher than the District-wide 17% growth rate over the same period (2010-2024).
- 45% of residents within the study area are between the ages of 25 to 44 years old, indicating a slightly younger population when compared to the District's 38% of total residents for the same age bracket.
- 33% of married or cohabitating couple households have children under the age of 18 years living with them – consistent with the District's.



Population
37,488



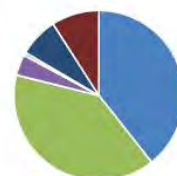
Median Age
35 Years



Couple Households with
Children
33%

Hispanic or Latino and Race

- Asian (4%)
- Black (40%)
- Hispanic (9%)
- Two or More Races (8%)
- Some other Race (1%)
- White (39%)



H Street Land Use and Market Study: Findings and Preliminary Recommendations

8



DEMOGRAPHICS (continued)

Population Over Time

Population trends show H Street NE is diversifying over time. The 2010s saw a major demographic shift: a decrease (total population and percent) of Black residents and increase in white residents. The racial makeup today has roughly equal populations of Black and white residents. Over this time, the corridor has seen steady growth in Hispanic, Asian, and two or more race populations.

Households

The combined census tract area has a total of 17,340 households.

The Median Household Income (MHI) for the study area is \$125,319, which is significantly higher than the District's MHI of \$109,870. However, when each census tract is analyzed, there are significant disparities that are illuminated within the study area. For example, Census Tract 89.03 (Carver/Langston area) has a MHI of \$57,653 as opposed to Census Tract 80.01 (Capitol Hill area) which has an MHI of \$208,750.

Furthermore, there is a distinct wealth gap among races within the study area. White households made up 70% of households who earned more than \$150,000 in 2024. In contrast, Black households made up 77% of those who earned less than \$25,000 and accounted for only 12% of households who earned \$150,000 or more.

Median Household Income by Census Tract

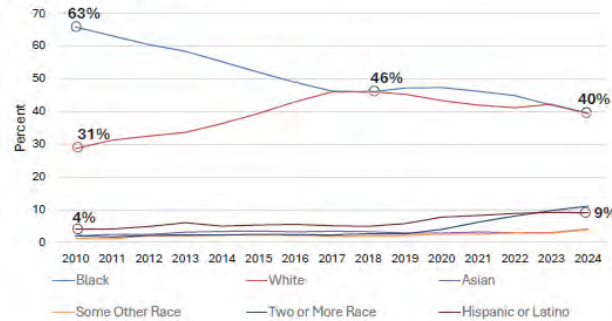


District of Columbia
Office of Planning

H Street Land Use and Market Study: Findings and Preliminary Recommendations

9

Race & Ethnicity Over Time



Household Income Distribution by Race Across Five Income Ranges



FINDINGS: CORRIDOR VISITATION

After a period of robust investment and retail growth during the 2010s, H Street's retail market is in transition as it recovers from pandemic-related business turnover and resulting declines in foot traffic and storefront occupancy.

- Total visitation has dropped by 1.2 million visits, or 20%, between 2019 and 2025, straining retail viability. In 2025, the corridor saw 4.7 million visits, down from 5.9 million in 2019.
- U Street experienced a similar drop over this period. Like H Street NE, it has a concentrated nightlife business cluster heavily affected by pandemic-related challenges and has seen limited recent development. Over the same period, Union Market saw a sharp rise in visitation, attracting 67% more visitors than in 2019 due to growing residential population and a strong mix of dining, retail, and nightlife.
- The eastern end of H Street NE faced the steepest decline in foot traffic compared to pre-pandemic levels relative to other corridor segments. Visitation to H Street's eastern segment dropped 36% between 2019 and 2025 – more than double that of the western segment (-15%) and central segment (-10%).
- This decline on the east end is likely attributable to limited residential development (with just 183 new units built since 2015, compared to 1,353 on the rest of the corridor), zoning, and transit access, along with rising competition for nightlife activity.

H Street NE Corridor Segment Comparison

Node	2019 to 2025 Visitation Change	Total 2025 Visits	Retail Vacancy Rate	Multi-Family Units
Western (3 rd to 8 th St)	-15%	2.8M	18%	1,151
Central (8 th to 12 th St)	-10%	1.1M	27%	692
Eastern (12 th to 15 th St)	-36%	1.4M	31%	364

Source: PlacerAI, Costar

District of Columbia
Office of Planning

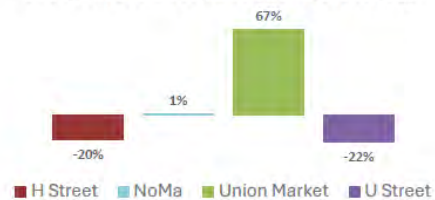
H Street Land Use and Market Study: Findings and Preliminary Recommendations

10

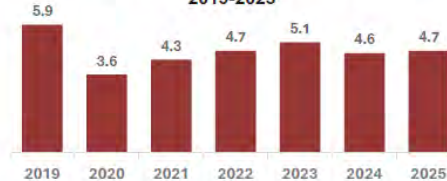
20%

Decline in Annual Visitation from 2019 to 2025

Change in Overall Visitation from 2019 to 2025



Annual Visitation (in millions) 2019-2025



Source: PlacerAI



FINDINGS: RETAIL MARKET

Storefront vacancy along the corridor is high, reflecting a high rate of business turnover, and limited complementary land uses and accessibility.

- Demand for retail space along H Street NE has notably declined since 2020, while the overall retail square footage along the corridor has remained stable. The corridor's ground-floor vacancy (26%) is double its 2020 levels (11%) and nearly double the regional average for major retail clusters (14%), and higher than most comparable commercial corridors in the District.
- This declining demand has resulted in an approximate 5-10% drop in asking rents since 2019, when rents ranged closer to \$35-\$55/SF, compared to \$30-\$50/SF in 2026.
- This uptick in vacancy reflects the severe economic impact of the COVID-19 pandemic and corresponding shifts in consumer behavior and business operating conditions that have limited retail viability. Increased competition from Union Market and NoMa has also contributed to declining demand for retail space along H Street NE.
- The corridor's lack of any major new residential development since 2020 has also hurt retail viability. Additional development would expand local spending capacity and help reduce vacancy, as for every 100 new residential units, those new residents can support approximately 600-1,600 SF of retail space.
- Storefront vacancy along H Street is more prevalent on the central and eastern segments of the corridor, compared to the western segment, which benefits from proximity to Metro and Union Market and more new ground floor tenant spaces.
- Despite these challenges, leasing momentum has picked up since 2025, with demand primarily driven by food and beverage and health/wellness tenants.

\$30-\$50 Retail Asking Rent/SF

DC Average: \$43/SF
Union Market: \$50-\$70/SF
U Street: \$35-\$65/SF

26% Storefront Vacancy Rate¹

Compared to 14% Regional Avg.
Compared to 11% in early 2020.
Compared to 6.9% Costar rate

Demand for H Street NE retail space has declined since 2019, with many asking rents falling around the District average of \$43/SF. Nearby Union Market, which offers more consistent foot traffic and a strong regional brand, features rents approximately \$20/SF higher than H Street NE, as of Q2 2026.

Retail Vacancy Rate



Source: JS&A, Dochter & Alexander DC Retail Market Report, Winter 2026

Retail Vacancy Rate by Corridor Segment¹

Segment	Western (3 rd to 8 th St)	Central (8 th to 12 th St)	Eastern (12 th to 15 th St)
Vacancy Rate	18%	26%	31%

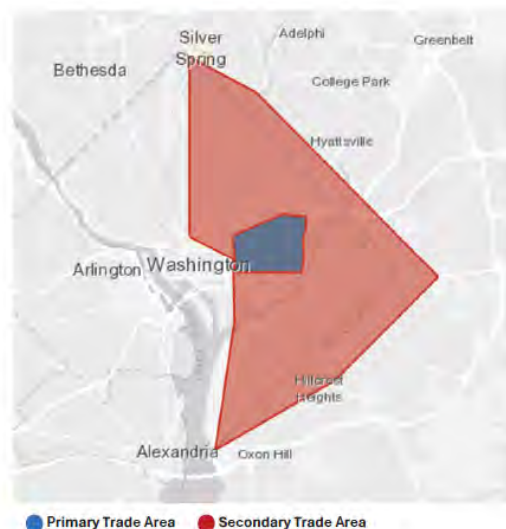
¹ 26% vacancy rate includes spaces with active leases that are not occupied ("shadow vacancies"). Rate based on ground-floor inventory conducted by JS&A in March 2026. 20% of commercial buildings in study area have no active leases, as of April 2026 (DC DOB).



FINDINGS: TRADE AREA SUMMARY

H Street NE functions as both a local-service commercial corridor and as a regional destination.

- Around 25% of corridor visitation is composed of residents from adjacent neighborhoods.
- An additional 35% of visitors originate from Northeast and Southeast DC, as well as nearby portions of Prince George's County, Maryland. Approximately 40% of customers originate from other areas of the DC region.
- Since 2019, the corridor's market draw has remained largely stable, with a modest shift toward more local visitation, reflected in a 0.9% uptick in the share of visits from the Primary Trade Area.
- The corridor has lost market capture of both nearby residents and destination visitors since 2019, reflecting a broad decline in the overall visitor experience. This broad decline amongst local and non-local patrons indicates a need to address the core building blocks of a healthy commercial corridor: **improving the overall experience of spending time along the corridor** (through streetscaping, placemaking, art, etc.), **expanding the number of reasons patrons have to visit the corridor** (new businesses, events, cultural activities, etc.), and **expanding the size of its local customer base** (through additional residential development).



H Street's Primary Trade Area spans adjacent neighborhoods within walking and short driving distance, while its Secondary Trade Area spans across Northeast DC, Southeast DC, and nearby Prince George's County.





FINDINGS: ARTS & ENTERTAINMENT DISTRICT

H Street's dense cluster of performance venues and nightlife establishments in its eastern node serves as a key asset for the corridor, positioning it to re-emerge as an arts and cultural destination.

- H Street's eastern Arts District (between 12th and 15th St NE) remains a strength for the corridor, but visitation has declined since 2019 due to several factors including limited Metro access, rising competition for dining and nightlife from other areas, a national drop in alcohol consumption, high business turnover, and pandemic-related disruptions.
- Despite these challenges, the number of arts and entertainment businesses has nearly returned to pre-COVID levels. Leasing momentum has strengthened, driven by food and beverage users. Notable recent openings, such as Henceforth and Transmission, have reactivated former high-profile cultural spaces.
- Visitation remains below pre-pandemic levels, with average Saturday foot traffic in the Arts District down 37% from 2019 to 2025. Future demand will likely continue to center on restaurants and bars, while growth in other arts and cultural uses may remain limited without additional support.
- Restrictions on live music and operating hours currently limit the node's ability to serve as a vibrant cultural hub. Discretionary ABCA approval processes for liquor licenses can limit restaurants and bars operating hours and allowable indoor and outdoor music and become barriers to new bars and venues locating along the corridor or existing ones choosing to host live music.
- The Atlas Performing Arts Center and the upcoming Nesso Plaza position the 1300 block to reaffirm its role as an arts and cultural hub. Continued success will depend on providing an exceptional visitor experience; enhanced marketing, branding, and cultural programming; increased support for live music; and improved connectivity that can compete with more transit-accessible destinations.



Atlas Performing Arts Center



Henceforth

The combination of a strong performing arts anchor (Atlas, pictured above), two smaller music venues (Pie Shop and Transmission), and a dense cluster of complementary restaurants and bars provides the eastern end of the corridor with the core assets needed to serve as a robust entertainment hub.



FINDINGS: LOCALLY-OWNED BUSINESSES

The H Street NE corridor has a brand closely associated with locally-owned businesses, particularly restaurants and bars. However, rising costs, declining foot traffic, and safety concerns have challenged business operations since 2020.

- Over 80% of retail businesses along the H Street NE corridor are locally-owned. This share is especially high among food and beverage establishments (88%) and merchandise retail/clothing stores (85%).
- Recent leasing activity has also been driven primarily by local operators. 89% of businesses that have opened since the start of 2024 have been locally owned.
- Notably, H Street NE also has an enduring legacy as a hub for small, Black-owned businesses, and the corridor still features numerous Black-owned businesses – particularly restaurants, bars, and nightclubs.
- Operational challenges cited by local business owners on the corridor include cleanliness, public space, safety, and customer access (including parking, transit, and pedestrian connectivity). These are key priorities for enhancing corridor-wide business conditions.

80.4% of retail businesses along the H Street corridor are locally-owned, including:

- 87.5% of food and beverage establishments
- 85.0% of merchandise retail and clothing stores
- 89.3% of businesses that have opened since 2024



Sidamo, a locally owned and established small business along the corridor.





FINDINGS: RETAIL OUTLOOK

H Street NE retail has significant assets to build on, including its mix of restaurants and bars, nightlife, arts and cultural uses, and local business presence.

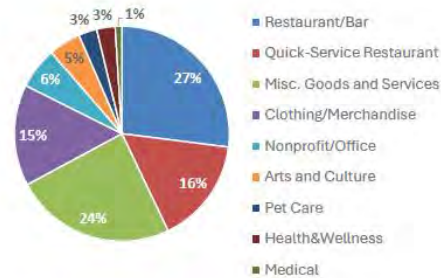
- The eastern end of the H Street NE corridor is well positioned to serve as a stronger cultural and entertainment hub with the right interventions, though it currently has the highest vacancy rate and lowest foot traffic.
- Leasing momentum has picked up over the past year, with growth driven by food and beverage and health/wellness tenants, and local operators. Future leasing demand is expected to continue to be driven by dining and nightlife uses.
- Several sit-down and bar concepts have opened since 2025, and the upcoming indoor-outdoor marketplace Nesso Plaza could become an additional destination driver to complement Atlas Performing Arts Center.
- Improved market capture will likely depend upon offering a better pedestrian experience, improved safety and cleanliness, and creative programming and marketing to introduce (or re-introduce) new visitors to the corridor businesses. Unlocking growth of mixed-use residential development will also boost retail viability by increasing customers and foot traffic.



Dining and nightlife uses will likely continue to drive near-term retail demand, complemented by fitness/wellness uses, given strong citywide demand for both retail segments.¹

¹ WDCEP Retail Strategic Plan, 2026

Retail Business Mix



Most Common New Business Types Since 2025

- Restaurant/Bar
- Fast-Casual Dining
- Health/Wellness



FINDINGS: MULTIFAMILY MARKET

Demand for multifamily units along H Street NE has declined relative to the rest of the District.

- The corridor still has a healthy multifamily occupancy rate of 94%, above the citywide rate of 90%.
- The corridor no longer commands the premium rents it did in the late 2010s. As of Q2 2026, its average multifamily rent is 11% above the citywide average, compared to 22% in 2019. In total, effective multifamily rental rates have dropped 5% since 2019, compared to a citywide increase of 5% during the same period.
- A particularly large drop-off in demand has occurred since Q4 2024, reflected in a decline in rental rates. Effective average rents along the corridor fell 6.3% between Q4 2024 and Q4 2025, the largest reduction of any residential submarket within DC. Notably, nearly all DC saw a decline in rents over this period, but typically closer to 1-3%.
- This decline in demand has been partially driven by large supply growth in nearby Union Market and NoMa, safety concerns, and slower growth of complementary retail amenities.



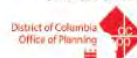
Since the delivery of the Aveo (pictured above) in 2020, H Street has not seen the delivery of a multifamily project with 10 or more units.

Effective Multifamily Rent/SF



Source: CoStar

The gap between H Street rents and the citywide multifamily rental average has narrowed since 2019, as residential demand has been increasingly captured by other emerging neighborhoods.





FINDINGS: DEVELOPMENT ACTIVITY

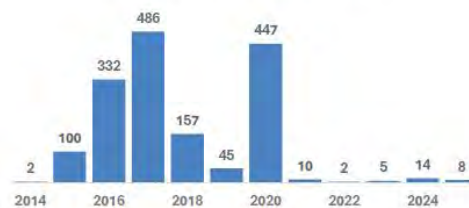
Multifamily and mixed-use development along the corridor has significantly slowed since 2020, influenced both by macro-level economic factors and development barriers specific to H Street NE.

- After adding 1,567 multifamily units between 2015 and 2020, the corridor saw a delivery of just 39 multifamily units between 2021 and 2025.
- H Street is no longer attracting residential rents or retail rents at the top of the market, and there is currently more retail supply than demand.
- A financial analysis of three conceptual development sites along the corridor found that, given weakened demand, layered regulatory requirements, high financing and construction costs, building over seven stories is highly challenging to finance on the corridor. Therefore, zoning changes that allow for increased height or building area will likely have a limited impact in the short-term, as external factors limit investment interest.
- In the current real estate market, an occupied residential unit can generate a similar rent per square footage as an occupied retail use. However, storefront vacancy (26%) is significantly higher than multifamily vacancy (6%). Mandatory ground-floor retail uses therefore force prospective developers and investors to factor in the risk of extended ground-floor vacancy, which lowers projected operating revenues and overall project viability.
- In the H Street Overlay District, developments on a lot size over 6,000 SF require special exception approval by the Board of Zoning Adjustments (BZA). This requirement, combined with multiple overlay districts, bonus density requirements, and/or Planned Unit Development (PUD) processes, adds uncertainty, cost, and risk that further limit interest from developers and commercial tenants.



Progress at several planned redevelopment sites has stalled, due to rising construction costs, high interest rates, and slowed rental growth. These factors have also driven a citywide decline in new residential construction since 2022. (1207 H St. and 1000 H St. sites pictured above)

New Multifamily Units on H Street



Source: CoStar



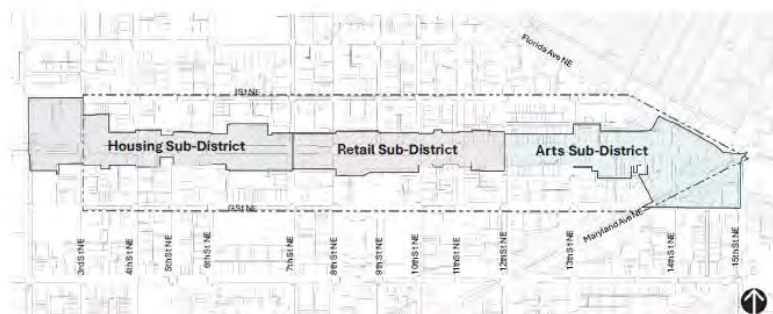
EXISTING LAND USE

Thematic Sub-Districts

The 2004 Strategic Development Plan organized the H Street NE corridor into three thematic sub-districts—Housing, Retail, and Arts & Entertainment—to focus different types of activity in places best suited to support them. The Housing sub-district, near Metrorail, was intended to concentrate new housing. The Retail sub-district was designed to cluster shops and services in a central area to create a stronger commercial destination. The Arts & Entertainment sub-district built on existing venues to foster a cultural destination supported by arts uses, restaurants, and nightlife. This study evaluates how well they function today and whether changes are needed to better align with market realities and the community's vision.

Future Land Use Map

The Comprehensive Plan Future Land Use Map establishes policy guidance for how areas of the city should develop and informs corresponding zoning designations. Along H Street NE, designations are primarily mixed use but vary in their commercial and residential components. These designations are intended to align with the corridor's thematic sub-districts, for example, higher commercial intensity in the Retail sub-district and lower overall intensity in the Arts sub-district. Increasing residential density in the Arts sub-district would bring more people to the eastern end of the corridor, supporting street activity and strengthening demand for ground floor retail. A larger residential presence can also improve perceived safety by increasing "eyes on the street" and extending activity throughout the day and evening.



Map showing the sub-districts, including the Housing sub-district on the western segment, Retail sub-district in the center segment, and Arts sub-district on the eastern segment.



Current Future Land Use Map designates both the western and central segments as Residential Medium/Commercial Moderate, and the eastern segment as Residential Moderate/Commercial Low.





ZONING OVERLAY

Design Requirements

The H Street zoning overlay has regulations that apply to all H Street sub-districts. These design standards are intended to support a continuous, pedestrian-oriented retail corridor. Requirements include:

- **Street wall.** At least 75% of a building must be located at the property line, to a minimum height of 25 feet.
- **Parking.** Above-ground parking structures must provide at least 65% active commercial frontage at street level and curb cuts on H Street are not permitted.
- **Storefront transparency.** New buildings must provide clear windows on at least 50% of the ground floor frontage.
- **Pedestrian access.** Commercial uses must have direct sidewalk entrances. Multifamily buildings must include a primary entrance on H Street. Buildings must be designed to allow frequent entrances averaging every 40 feet.
- **Ground-floor height.** Ground floors must have a 14-foot floor-to-ceiling height. This is supported by an additional 5 feet of allowable building height.
- **Signage.** Limits apply to projecting signs and window-blocking signage; rooftop signs are prohibited.

Zoning Overlay

The H Street overlay sub-districts have specific rules relating to required and regulated uses on the ground floor of buildings.

- The Housing overlay is the only sub-district that lists residential as a defined ground floor use.
- In the Retail overlay, retail is required to occupy at least 50% of the ground floor.
- The Arts overlay is the most restrictive, with ground floor uses limited to those in the arts, design, creative, and eating and drinking establishments.

The Arts sub-district does not allow general retail, services, and other commercial uses while also having the highest percentage of ground floor vacancies within the study area.

This suggests there may be a connection between the restriction on allowable ground floor uses and the high storefront vacancy rate.



Diagram of mixed-use buildings calling out clear glass as a percentage of the ground-floor facade.

Development Approval

- On any lot larger than 6,000 SF, a new building or enlargement of an existing building by more than 50% requires approval of a special exception by the BZA.
- This requirement, added to the overlay in 2023, is intended to ensure projects fit the intent of the zoning rules and character of H Street. The special exception process can add uncertainty and complexity to a project's timeline and feasibility. Broadly applicable design guidelines that can be reviewed administratively could promote design quality while reducing approval time and complexity.



Some storefronts are designed with clear glass, but cover them with graphics, negating storefront visibility requirements.



FINDINGS: LAND USE

Vacancy

- Ground floor vacancies are lowest in the Housing sub-district, which also allows the greatest range of ground-floor uses.
- The Arts sub-district combines the highest ground floor vacancy rates with the most restrictive use limitations, suggesting that allowable use constraints may be contributing to long-term vacancies.

Ground Floor Vacancy			
Housing Sub-District	Retail Sub-District	Arts Sub-District	Total Vacancy Rate
9 (16%)	20 (26%)	29 (31%)	49 (25%)

Preservation

- Because the District's 1958 Zoning Regulations introduced significantly different controls for urban form, it is used as the cutoff date to define the previous era of historic urban fabric.
- The share of pre-1958 buildings increases moving east, with each sub-district containing roughly twice the share of older buildings as the one to the west.
- To incentivize the preservation of H Street's character, the zoning overlay includes a 0.5 FAR density bonus for preserving the facade of pre-1958 buildings.
- In practice, the bonus has seen very limited use, likely because height limits – rather than allowable floor area – are the binding constraint for many sites.

Share of Pre-1958 Buildings			
Housing Sub-District	Retail Sub-District	Arts Sub-District	Total Buildings
38 (17%)	62 (28%)	118 (55%)	218

What is FAR?
FAR stands for "Floor Area Ratio." It is a measure of density, comparing how big a building is compared to the size of the lot it sits on. For example, a 10,000 SF building on a 10,000 SF lot is 1.0 FAR. FAR limits are sometimes used to regulate building size.



Map showing vacant storefronts and pre-1958 buildings overlaid on H Street corridor.





FINDINGS: PUBLIC REALM

H Street NE operates as a heavily used pedestrian corridor, but its public realm is largely designed for movement, rather than pausing. While some segments support street life, the corridor lacks the spaces, amenities, and comfort features needed to function as a cohesive public space.

Key findings include:

- **There is little dedicated public space along the corridor.** H Street NE has no intentional plazas, pocket parks, green spaces, or locations designed for gathering. The absence of dedicated gathering spots limits the corridor's ability to draw pedestrian activity, increase dwell time, and support retail. It may need an identifiable gathering space that serves as the image of the place in people's minds.
- **Opportunities to sit or linger are limited.** Seating is scarce and sidewalks are generally treated as pass-through spaces rather than places to spend time. This limits everyday use by families, older adults, and people waiting for transit.
- **Transit waiting areas are under-equipped.** Bus stops lack seating, shade, and weather protection.
- **Streetscape comfort varies and declines eastward.** Limited tree canopy, shade, and greenery, especially in the central and eastern segments, reduce comfort. Narrow and uneven sidewalks further constrain pedestrian use.

- **Materials and sidewalk design influence perception.** Cobblestone strips in sidewalks were often cited as uneven, difficult to walk on, and causing repair issues.
- **Arts and culture shape identity but lack physical support.** Murals, venues, and programming are central to H Street's character, yet the public realm provides few spaces that can accommodate performances, gatherings, or cultural activity without significant coordination or closures.
- **Access and transportation remain incredibly important, especially for the central and eastern end of the corridor.** Coordinating with DDOT to understand and potentially influence transportation plans and street design is essential.



Narrow sidewalks complicate outdoor dining and shopping



Cobblestone sections have proven difficult to maintain and cause difficulty for pedestrians.



Bus stops at 8th and H need more seating and shade for riders waiting for transfers.



FINDINGS: HOUSING SUB-DISTRICT

The Housing sub-district represents the most recently redeveloped and physically consistent segment of the H Street NE corridor. Newer mixed-use buildings, wider sidewalks, and lower vacancy rates contribute to a more stable retail and pedestrian environment.

Key findings include:

- **Newer development defines the sub-district.** The Housing sub-district contains the most new buildings, including several larger mid-rise residential buildings, typically ranging from six to nine stories.
- **Sidewalk conditions are comparatively better.** Newer buildings generally provide slightly wider sidewalks (approx. 16 feet), offering more pedestrian space than older portions of H Street, where sidewalks are often narrower and interrupted by bay windows.
- **Retail conditions are the most stable along the corridor and support daily activity.** Retail is oriented toward services and everyday needs, including two grocery stores.
- **Urban design quality is mixed.** While newer buildings generally meet zoning requirements, some facade designs – such as irregular window spacing and long frontage segments – feel out of step with H Street's historic pattern and reduce visual rhythm at the street level.

- **Preservation incentives have seen little use.** Only one building appears to have used the facade preservation FAR bonus, indicating limited effectiveness.
- **The western gateway experience is weak.** The arrival sequence from Metrorail – passing through a parking garage and walking over the Hopscotch Bridge – creates a poor pedestrian experience. This location presents an opportunity to establish a clearer gateway at 3rd Street that celebrates the entrance to H Street and improves first impressions.



Some newer buildings use irregular rhythms and massing elements that can feel out of character with H Street.



Only one project on H Street (corner of H and 4th St NE) appears to have used the facade preservation bonus.



Newer buildings have slightly larger sidewalks, giving the Housing sub-district some of the widest sidewalks on H Street.





FINDINGS: RETAIL SUB-DISTRICT

The Retail sub-district was intended to be the commercial core of H Street NE but is currently fragmented. While food and beverage uses remain prevalent, elevated vacancy rates, narrow sidewalks, and uneven streetscape conditions interrupt continuity and limit performance as a cohesive retail destination.

Key findings include:

- **Retail activity is concentrated but discontinuous.** Ground floor uses are heavily oriented toward food and beverage, which comprises roughly one-third of occupied storefronts. However, these are frequently interrupted by vacant storefronts, causing activity to feel isolated rather than continuous.
- **Vacancy is a defining condition.** Approximately 26 percent of storefronts are vacant, substantially higher than in the Housing sub-district. This fragments the retail experience and weakens pedestrian momentum along the corridor.



The Retail sub-district has a character made up of historic buildings, mid-century commercial, new infill, and vacancies.

- **Transit activity is not supported by the public realm.** The intersection of 8th Street NE and H Street NE is a busy bus transfer point with consistent foot traffic, yet lacks adequate shade, seating, and amenities to support people waiting.
- **Urban form reflects layered development.** The sub-district includes a mix of historic buildings, mid-century commercial structures, and some newer development, with building heights ranging from one to eight stories. Older buildings vary in width and scale, contributing to a fine-grained, varied street character.
- **Narrow sidewalks limit outdoor uses.** A higher concentration of older buildings results in generally narrower sidewalks than the Housing sub-district, limiting opportunities for outdoor dining, seating, and street activity.



High percentage of vacant storefronts create a fragmented retail street.



Narrow sidewalks complicate outdoor dining and shopping



FINDINGS: ARTS SUB-DISTRICT

The Arts sub-district functions as H Street's primary arts, entertainment, and nightlife destination with a strong concentration of performance venues, restaurants, and bars. While the sub-district has the most cohesive identity of the three, it also has the most significant challenges related to vacancy, sidewalk constraints, and limited public realm support for arts and cultural activity.

Key findings include:

- **Arts and nightlife define the sub-district's identity.** Ground floor uses are heavily oriented to food and beverage, which account for approximately 55 percent of occupied storefronts. Roughly 10 venues offer live performances, either regularly or on a recurring basis.
- **Vacancy is the highest along the corridor.** Approximately 31 percent of storefronts are vacant, creating a pattern of cultural and nightlife nodes interrupted by prolonged inactive frontage.
- **Retail mix is narrow.** The Arts sub-district allows only limited ground floor uses in the arts, creative, and food and beverage categories. Without general retail, services, or other commercial uses, daytime activity is limited, and resilience is reduced with shifts in nightlife demand.
- **Public art and placemaking are limited.** Given its designation, the sub-district has relatively little visible public art, wayfinding, or streetscape elements that reinforce the arts and cultural identity.
- **Historic building fabric shapes the streetscape.** The Arts sub-district has the highest concentration of pre-1958 buildings in the study area. Urban form is characterized by a fine-grained urban increment and visually diverse street edge.
- **Sidewalk constraints affect pedestrian comfort.** Sidewalks are generally the narrowest along the corridor, particularly where building bays project into the right-of-way, which limits space for walking, queuing, or gathering.
- **Opportunity for eastern gateway.** Coordination with DDOT on design of the "starburst" intersection is necessary to create a marker for the eastern end of H Street.



Map showing vacant storefronts in the Arts sub-district



Existing buildings have a variety of scale, material and colors



Corner at Maryland and H Street offers open space opportunity



The eastern end of H Street has very narrow sidewalks





PRELIMINARY RECOMMENDATIONS

This section shares a series of different ideas for discussion and feedback from the community. These ideas include key objectives and potential strategies to support the H Street NE corridor and its community to thrive.

These preliminary ideas have been informed by:

- Community and stakeholder feedback received thus far;
- Research findings;
- The overall goals of the H Street Land Use and Market Study.

The ideas presented on the following pages are grouped by key objectives and generally move from more immediate, straightforward actions to longer-term efforts that may require additional study, coordination, or policy changes.

Please note, these ideas and recommendations are preliminary and will be refined over the next phase of the project based on community feedback and coordination with District agencies.



Streetlight-mounted banner signage with H Street NE branding



PRELIMINARY RECOMMENDATIONS: PUBLIC REALM

Key Objective: Create a High-Quality Public Realm to Improve Walkability, Boost Corridor Visitation, and Strengthen H Street's Market Positioning within the Regional Context. Strategies to explore include:

REC 1: Expanding support for Clean & Safe teams to ensure consistent street cleanliness.

REC 2: Increasing green infrastructure, tree canopy, and landscaping throughout the corridor and replacing any missing street trees in order to support resilience and pedestrian comfort.

REC 3: Investing in streetscape improvements to enhance pedestrian experience, encourage increased visitation, and support local businesses.

REC 4: Replacing sidewalk materials to increase corridor greening and support accessibility, including replacing cobblestones with a landscaped buffer.



Rec. 4: Existing Streetscape Design – featuring cobblestones between sidewalk and street.



Rec. 4: Conceptual Streetscape Redesign – proposed landscape buffer with gaps for access.





PRELIMINARY RECOMMENDATIONS: PUBLIC REALM

REC 5: Coordinating with DDOT and WMATA regarding street design and transit studies to ensure continued access, improved pedestrian comfort and safety, and support for local business and arts entities.

REC 6: Creating a coordinated public art plan for the H Street corridor to strengthen identity and wayfinding. Elements may include permanent installations, murals, temporary activation of vacant storefronts, signage, and interactive “playable” structures that encourage visitation and pedestrian movement. Coordinate the plan with thematic districts to celebrate transitions while creating a unified corridor experience.

REC 7: Using creative lighting to enhance the pedestrian experience and reinforce the Arts sub-district’s nighttime identity.

REC 8: Creating public spaces at corridor corners, especially at gateways and transitions between thematic districts. Potential uses include plazas, pocket parks, art installations, sidewalk cafes, and pop-up events or performances.



Rec. 7: Precedent image of creative street lighting to enhance the Arts district.



Rec. 6: Example of interactive, “playable” art.



Rec. 8: Example of large corner spaces that could be converted into a plaza or pocket park. 14th and H Street NE.



Rec. 6, 8: Pocket park with public art and tree canopy.



PRELIMINARY RECOMMENDATIONS: ECONOMIC DEVELOPMENT

Key Objective: Build on H Street’s existing assets to further establish itself as a vibrant and resilient arts and culture district. Strategies to explore include:

REC 9: Developing a pilot “Creative Expression Zone” (in accordance with DC Cultural Plan Space 2.3 recommendation) within H Street Arts Sub-District, on the 1300 block of H Street DC. Zone would provide minimal permitting process for performers using parts of public space that do not interfere with the free flow of transportation.

REC 10: Supporting improvements to liquor licensing process to encourage more nightlife and entertainment uses and create a more predictable environment for existing and prospective businesses. (Aligned with DC Cultural Plan Space 2.2 and Space 2.4 recommendations.)

REC 11: Connecting arts-related businesses to existing District resources, such as DSLBD’s Robust Retail Grant program and CAH’s General Operating Support program, through boosting awareness of resources, technical assistance, or potential preference points.

REC 12: Connecting corridor non-profits to existing District resources that support art activations, such as Public Art Building Communities grant, through boosting awareness of resources, technical assistance, or potential preference points.

REC 13: Leveraging the Performing Arts Promotion Amendment Act Tax Rebate to offer live music and theater venues the opportunity for a real property tax rebate.

REC 14: Leveraging ABCA’s temporary alcohol license to support more frequent events in public space.

A “Creative Expression Zone” is a concept to designate commercial areas in the District as places where minimal permitting is required for performers to use public space. The concept was recommended within the 2019 DC Cultural Plan as a strategy to increase options for cultural expression and help residents better connect with cultural heritage.



Planned indoor/outdoor marketplace of Nesso Plaza development, behind 1300 block of H Street.



Mural Alley on 1300 Block of H Street

Image Credits: Popville, Mikaela Lefrak / WAMU





PRELIMINARY RECOMMENDATIONS: ECONOMIC DEVELOPMENT

Key Objective: Support a healthy mix of businesses and reduce storefront vacancy to sustain long-term corridor vitality. **Strategies to explore include:**

REC 15: Studying the feasibility of different place management models, such as Business or Community Improvement Districts.

REC 16: Leveraging existing grant programs – such as Great Streets Retail Grant, Emerging Retail Initiative, Robust Retail Grant, and the H Street Northeast Corridor Marketing Grant – to provide financial support to locally-owned businesses, including legacy businesses on the corridor.

REC 17: Expanding permitted business types in the Arts and Retail sub-districts' zoning regulations to help reduce storefront vacancy. In the Retail sub-district, explore expanding permitted uses to allow ground floor residential uses, if ground floors are designed as storefronts and are convertible to retail in the future. In the Arts sub-district, explore expanding permitted uses beyond arts, entertainment, creative uses, food, beverage, and nightlife.



Image Credits: LoopNet, Solid State Books

Summary of Applicable DC Grant Programs to Support H Street Economic Development Objectives

Grant	Agency	Funding Use	Applicant Type
Great Streets Retail Grant	DMPED	Facade/interior renovations, space build-outs, and other capital improvements	Retail or service businesses and arts and humanities non-profits within designated commercial corridors
Robust Retail Grant	DSLBD	Capital improvements, equipment, technology, and other investments to boost visibility, stability, and customer experience.	Retail businesses
H Street Northeast Corridor Marketing Grant	DSLBD	Marketing efforts to increase foot traffic and support businesses	DC-based non-profit
CAH General Operating Support Grant	CAH	Salaries and wages, travel, materials, overhead costs, and other operating costs	Arts, humanities, and arts education non-profits
Public Art Building Communities Grant	CAH	Design, fabrication, and installation of new permanent or temporary works of public art that connect artists and their artwork with communities.	Individual artists, non-profits, and BIDs



PRELIMINARY RECOMMENDATIONS: LAND USE AND ZONING

Key Objective: Adjust land use and zoning requirements to better support feasible development patterns and long-term growth along the corridor. **Strategies to explore include:**

REC 18: Considering changes to the minimum square footage threshold (currently 6,000 SF) that requires special exception approval by the BZA to shorten development timelines and boost overall viability.

REC 19: Allowing greater building height and FAR through permitting additional zones in the Retail and Arts sub-districts to improve long-term development viability, boost foot traffic, and expand the local customer base. Evaluating a spectrum of potential building heights – including up to 9 stories (105 feet) in the Retail sub-district and up to 6 stories (75 feet) in the Arts sub-district – for feasibility and design quality.

REC 20: Updating the Comprehensive Plan Future Land Use Map to reflect any recommended modifications to height and density, and to align the land use designation of the Arts sub-district with the rest of the corridor.



A photo of the Delta Towers building at the eastern end of the corridor.
Image Credits: DCMud

Increasing By-Right FAR and Height to Enhance Long-term Development Viability

While current market rents along H Street do not justify high construction costs necessitated by building over seven stories (typically requiring more expensive Type I or Type II concrete or steel construction), upzoning will allow the corridor to efficiently accommodate more housing and investment once market conditions shift.





PRELIMINARY RECOMMENDATIONS: LAND USE & ZONING

Key Objective: Ensure new development reinforces H Street's existing character while maintaining a high standard of design quality. Strategies to explore include:

REC 21: Refining design standards in the H Street Overlay to ensure new buildings fit the look and feel of the corridor while still allowing growth.

- For example, ground floors should include small-scale storefronts, large windows, and frequent entrances to keep the street active and welcoming.
- Building massing should also reflect the existing pattern of fine-grained fabric and align with neighboring structures. Standards should allow flexibility so new projects can add housing and adapt to changing needs without losing the character that makes H Street distinctive.

REC 22: Expanding incentives for new developments to preserve pre-1958 facades by providing a height bonus in addition to the existing FAR bonus, to more effectively maintain the corridor's architectural character.

REC 23: Enforcing clear glass requirements post-occupancy to maintain an active and engaging retail streetscape.

REC 24: Expanding clear glass requirements onto side streets that front onto enhanced public spaces.



Rec. 21: Diagram of large new building that uses multiple setbacks, cornice heights, and facade segments to preserve scale and character of H Street.



Rec. 21: Photo of building at street level to show pedestrian experience and variety of scale in large, new building.



ENGAGEMENT TO DATE

Process

Community feedback summarized in this section reflects outreach conducted to date through multiple engagement formats designed to reach a broad range of corridor stakeholders. Efforts included:

- an in-person open house,
- a virtual open house survey,
- three targeted focus groups addressing open space, business, arts, culture, and development,
- four Advisory Neighborhood Commission (ANC) meetings,
- door-to-door canvassing along the corridor, and
- two pop-up engagement events

Together, these activities provided opportunities for residents, business owners, and visitors to share experiences, priorities, and concerns related to land use, development, retail, and the public realm along H Street NE.

Summary

Across public input to date, participants consistently described a corridor with strong cultural identity and latent demand, but where day-to-day comfort, cleanliness, and perceived safety limit how long people stay and how often they return.

Feedback thus far points to a short-term priority on visible improvements (maintenance, lighting, shade, crossings, and activation of vacant spaces) paired with longer-term actions to improve access, support small businesses, and unlock reinvestment.

While there has been broad alignment around a greener, safer, more inviting public realm and a stronger focus on arts and culture branding, several topics require additional study and policy direction as indicated in the preliminary recommendations.

OP has engaged more than 200 people for the H Street Land Use and Market Study so far.

- 800+ Comments across In-person and Virtual Open House #1 Survey
- 120 Attendees at Open House #1
- 68 Participants for Virtual Open House #1 Survey



Photographs of boards with public comments from Open House #1.





New Business



KEY TAKEAWAYS FROM ENGAGEMENT

Public Realm & Streetscape

Make the corridor greener and more comfortable. Expand street trees, shade, planters, pocket parks, and small plazas at corners.

Create places to linger, not just pass through. Add benches, parklets, outdoor dining, and small gathering spaces while remaining aware of concerns about management and safety.

Maintenance & Operations

Keep the corridor clean and well-maintained. Increase trash and recycling receptacles, improve pickup frequency, and ensure ongoing maintenance of streets and amenities.

Safety & Mobility

Improve walking and crossing safety. Slow traffic, enhance lighting, and evaluate mid-block crossings.

Strengthen access and connections. Improve transit access, particularly in the central and eastern segments of the corridor, to encourage more foot traffic and reduce storefront vacancy.

Arts, Culture & Identity

Reinforce arts, culture, and corridor identity. Support murals, public art, creative lighting, live music, events, wayfinding, and protection of existing cultural anchors.

Business & Retail Vitality

Support small businesses and everyday retail. Encourage daytime and family-friendly offerings alongside nightlife uses, and explore grants, incentives, and process improvements to support local businesses.

Address vacant storefronts and stalled sites. Use accountability tools, incentives, technical assistance, and short-term activations to keep spaces active.

Development & Market Alignment

Align policy with market realities. More housing on the corridor can boost foot traffic to help stabilize retail and encourage a vibrant street life. Encourage thoughtful building design to complement the existing neighborhood character.



Photographs of boards with public comments from the first open house.



H Street Land Use and Market Study: Findings and Preliminary Recommendations

33 ■

CENTERING EQUITY

The Office of Planning is anchoring this planning study in the District's commitment to accessible and impactful community engagement, breaking data down by race and ethnicity, as well as focusing on resident outcomes in alignment with guidance from the Mayor's Office of Racial Equity. The study's preliminary recommendations also align with the Comprehensive Plan's racial equity guidance, which states that equity exists where all people share equal rights, access, choice, opportunities, and outcomes, regardless of characteristics, such as race, class, or gender.

The study incorporates racial equity principles by understanding the area's history and people, conducting inclusive community engagement, and identifying strategies that meet community needs.

Understanding History and Demographics

The first stage of this project included research into the history and demographics of the corridor, through a racial equity lens.

A look back at the evolution of H Street NE shows that H Street NE is a resilient, historically Black and immigrant neighborhood and a commercial corridor with a strong legacy of arts and culture. However, cycles of economic decline and revitalization have created racial inequities.

In the past two decades, the racial demographics of residents has shifted, with an increase of the share of white, Hispanic, Asian, and multiracial residents and decrease in the share of Black residents. Today, there are roughly equal populations of white and Black residents, but a higher share of Black residents with lower economic wellbeing. For example, median household income is significantly higher among white residents when compared to Black residents, at \$190,606 versus \$62,312, respectively. White residents in the study area also have a higher home-ownership rate than their Black neighbors, at 49% versus 33%, respectively. Overall, the area is becoming more racially diverse while experiencing persistent economic inequities, which increases the importance of embedding racial equity in all policies.

Inclusive Community Engagement

Understanding inequities that existing within the study area, OP has made it a priority to provide inclusive and accessible engagement. The first phase of the study included an in-person public open house and an online survey, which sought to understand the communities' general priorities and concerns. While many residents and stakeholders participated in these activities, there was a disproportionately higher representation of white residents over their Black neighbors. OP supplemented these large-scale engagement activities with focus groups, including with local small businesses and residents, and tabling along the corridor to increase the diversity of participants. Moving forward into the next phase of the study, OP will continue to track demographics of engagement participants and look for ways to meet residents where they are through additional tabling and outreach.

Strategies that Meet Community Needs

The study examines unmet community needs as a way to address inequities along the corridor. It is also informed by consideration of the potential benefits and burdens that planning decisions may place on different stakeholders. For example, early community feedback highlighted inadequate public space and poor walkability, issues that affect residents, visitors, and businesses alike. In response, this report explores strategies to improve and expand public spaces by creating more opportunities for seating, shade, public art, and safe pedestrian access. As H Street continues to evolve, it will be especially important to support public space improvements that foster a sense of belonging for long-standing community members and reflect the corridor's legacy as a historically Black and immigrant-serving area.

The preliminary recommendations also aim to balance the corridor's future growth with the need to preserve its identity as a hub for locally owned businesses. This includes dedicating funding and technical support for small local businesses and promoting arts and cultural uses, particularly along the eastern portion of the corridor.



34 ■



NEXT STEPS

Final Report Development

OP will develop a final report with further analysis and recommendations for release in September 2026.

The final report will be supported by:

- Continuing community engagement efforts to gather feedback and inform the final recommendations.
- Assessing the appropriate density and types of development to support housing, commercial, and arts activities along the corridor.
- Identifying land use policy recommendations to include in DC 2050, the District's next Comprehensive Plan.
- Identifying design recommendations for new development.
- Creating illustrative renderings of key open spaces and infill development sites that show the potential development and public space improvements.

Community Open House #2

Please join us at the next interactive open house to view progress and provide feedback on the project:

Wednesday, June 24, 2026, 5:30-7:30 pm, at 1207 H Street NE (former Autozone site).

Register to attend on the project website: PublicInput.com/HStreetStudy

Community and Stakeholder Feedback

This report can be viewed on the project website.

OP is soliciting public feedback on this report through an online survey, **opening on June 15**, also available on the project website.

Contact the Project Team:

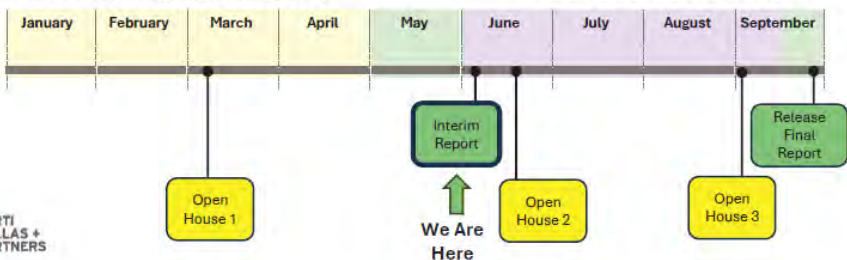
HStreetStudy@dc.gov

Visit our website for updates on the project:

PublicInput.com/HStreetStudy

Timeline

PHASE 1: RESEARCH AND ANALYSIS





New Business



July xx, 2026

Mr. Alex Freedman
alex.freedman@dc.gov
Senior Community Planner, Office of Planning

Re: ANC 6A Comments regarding RFK Master Plan

Dear Mr. Freedman:

At a regularly scheduled and properly noticed¹ meeting on July 9, 2026, Advisory Neighborhood Commission 6A voted X-X-X (with four Commissioners (4) required for a quorum) to authorize Chair Gove and Commissioner Shapiro to finalize and submit the below comments, based on feedback from Commissioners, Committee Members and Residents.

The below is a high-level summary of comments drafted with the support of Gemini Flash to organize and frame discussion at our upcoming ANC meeting regarding the Draft RFK Campus Master Plan. They are built directly on the compilation of comments submitted by our committee chairs and commissioners—and are intended as a starting point, not a final ANC position. Nothing here is binding until the full Commission discusses, amends, and votes to authorize final comments for submission ahead of the **August 14, 2026** deadline.

A Note on Historical References

This draft cites material from the ANC 6A website archive going back to illustrate institutional memory from the past two decades. Where used, it is clearly marked below in shaded “**Historical context**” callouts and is included only to point OP/DDOT/DMPED back to long-standing infrastructure priorities. It is not offered as, and should not be read as, the Commission's current position on land use limitations.

This matters here because the Commission's own outlook has changed substantially. Today's ANC 6A is more supportive of housing growth, urban density, and transit-oriented development. We are focused on building a campus—and a city—that works for residents from ages **8 to 80**.

1. Overarching Comment: Require Binding Commitments, Timelines, and Unified Governance

Our strongest and most consistent piece of feedback is that while the master plan presents an aspirational and attractive multi-generational vision, it remains largely speculative. Aside from the stadium itself and immediate support operations, the plan lacks concrete timelines, funding streams, or clear governance structures for the housing, retail, and recreational components.

Current position—specific gaps we demand OP address in the next phase:

¹ ANC 6A meetings are advertised electronically on anc-6a@googlegroups.com, and in newhilleast@groups.io, at www.anc6a.org, and through print advertisements in the *Hill Rag*.



- **Establish Firm Timelines:** The plan needs explicit schedules for map amendments, zoning adjustments, and BZA approvals required for non-stadium development to move forward. Leaving Kingman development to an open-ended DMPED process without explicit timelines invites perpetual stagnation.
- **Unified Maintenance and Security Entity:** The current proposed "hodgepodge" split between DPR, DGS, and the Washington Commanders is a recipe for operational failure. The District must establish a centralized, accountable entity responsible for the maintenance, safety, and security of public spaces, Kingman Island, and the Anacostia pathways year-round, not just on event days.
- **Enforceable Sustainability and Amenities:** Speculative mentions of grocery stores, pharmacies, libraries, and public schools must be converted into hard planning requirements. Furthermore, net-zero goals, gray-water reuse, and solar panel mandates must be explicitly codified into the building design guidelines rather than left as passive suggestions.

HISTORICAL CONTEXT (archive, not current position): In past cycles, such as our [2019 Response to the RFK Stadium Redevelopment](#), this Commission expressed deep skepticism regarding massive sports infrastructure and stadium impacts. While we remain highly protective of public funds and adjacent residential neighborhoods, our current position actively embraces the opportunity to build a dense, mixed-use, master-planned community. We welcome growth and density, provided it is bound to enforceable commitments that deliver genuine community amenities.

2. Housing, Density, and Multi-Generational Community

Consistent with our updated vision, the plan must maximize residential density and ensure neighborhood-building is structurally prioritized over purely event-day entertainment.

Current position—specific neighborhood requirements:

- **Prioritize the Metro Walkshed:** Housing construction must be aggressively prioritized within the immediate 0.5-mile walkshed of the Stadium-Armory Metro station.
- **Sequence Safeguards and Penalties:** There must be strict regulatory and contractual penalties for prioritizing stadium construction over the enduring mixed-use neighborhood. The stadium complex must not be permitted to outpace the delivery of housing and local retail.
- **Multi-Level Senior Care Housing:** The plan mentions senior housing, but fails to account for a market-rate, multi-level continuum of care facility (independent living, assisted living, and skilled nursing). Currently, our aging neighbors are forced to leave our community and the District entirely for these services. The plan must mandate these facilities so residents can age in place.

3. Transportation, Access, and Parking: Prioritize People Over Cars

Claims that this will be a "transit-first" development will continue to ring hollow so long as 12-story parking garages and enormous surface lots remain core features of the master plan. Investment in mass transit and non-vehicular upgrades must be prioritized over car-centric construction.



Current position—transit and infrastructure mandates:

- **Eliminate Standalone Car Parking:** Massive parking structures sit vacant 340 days a year, invite severe event-day congestion, and run counter to the District’s Vision Zero initiatives. No additional standalone parking structures should be allowed beyond the baseline agreements with the Commanders. If large lots are built, they must be multi-purpose assets utilized for retail, residential, or solar-canopy energy generation throughout the year.
- **Mandate Non-Negotiable Protected Bike Lanes (PBLs):** The draft plan routinely uses the word "may" rather than "will" when describing bike and micromobility rights-of-way. **ALL rights-of-way throughout the campus must mandate grade-separated, protected bike/micromobility lanes** from inception. We should explicitly look to the nearby C Street NE bike lane project—one of the best low-stress cycling corridors in the city—as our baseline standard.
- **Separate Wheels from Pedestrians:** Major thoroughfares like the Anacostia Commons must physically segregate higher-speed micromobility pathways from pedestrian walkways intended for joggers, strollers, and wheelchairs. Additionally, future micromobility vendor contracts must enforce strict geofencing, automatic speed caps, and user verification rules within the campus.
- **Regional Transit Expansions:** The plan must include explicit next steps for Bus Rapid Transit (BRT) and deep coordination with WMATA. We formally request the integration of the following transit upgrades:
 - o Upgrading the Stadium-Armory station to match the high-capacity throughput design of the Navy Yard station.
 - o Building the originally planned Oklahoma Ave Metro infill station.
 - o Establishing the proposed Gold Line transit hub on Benning Road near Langston Golf Course, complete with a vibrant pedestrian promenade connecting directly to the campus. This transit link should make limited local stops to support local businesses along H Street and Benning Road rather than running as an express service.
- **Clarification on Traffic Mitigation:** The plan must clarify how far west the proposed two-way conversion of Independence Avenue will extend and outline explicit operational strategies to prevent game-day traffic from overwhelming surrounding residential streets.

HISTORICAL CONTEXT (archive, not current position): ANC 6A has a multi-decade record of demanding reliable, high-capacity transit links along our boundaries, including our [2021 Resolution Supporting the Extension of the Streetcar](#) and our subsequent advocacy for dedicated bus and transit lanes. Our current demand for comprehensive regional transit integration at the RFK site represents direct continuity with twenty years of consistent, transit-first advocacy.

4. Public Space, Streetscape, and Material Standards



We support expanding public spaces for humans at the expense of out-of-state automobiles, but the current plan relies on fragmented, low-value parcels to satisfy open space requirements within an overly dense 65% coverage limit.

Current position—public space enhancements:

- **Human-Scale Pedestrian Plazas:** The District should substitute surface parking lots for large, permanently pedestrianized plazas and community amphitheaters modeled after successful civic spaces like Canal Park or Eastern Market Metro Plaza.
- **Reject Brick for Pedestrian Rights-of-Way:** The District has learned tough, costly lessons regarding injuries, impaired accessibility, high maintenance costs, and liability associated with brick pedestrian pathways. While porous materials are essential for managing stormwater runoff, the design standards should specify durable, flat, modern porous compounds instead of standard brick or cobblestone.

HISTORICAL CONTEXT (archive, not current position): Our caution regarding streetscape materials draws directly from institutional experience; back in 2007, ANC 6A submitted comprehensive recommendations regarding H Street sidewalk materials and streetscape construction warning against non-durable choices. Pointing OP and DDOT back to these past outcomes ensures the District does not replicate legacy maintenance failures on the new RFK campus.

5. Zoning, Riverfront Preservation, and Environmental Impact

- **Dismantle the Riverfront "Wall":** The current Riverfront District Zoning and Design Guidance makes the counterintuitive recommendation to place the tallest, 11-story buildings right along the river perimeter. This layout risks creating an oppressive, monolithic wall of buildings that detaches the neighborhood from the riverfront.
- **Demand Microclimate Studies:** We request that OP conduct and publish comprehensive shade and wind-tunnel simulations for the proposed zoning shapes. We must ensure these blocks do not turn public spaces into dark, wind-swept canyons.

6. Process & Next Steps

1. Discuss, amend, and refine these high-level draft comments during our upcoming July ANC and Committee meetings to incorporate any outstanding neighborhood feedback.
2. Finalize and submit formal ANC 6A comments to OP prior to the **August 14, 2026** deadline.
3. Coordinate a strong presence and clear testimony for the in-person public hearing on **August 1, 2026** at St. Coletta of Greater Washington.

Thank you for giving great weight to the views of ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at 6A04@anc.dc.gov, or Commissioner Shapiro at 6A03@anc.dc.gov.

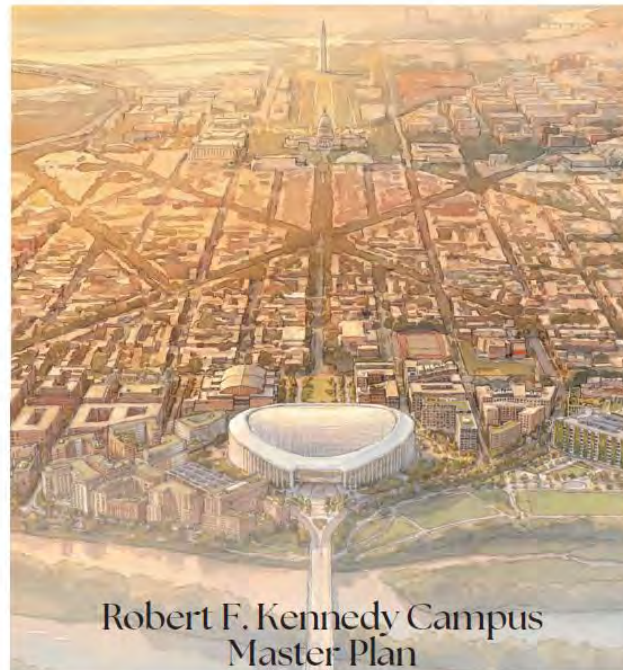


New Business



On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A



Robert F. Kennedy Campus
Master Plan

DEVELOPMENT FRAMEWORK AND DESIGN GUIDELINES
PUBLIC COMMENT DRAFT | JUNE 30, 2026



Figure 12: Riverfront District, view looking south to the Anacostia River

2 Robert F. Kennedy Campus Master Plan

Table of Contents

1	Introduction	5
	Executive Summary	7
	The Vision	8
	The Master Plan Area	12
	Role of the Master Plan	13
	Site Districts	14
	Background and History	17
	Centering Equity	23
	The Neighborhood	27
	Planning Process	37
2	Development Framework	51
	Sitewide Design Principles	53
	Mobility and Connectivity	55
	Parks and Open Space	62
	District Character	69
	Zoning Framework	83
	Implementation	90
3	Design Guidelines	97
	Intent of the Guidelines	99
	Rights of Way & Street Assignments	100
	Street Character	102
	Streetscape Guidelines	110
	View Corridors	112
	Block Development Guidelines	116
	Building Articulation & Expression	120
	Height & Scale Transitions	122
	Architectural Character	126
	Sustainability Guidelines	131
	Open Space Guidelines	135
	Stadium District	137
	Plaza District	143
	Riverfront District	147
	Kingman Commons	155
	Recreation District	159
	Anacostia Commons	165
	Placemaking Guidelines	170

Building design, layout, and landscape shown throughout this document is illustrative and shown for reference only. Renderings have been made with the assistance of platforms using artificial intelligence.

Cover image, Figure 11: View looking west across the RFK Campus site to downtown DC.

Master Plan & Design Guidelines 3



Figure 1.3: Plaza District view looking north into the neighborhood

4 Robert F. Kennedy Campus Master Plan

Chapter 1

Introduction

Master Plan & Design Guidelines 5



Figure 1.4: View of Riverfront and Anacostia Districts looking east

6 Robert F. Kennedy Campus Master Plan

Executive Summary

The RFK Campus Master Plan envisions the transformation of one of Washington, DC's most significant yet underutilized public assets into a dynamic, inclusive, and environmentally resilient destination that strengthens community wellbeing and catalyzes equitable economic growth across the District. Anchored by a new roofed stadium at the terminus of the District's monumental core, the RFK Campus Master Plan reimagines 180 acres of land along the Anacostia River as a connected series of neighborhoods, parks, and civic spaces serving residents year-round.

The Development Opportunity

Over the next decade, the redeveloped campus will deliver 5,000-6,500 new homes, 30% of which will be affordable, creating new opportunities for District residents across income levels. Mixed-use buildings will introduce everyday amenities long missing in the area, including community-serving retail, neighborhood-centered services, and entertainment destinations.

Economic & Community Benefits

These investments will generate over \$4 billion in new tax revenue and are anticipated to create 2,000 permanent jobs, establishing the campus as a major new economic engine for the city.

Parks and Open Space

At least 30% of the site will be dedicated to parks and open spaces, linking communities to the Anacostia River with trails, green infrastructure, and social gathering plazas. These spaces, together with a new SportsPlex, expanded athletic fields, improved river access, and year-round recreation, position the RFK Campus as one of the premier public recreation destinations in the region.

Mobility Enhancements

The plan advances multimodal access by prioritizing walking, biking, and transit. Investments include a new and strengthened multimodal network, enhanced Stadium Armory Metro station access, and improved regional trail connections across the Anacostia River. New infrastructure will manage event-day demand while reinforcing a pedestrian-first environment for residents.

The RFK Campus Master Plan is grounded in extensive community engagement and reflects the priorities of neighbors in Ward 7 and across the District. The project includes significant commitments to local hiring, small business participation, environmental sustainability, and displacement prevention strategies for long-time residents.

With its scale, visibility, and historic significance, the RFK Campus will become a new civic gateway for Washington, DC, honoring the site's legacy while modeling sustainable, community living along the Anacostia River.

5,000-6,500
New housing units

30% affordable housing units

\$4 billion
In new tax revenue over 30 years

30% of site area
New parks and open spaces
**An enhanced Anacostia River
Riparian Zone**

Investments in enhanced Multimodal
Transportation Network
6,000 new garage parking spaces

Introduction

Master Plan & Design Guidelines 7



New Business



The Vision

The RFK Campus will become a vibrant, inclusive, and resilient riverfront district that reconnects communities, expands economic opportunity, and celebrates the cultural and recreational life of Washington, DC.

It will be a place where residents of all ages can live, play, gather, and thrive, supported by new housing, neighborhood amenities, a world-class stadium, entertainment uses, offices, parks, strong transit connections, and an ecologically restored Anacostia River. The RFK Campus will honor its legacy as a civic gateway while serving as a model for equitable and sustainable development in the District.

The RFK Campus redevelopment will deliver:



Approximately 30,000 construction jobs and 2,000 permanent jobs



A new, roofed, transit-first stadium alongside an exciting new mixed-use district with housing, hotels, restaurants, retail, entertainment, and parks



New indoor and outdoor recreation areas, including a SportsPlex serving District youth and families



5,000 to 6,500 new homes, with at least 30% dedicated affordable



New neighborhoods that prioritize walkability and strong local and regional bike connections



Figure 15: Illustrative plan of RFK Campus area

Gameday

The RFK Campus includes a flexible series of open spaces that will act as an extension of the stadium on gamedays. Visitors will have multiple ways to get to the site and new public spaces will be sized to handle crowds and pre-event activities.



Figure 16: Festival Plaza on a gameday (left) and every day (right)

Every Day

The RFK Campus also provides walkable amenities, green spaces, and community gathering places for everyday use by neighbors and visitors. Improved connections to the Anacostia River and new recreational features, including a SportsPlex, will complete the campus.





The Master Plan Area

Three types of site boundaries are used in this master plan:

- The Transfer of Jurisdiction (TOJ) boundary indicates the land that was transferred from federal jurisdiction to the District for a term of not less than 99 years. This includes the larger land assembles in the development area, in addition to three smaller properties between C Street NE and Constitution Avenue, NE. The TOJ also includes a zone designated as a riparian area (identified as "Area F" in the TOJ). The riparian area is a 200' buffer from the Anacostia River which "may not be developed or used for any purposes other than the continuing maintenance of any development, use, or infrastructure existing at the time of the execution of the transfer of administrative jurisdiction over the Campus under this section."
- The master plan boundary is an extended or expanded boundary that includes spaces that should be considered in concert with the TOJ property as part of an overall plan. These include existing roadways, the area around the plaza to the west of the stadium, and the DC Armory site.
- The study area boundary, referenced in The Neighborhood section of this document, is tied to preliminary analysis conducted to understand existing conditions. It includes census tracts and neighborhoods outside of the TOJ and master plan boundary area to better understand the demographics and neighborhood conditions in the area immediately surrounding the site.



Figure 1.7: Map showing TOJ and Master Plan boundaries

Role of the Master Plan

A master plan is a long-term planning tool that guides how a large site will grow and change over time. In the District, master plans are used to transform underused or single-use areas into mixed-use places with housing, jobs, open space, and community amenities. They establish a shared vision and provide guidance to ensure new development fits within surrounding neighborhoods, improves connectivity, and reflects community priorities. This Master Plan:

- Establishes the District's vision for the site, developed in coordination with community stakeholders and agency partners.
- Defines land uses, an overall development program, and key amenities needed to support current and future residents.
- Coordinates planning and site design with the stadium and related development projects.
- Integrates new development with surrounding neighborhoods and improved access to the waterfront.
- Provides design guidance for buildings, streetscapes, parks and open space, and the street network.

For community stakeholders, this document establishes clear policies for how buildings and public spaces will be designed and constructed. It will also be used as a reference for Advisory Neighborhood Commissions.

For District agencies, this document will be used to guide and inform planning decisions. It also establishes priorities for site redevelopment with surrounding federal stakeholders, including the National Park Service (NPS), National Capital Planning Commission (NCPC), and others. It will also be used to inform ongoing zoning regulations.

For the development community, including the Washington Commanders, this document will provide parameters around where development and open space should occur, the look and feel of the campus, and what improvements to infrastructure are required.

Planning for the Future

In 2025, oversight of the RFK Campus site was transferred from the National Park Service to DC through the D.C. Robert F. Kennedy Memorial Stadium Campus Revitalization Act (H.R. 4984). The act transfers jurisdiction of the site to the District for a term of not less than 99 years and allows for the development of residential and commercial uses in addition to a stadium. In 2025, it was announced that the site will be the new home of the Washington Commanders football team. Planning for the stadium and surrounding infrastructure has commenced.

Applying the Master Plan

This Master Plan has been developed and refined with the input of many stakeholders. Each will use this document in different ways.

Organization of the Master Plan

CHAPTER ONE: INTRODUCTION

Provides background and context for the development framework including existing demographics, neighborhood conditions, and summary of community feedback gathered during the planning process.

CHAPTER TWO: DEVELOPMENT FRAMEWORK

Describes the development program for each of the mixed-use districts within the RFK Campus, including building uses, parks and open spaces, and street network.

CHAPTER THREE: DESIGN GUIDELINES

Provides further guidance for street, building, and park space design to promote sustainable development and a sense of place.

Site Districts

Establishing districts within the larger development helps break down the overall scale of the site into more walkable neighborhoods, each with different uses and design character.

Each of the districts has been listed below with a short description. Additional information on the uses and character of each district are located on the following pages, along with community feedback on planning priorities:

In addition to the site districts, there are three other areas included in the master plan boundary. These include the existing DC Armory and the DC Water Swirl Facility, part of the District's water system. The plan also includes several blocks north of the Plaza District, that include existing homes and three parcels included in the Transfer of Jurisdiction.

Stadium District

Entertainment destination connected to the stadium, entry plaza, and concessions areas

Plaza District

Transit-oriented entertainment and mixed-use destination for game day and everyday events

Riverfront District

A waterfront community anchored by housing, hotel, retail, and restaurants, defined by views and access to the river

Kingman Commons

A residential and recreational district with a new SportsPlex and enhanced outdoor spaces

Recreation District

A recreation hub anchored by athletic fields and community open space

Anacostia Commons

Natural riparian zone with enhanced trails, recreational features, and connectivity to the water



Figure 1.8: Diagram indicating boundaries of site districts.

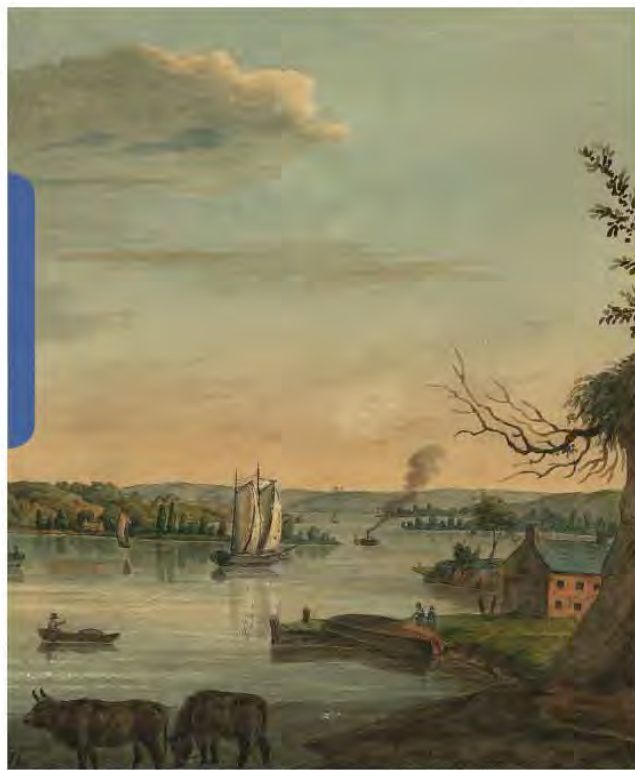


Figure 1.9: Painting depicting the East Branch of the Potomac River, August Kollner, 1839

16 Robert F. Kennedy Campus Master Plan

Background and History

Historic Context

The RFK Stadium Campus occupies land that was partly within the Anacostia River's tidal flats. The rich landscape supported Native America Indians as early as 14,000 years ago and served as an important economic location. Settled villages and cultivation of corn became common roughly 3,000 years ago. By 1606, when explorer John Smith sailed up the Anacostia River, there was a town present that he called Nacotchtanke, surrounded by smaller villages that were set among the fields of corn. The residents of the town and surrounding villages became known as Nacostans, or Anacostans, which eventually became the name of the river. Nacotchtanke was an important native trading center.

As the area's population grew throughout the 18th and 19th centuries, the river gradually silted up, making it unsafe for navigation. The sewer and stormwater system discharged directly into the river, causing an unhealthy pollution problem. The wetland marshes that previously supported plants and animals were seen as a nuisance and of limited public use. Beginning in

1877, multiple proposals, plans, and studies were produced in support of improvements to change the conditions in and along the Anacostia River. In the 1890s, a dredging program was planned to improve navigation by creating a deep ship channel and convert the wetlands into usable public land. Dredged material was used to cover or fill the wetlands, creating large tracts of new land along the river, including much of what is now Anacostia Park and the RFK Campus.

DC's Planning Legacy and the RFK Site

In the 1790s, architect and engineer Pierre L'Enfant was commissioned by President George Washington to develop plans for the city of Washington, DC. L'Enfant's design considered the location and conditions of the Anacostia River, then known as the "Eastern Branch" of the Potomac River, as part of the larger urban context of the emerging city. Working in counterpoint

Introduction



Figure 1.10: Enlarged portion of an 1889 Army Corps of Engineers map, with the current RFK Campus area in red

Master Plan & Design Guidelines 17

to the higher land to the west that would accommodate prominent government buildings like the White House and Capitol, he envisioned the area along the western edge of the Anacostia as a place of commerce and shipping. Over time, L'Enfant anticipated that the two areas would grow toward each other, in an extended network of city streets and squares.

The L'Enfant plan shows the area of the current RFK Campus as a large multi-block square sitting at the terminus of East Capitol Street, with a bridge extending on axis across the Anacostia to the east. Two radial streets feed into the square.

The 1902 McMillan Plan identified this area as appropriate for commercial and park uses, but by 1914 it had been determined that this area was more appropriate for only park uses. Subsequently, the reclaimed land around what is now the RFK Campus was incorporated into the federal park system and remained largely undeveloped, functioning primarily as open space and recreational grounds. While adjacent neighborhoods such as Capitol Hill, Kingman Park, and Near Northeast continued to develop, the riverfront parkland remained largely separated in function and use from surrounding residential areas.

In 1930, the National Capitol Park and Planning Commission offered an interpretation that the RFK Campus site was intended by L'Enfant as a gateway to the monumental core of the city. This view has been consistently presented and is reflected in current plans. Planning and policy efforts in the 1940s focused on developing this area for an armory and sports and recreational functions including a stadium, aquatic center, and tennis stadium among other uses.

In the late 1950s, the federal government approved the development of a major stadium complex on the site. Construction of District of Columbia Stadium began in 1960, and the facility opened in 1961. The stadium was designed as a multi-purpose venue capable of hosting professional football, baseball, and large civic events.

RFK Stadium

In 1963, the stadium was renamed Robert F. Kennedy Memorial Stadium following Senator Kennedy's assassination. From 1961 to 1996, the stadium served as the home field for Washington's professional football team, hosting game play for more than three decades. RFK Stadium also hosted Major League Baseball, serving as the home of the Washington Senators from 1962 to

1971, and later the Washington Nationals from 2005 to 2007. Beginning in 1996, RFK became the home stadium for Major League Soccer team DC United, which played there through 2017. In addition to professional team use, the stadium hosted a wide range of major events, including FIFA World Cup matches, international soccer exhibitions, college football games, large-scale concerts, and presidential inaugural celebrations. After DC United's departure in 2017, RFK Stadium continued to host limited events during a transition period. In 2019, the fields at RFK opened, formalizing the campus's shift toward year-round recreational use, and RFK Stadium ceased regular operations later that year.

Surrounding Area

Extensive surface parking surrounded RFK Stadium. Pedestrian connections to nearby neighborhoods remained limited, and the riverfront edge was largely inaccessible. While the stadium established the site as a regional destination, the broader campus remained underutilized for most of the year. Surface parking lots continue to be used for festivals and events, including a weekly flea market, cultural festivals, and local sports activities.



Figure 1.12: Photo of the model for the District of Columbia Stadium



Figure 1.13: Photo showing one of the multiple sports & cultural activities hosted on the site

Introduction



Figure 1.11: Enlarged portion of an 1881 reprint of a 1791 L'Enfant plan, with the current RFK Campus area in red

18 Robert F. Kennedy Campus Master Plan



Figure 1.14: Photograph showing RFK Stadium prior to demolition

Master Plan & Design Guidelines 19



New Business



Designing an Equitable and Inclusive Engagement Process

From February 2025 to August 2026, the District conducted a broad outreach process that engaged close to 1,800 stakeholders and facilitated equitable access to participation by meeting residents where they are. Outreach utilized various methods such as hosting virtual and in-person meetings, focus groups, and community walks, and attending community events and meetings with local organizations. Additionally, engagement materials were deliberately designed to be accessible, culturally responsive, and easy to understand.

Throughout the master plan engagement, the District closely monitored participation by Ward and socioeconomic and demographic characteristics, including race and age. This analysis enabled a responsive approach that deliberately sought to address gaps in who we reached and elevate historically underrepresented lived experiences in the planning process, including those of youth, older adults, small business owners, and recreation users.

Stakeholder input directly shaped the plan's priorities, and continued engagement will guide implementation to ensure long-term decisions reflect community needs. The District intentionally developed this plan to address current racial disparities and produce equitable outcomes over time.

Crafting A Master Plan That Advances Racially Equitable Outcomes

A number of actions have been identified that collectively aim to reduce disparities, increase access to opportunity, and ensure that communities affected by past harms directly benefit from future investment. These actions include:

- **Housing and Stabilization:** Increasing affordable housing supply and leveraging anti-displacement programmatic funding (such as rent stabilization assistance and tenant protections)
- **Economic Opportunity:** Expanding local job access, prioritizing community-serving amenities, and creating retail opportunities that support small and minority-owned businesses.
- **Mobility and Access:** Improving public transit connectivity and expanding multi-modal options to improve connections to neighborhoods east of the Anacostia River.
- **Health, Environment, and Recreation:** Restoring the riverfront, increasing the tree canopy coverage, incorporating stormwater management practices, and increasing access to recreational amenities to reduce environmental burdens and improve health outcomes.



Figure 116: Senior focus group

THIS PAGE INTENTIONALLY LEFT BLANK

Introduction



Figure 117: Kingman Park view looking west on Oklahoma Ave

The Neighborhood Study Area Description

The study area includes both the approximately 180-acre RFK Campus and an 18-census tract area representing neighborhoods within a one-mile radius of the RFK Stadium Campus site.

Located in Northeast and Southeast Washington, DC, primarily in Ward 7 but partially in Ward 6, the study area follows census tract boundaries roughly bordered by Maryland Avenue NE and 8th Street SE to the west, Benning Road NE, the Anacostia River, and Waits Branch to the north, Pennsylvania Ave SE to the south, and Fort Davis Drive and Texas Avenue to the east.

Surrounding Neighborhoods

The study area includes a variety of neighborhoods within the greater Capitol Hill District on the west side of the Anacostia River, including Barney Circle, Rosedale, and Kingman Park, as well as the RFK Campus and portions of Anacostia Park. In addition, it includes several neighborhoods to the east of the Anacostia River, including Greenway, Dupont Park, Twining, Fort Dupont, River Terrace, Benning, and Mayfair.

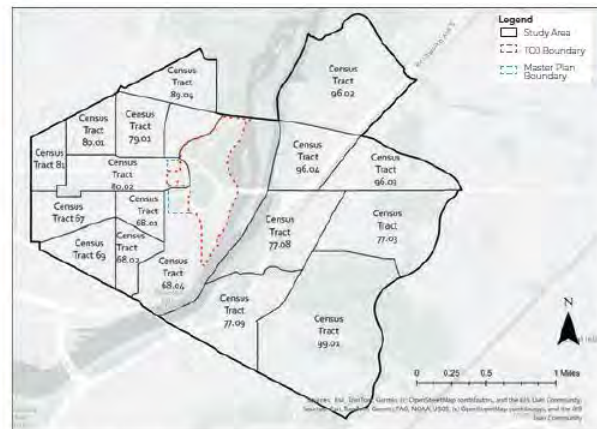


Figure 118: Map of the study area

Introduction



New Business



Demographics

The total population of the study area is 58,539 people, covering 3,422 acres and representing over 8% of the total District population (based on five-year averages from 2019-2023). The distribution of ages across the study area skews younger than the District as a whole.

The District gathered key demographic data to identify disparities that have arisen over time as a result of racial segregation and discrimination. The Anacostia River largely splits the study area by racial background, with higher populations of white residents west of the Anacostia River and higher populations of Black residents east of the Anacostia. Hispanic and Asian populations within the study area are relatively small compared to the District as a whole.

Economics

Median household incomes in the study area generally decline from west to east, reflecting a clear geographic gradient in economic conditions. While 14.5% of individuals across the District live at or below the poverty level, half of the census tracts in the study area exceed this benchmark, indicating concentrated pockets of economic hardship. Educational attainment is comparatively strong in several neighborhoods, particularly Capitol Hill and areas west of the RFK Campus, where the share of residents holding a bachelor's degree or higher surpasses the District-wide average of 63.6%.

Unemployment patterns vary significantly. Rates are well below the District average in Fort Dupont

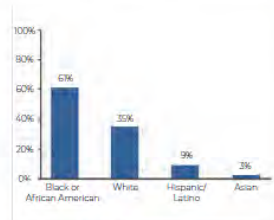
and Capitol Hill but notably higher in tracts surrounding the RFK Campus. Local employment is heavily oriented toward management, business, science, and the arts occupations, which account for nearly two-thirds of all jobs.

The District's median household income is \$109,870, but the distribution of household incomes across the study area show disparities based on race/ethnicity. The incomes for households identifying as white, Asian and Hispanic exceed the median, and Black households generally make less than the median. The study area, like much of the District, features areas of higher educational attainment for residents. While a majority of white, Asian, and

Hispanic populations hold a Bachelor's Degree or higher, only 28% of the Black population in this area has completed higher education. Across ethnic and racial categories, a relatively small portion of the population has not completed high school (or GED equivalent).

Employment rates vary within the study area, significantly by race and ethnicity, with 11.55% of the Black population identifying as unemployed, as compared to 6.5% across the District.

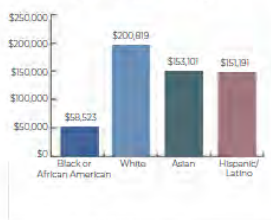
Population by Race/Ethnicity



Source: ACS 2020-2024 5-Year Estimate

Figure 119: Population by Race/Ethnicity bar chart

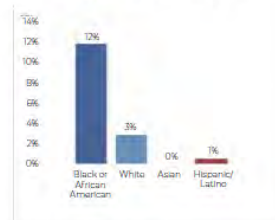
Median Household Income by Race/Ethnicity



Source: ACS 2020-2024 5-Year Estimate

Figure 120: Median Household Income by Race/Ethnicity bar chart

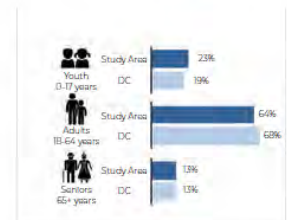
Unemployment Rate by Race/Ethnicity



Source: ACS 2020-2024 5-Year Estimate

Figure 121: Unemployment Rate by Race/Ethnicity bar chart

Community Age



Source: ACS 2020-2024 5-Year Estimate

Figure 122: Community Age comparative bar chart

Housing Costs and Housing Cost Burden

Housing density varies across the study area, with typologies ranging from garden-style apartments to rowhouses and walk-up residences. The study area features limited vacancy, possibly because the majority of residents own their own homes. Most housing units have two or fewer bedrooms (59%). Three-bedroom units are present, but four-bedroom-or-larger units comprise just 13% of all housing stock.

Affordable housing units are present across the study area, with some notable concentration areas near the RFK Campus, in and around Carver Langston and in Fort Dupont. Affordability is defined as housing that residents can attain with 30% or less of their annual gross income.

Aging housing stock and limited development pressure in many study area communities has

preserved naturally occurring affordable housing. Census tracts east of the Anacostia, as well as in the Rosedale neighborhood west of the river, offer median rental rates ranging from \$1,088 to \$1,390 per month, which are affordable for residents earning \$58,000 annually, the lowest median income among racial and ethnic groups in the study area. Given the increased pressure from upcoming development at RFK Campus and surrounding areas, these units are at greatest risk of renovation or replacement that could price out or otherwise displace current residents. Recognizing this threat to attainable housing, the District is committed to preserving dedicated affordable housing across all income levels at the RFK Campus and beyond.

The study area is also home to approximately 3,500 income-restricted units. Some of those

closest to the RFK site include the Hill East multi-phase redevelopment, which includes over 1,000 planned, income restricted units and permanent supportive housing just to the east of the RFK Campus. Affordable housing requirements within the RFK Campus will ensure that at least 30% of new units are income restricted, supporting lower-income and cost-burdened households by alleviating market pressures throughout development.

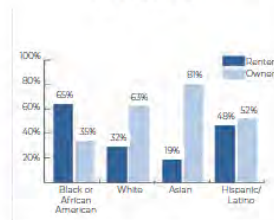
Housing cost burden is the percentage of household income that is spent on housing. The U.S. Department of Housing and Urban Development (HUD) defines housing cost burden as occurring when housing spend is 30% or more of gross household income. Among renters, housing cost burden is generally higher in neighborhoods East of the River, particularly

in lower Greenway and Fort Dupont, where more than half of renting households are cost burdened. The burden is also relatively high in River Terrace (40%).

Anticipated increases in property values for these communities due to their proximity to the new investments at the RFK Campus, combined with existing housing cost burdens, increase the risk of displacement for some residents.

Elsewhere, there are much smaller percentages of housing cost burdened households. In 12 of the 17 census tracts with reporting data, less than a quarter of households are housing cost burdened. District-wide, approximately one-third of households are housing cost burdened. The lower housing costs in much of the study area, indicated on the previous page, correlate with below-average housing cost burdens.

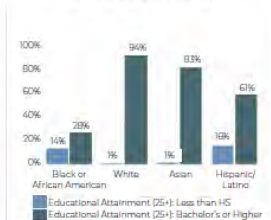
Housing Tenure by Race and Ethnicity



Source: ACS 2020-2024 5-Year Estimate

Figure 123: Housing Tenure by Race and Ethnicity comparative bar chart

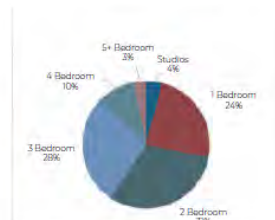
Educational Attainment by Race/Ethnicity



Source: ACS 2020-2024 5-Year Estimate

Figure 124: Educational Attainment by Race/Ethnicity comparative bar chart

Bedroom Density



Source: ACS 2020-2024 5-Year Estimate

Figure 125: Bedroom Density pie chart



New Business



Community Amenities

Parks, Open Space and Recreation Centers

Recreational facilities are critical amenities to supporting residents of all ages and encouraging the expansion of a family friendly environment. The study area is rich in parks and open space, including national parks, District parks, and community gardens. Many of the area's parks and open spaces are located along the Anacostia River.

Anacostia Park and Fort Dupont Park are the most significant open spaces in the study area, supplemented by smaller parks west of RFK Campus (including Lincoln Park, Rosedale Park, Watkins, and others) and additional open space areas to the east (Fort Circle Park, Fort Chaplin Park, and Pope Branch Park).



Figure 126: Map showing parks and recreation areas within the study area

32 Robert F. Kennedy Campus Master Plan

Recreation facilities are relatively well-distributed across the study area, though the RFK Campus represents an opportunity to provide an additional, expanded community facilities to supplement smaller facilities at Watkins, Rosedale, and Benning Stoddert Recreation Centers.

As one of the District's largest, undeveloped land areas, the RFK Campus already features a concentration of recreational fields including numerous multi-use fields.

Historic Sites and Districts

The study area includes a number of historic sites and districts. There are three large historic districts, which include both neighborhoods and open space (Capitol Hill, Fort Circle Parks, and Kingman Park), as well as a few smaller historic districts (Emerald Street; Young, Brown, Phelps, and Spingarn Educational Campus; and Langston Golf Course).

The study area includes a number of historic landmarks as well, including the 1940s Mayfair Mansions, Langston Terrace Dwellings, and Duvall Manor Apartments. Additional historic landmarks in the study area are varied and include a theater, streetcar barn, plaza, fire station, yacht club, archaeology site, and two schools. The Emancipation Monument and Congressional Cemetery are also part of the immediate area.

Schools and Libraries

Schools and libraries are essential community resources, especially for families and young people. In the District, families can send their children to their in-boundary DC Public School (DCPS) or apply through the My School DC lottery to attend another DCPS school or a public charter school.

The RFK campus overlaps with the boundaries of five DCPS schools: three elementary schools (Miner, Maury, and Payne), one middle school (Eliot-Hine), and one high school (Eastern). Miner and Eastern currently have enough space to support additional students. Within one mile of the new RFK stadium, there are also 13 DCPS and public charter schools offering various grade levels and specialized programs.

DCPS and the Office of the Deputy Mayor for Education (DME) regularly review school enrollment trends, facility capacity, and utilization to ensure there is adequate facility capacity to serve students who enroll via the boundary as well as through the lottery.

There may be a future need for a library in the Greenway or Dupont Park neighborhoods based on geographic coverage. However, this is not currently included in the 2025 DC Public Library Facilities Master Plan. Other than this potential gap, the study area is generally well served by existing libraries.



Figure 127: Photograph of Historic Langston Terrace Dwellings



Figure 128: Photograph of Miner Elementary School

Master Plan & Design Guidelines 33

Community-Serving Retail

The distribution of grocery stores, shopping centers, and commercially-zoned properties highlights a geographic gap in and around the RFK Campus. The natural boundary of the Anacostia River and lack of population present within the RFK campus today have limited the desirability of the study area for certain retailers. Additionally, many stores, grocers, and other retailers require higher levels of disposable income within a 1-mile radius before positioning a store in a given community. This opportunity is compounded by the closure of a full-service grocery store near Benning Road NE and I Street NE, which will widen existing gaps in fresh food access.

While there are several grocery stores near the periphery of the study area, a future grocery store located near the RFK Campus would be both beneficial and market feasible. Additional

shopping opportunities, especially everyday retail, could also create a retail node in the middle of the study area where there are currently very limited options.

Farmers markets in the study area also provide important food retail and food access points for the residents, offering fresh, locally sourced products and supporting community-based food systems. Eligible, low-income residents can utilize their federal nutrition benefits at participating markets. These benefits are further supplemented by local produce incentive programs such as Produce Plus and Farmers' Market Matching Programs. Both federal and local food access programs at farmers' markets improve the local agricultural system and generate an economic impact of over \$2 million. The RFK Open Air Farmers & Flea Market, which is located in the study area, is one of the District's longest-standing open-air markets, serving as a critical hub for food access, commerce and culture.



Figure 129: Map showing grocery stores, shopping centers, fire stations, police stations, and hospitals within the study area

34 Robert F. Kennedy Campus Master Plan

Emergency and Health Services

Police and fire services are relatively well distributed within the study area. However, new development will expand the need for additional fire and emergency service capacity. The Fire and Emergency Medical Services Department (FEMS) is currently exploring options for a new, full-service firehouse to support RFK Campus.

Hospitals generally have large catchment areas. There is one hospital east of the Anacostia, just outside of the study area (Cedar Hill Regional Medical Center). A more in-depth study of medical services would be needed to identify any distinct service gaps in the area.

There are relatively few primary care facilities within the study area, and all of these are located at the periphery. St. Colette of Greater Washington, a special education charter school, provides services to their school community, such as pediatric occupational, speech, and physical therapy and represents some of the only specialized care in the study area.

There are seven pharmacies within the study area and several others just outside the boundaries, but there are few located centrally or adjacent to the RFK Campus. There are also no primary care facilities in the eastern or southeastern portion of the study area where a large percentage of seniors currently reside.

These features suggest value in locating primary care services and a pharmacy at the RFK Campus as part of the development program, if feasible.



Figure 130: Photograph of BridgePoint Hospital



Figure 131: Langston Terrace Dwellings

Master Plan & Design Guidelines 35



Figure 1.32: View from the Anacostia River looking west through the Riverfront District to the stadium

36 Robert F. Kennedy Campus Master Plan

Planning Process

Process Overview

Throughout 2025 and the Spring of 2026, the District heard from the public about the current conditions of and visions for the RFK Campus site. Using this public input, initial design concepts were developed and refined. These design concepts, informed by the community engagement process, provided the basis of the Draft RFK Campus Master Plan. A public review process will follow initial release of the master plan. All public comments will be reviewed and considered for integration before the plan is submitted for approval to the DC Council.

Decision-Making Structure

The RFK Campus Master Plan is led by a centralized Project Management Office (PMO) which oversees the day-to-day project management, interagency coordination, and alignment with District priorities. The PMO was created through an order by Mayor Bowser to establish a coordinated decision-making structure and oversee the RFK Campus redevelopment. Under the umbrella of the PMO, core District agencies each play a defined role:

- The Office of Planning (OP) leads long-range planning and land use policy, including the master plan process itself.
- The Office of the Deputy Mayor for Planning and Economic Development (DMPED) focuses on economic development strategy, implementation, and partnership with the Commanders.
- The Department of Transportation (DDOT) directs transportation and infrastructure planning.
- The Department of Energy and Environment (DOEE) ensures the project's environmental sustainability and resilience.
- The Department of Small and Local Business Development (DSLBD) supports the inclusion of local businesses in the campus redevelopment.
- The Department of Buildings (DOB) is responsible for reviewing development applications for each building.

DC's elected and community-based leaders play a key role in promoting, shaping, and advancing the RFK Campus Master Plan. Throughout this planning process, the District met and partnered with key ANCs and civic organizations to provide project updates and share critical information with residents.

While the District is leading the master plan process, it is also embarking on the National Environmental Policy Act (NEPA) process. NEPA is a separate regulatory and review framework that includes environmental analysis to assess potential impacts of proposed development scenarios on the RFK Campus. The separate but parallel NEPA and master planning processes require additional levels of coordination while ensuring that future development is community-driven, implementable and environmentally responsible.



Figure 1.33: Chart showing key community engagement and master plan milestones

Master Plan & Design Guidelines 37

Engagement Overview

Community engagement for the RFK Campus Master Plan was designed to ensure that the plan reflects stakeholders' priorities, needs, and visions for the site. Additionally, engagement sought to build shared ownership of the plan.

To guide the RFK Campus Master Plan, the District designed and implemented an innovative, multi-pronged equitable engagement strategy to meaningfully engage stakeholders and identify actionable input to guide the Master Plan. These included identifying key opportunities, elevating community concerns, and clarifying tradeoffs inherent in redeveloping a large and complex public site.

With that foundation in mind, the goals of engagement were to:

- Communicate clearly with the public
- Identify and engage diverse stakeholders

- Offer effective and impactful opportunities for public participation
- Overcome barriers to accessible engagement
- Maintain transparency in decision-making
- Align RFK Campus engagement with ongoing outreach by OP and other District Agencies such as the DDOT, DOEE, and DMPED
- Shape the Master Plan according to a shared community vision

Engagement Approach

Engagement prioritized "meeting people where they are" to ensure inclusivity, recognizing that meaningful participation requires flexible and varied timing, location, engagement type, and participant lift.

A combination of in-person and virtual opportunities lowered barriers to participation for those with busy schedules or limited mobility. Quick-touch methods (such as pop-up events and online tools) allowed participants to offer high-level feedback, while deeper engagement (such as open houses, site walks, and focus groups) created spaces for in-depth discussion.

The website OurRFK.dc.gov served as the virtual repository for all information about the RFK Campus Redevelopment process. This platform, along with social media and other neighborhood-based communications, were used to promote engagement events.

Throughout the master planning process, engagement was iterative, with feedback loops built into each planning phase. Quantitative and qualitative community input was collected, coded, analyzed, and incorporated to refine ideas and designs. This cyclical approach ensures that engagement is ongoing and that the evolving plan reflects continued input.

Key Participant Demographics

The project team collected demographic information from attendees at major feedback events to ensure equitable representation among stakeholders throughout the engagement process. Demographic information was not collected at smaller scale events. As such, these event participants are not represented in demographic analysis. Accounting for both formal and small-scale engagements, the RFK Campus Master Plan process included a total of 33 events with over 1,500 stakeholder touchpoints.

Over 800 community touchpoints were generated from the two in-person open houses, one online module, and two community site walks. The two in-person open houses drew a combined 281 attendees. 442 people responded to the online module and 176 people attended the two site walks. From these touchpoints, the team received roughly 400 responses to demographic questions on housing tenure, race, and geographic location.

Ward 7 residents were most represented (45% of all participants), followed by Ward 6 (25%). The majority of participants identified as homeowners (74%). Most participants were White (56%) or Black/African American (27%). In addition to these broad public engagement methods, the team conducted targeted focus groups with business owners, recreation organizers, older adults, and high school and college students. These conversations were designed to capture a diverse range of perspectives and ensure the Master Plan is responsive to the community's needs.

1,759 TOTAL PARTICIPANTS



Figure 1.34: Diagram showing engagement event types and quantities

38 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 39



New Business



What We Heard: Key Themes

During engagement efforts in the spring of 2026, participants were asked to share their priorities for the campus at-large and for individual site districts. While preliminary feedback highlights several areas of consensus, stakeholders had a range of priorities which often led to mixed and layered conclusions. Through the online module and during the open houses, the team received over 4,000 responses from over 400 participants indicating preferences around building uses, open space, and activities for the future RFK Campus.

Land Use and Development Programming

Participants emphasized the importance of thoughtful land use and development that supports both the surrounding community and the long-term success of the campus. Input revealed preferences for a balance of open space, housing, and commercial uses across the site. Feedback touched on opportunities to develop the RFK Campus as an extension of existing neighborhoods, providing community-serving amenities like groceries and restaurants that might be missing from the larger area. Responding to this input, the Master Plan encourages mixed-use buildings throughout new development. Stakeholders identified priority areas for ground-level retail and specifically requested neighborhood-serving amenities like pharmacies, childcare facilities, and clinics.

"Concentrate dining, retail, and programmed public space in adjacent parcels to ignite activity."

- Participant comment

Building Design and Streetscape

While supporting the concept of mixed-use development, participants raised concerns about development density and its impact on traffic, environmental sustainability, and parks and open space. There were also mixed sentiments about building heights. Some stakeholders called for maximum height and density in new development, while others wanted to extend the look and feel of surrounding neighborhoods. The Master Plan addresses these concerns by identifying areas where height transitions are needed to create strong relationships between new construction and existing structures.

Specific comments were also captured for each of the districts. Similar input was noted for the Riverfront, Plaza, and Kingman Park Districts. Recurring priorities in these areas included maintaining views to the Anacostia River and incorporating natural features into the plan. The Master Plan considers this feedback by planning for a wide range of parks and open spaces that connect both visually and physically with the Anacostia river.

Responses in Kingman Park focused more on providing appropriately scaled buildings and materials compatible with the existing historic neighborhood. Plans for this neighborhood include the potential for smaller-scaled residential buildings nearest to Kingman Park and additional height transitions.

"Development 'should still feel like a community neighborhood scale.'"

- Participant comment

Parks, Open Space, and Recreation

Participants expressed a strong interest in maintaining high quality open space at the RFK Campus. Over 100 comments expressed a desire for thoughtful streetscape design with natural elements, ensuring sufficient shade, and designing public spaces and paths with adequate lighting. High-quality streetscapes with accessibility for people of all ages and abilities, continuous street trees, and coordinated lighting strategy will connect all components of new development.

"Prioritize green spaces and public parks."

- Participant comment

Specific comments called for a riverfront walk, wetland walk, and fitness trails. The Master Plan calls for improvements to the existing trail system and enhancement of connections across the site. Anacostia Commons, in particular, provides opportunities to bring people closer to the water in meaningful ways.

Additional comments referenced various types of athletic spaces participants would like to see on the campus. These included a wide range of recreational uses, with the most frequently mentioned including a replacement pole vault facility, multi-use sports fields, and other flexible multi-use spaces. The Master Plan identifies where these types of recreational activities can be located, building off of the existing sports fields and planned SportsPlex.

"This campus is a tremendous opportunity to continue fostering active sports."

- Participant comment



Figure 135: Open House photo



Figure 136: Open House photo



Figure 137: Open House photo

40 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 41

Equity and Community Impact

Equitable development was identified as a priority during community engagement. Attendees were particularly concerned about ensuring that communities East of the River meaningfully benefit from the RFK Campus redevelopment. Food access was also a point of interest, often expressed through requests for full-service grocery stores and farmer's markets. The Master Plan recognizes the importance of providing pedestrian-accessible food options and identifies this as a development priority for neighborhoods outside of the immediate RFK Campus site.

"Make this about residents first."

- Participant comment

"We need mixed income housing so people can live near where they work."

- Participant comment

"Include connections East of the River."

- Participant comment

Mobility and Access

Half of all written comments received mentioned mobility and transit, underscoring the importance stakeholders place on access to and around the campus. Participants noted that improved Metro access (most commonly but not exclusively in Kingman Park) is crucial for better campus access and limiting car infrastructure. Better connectivity within the site and to surrounding neighborhoods, and enhanced bike facilities and walkability were top priorities for participants. In response, the Master Plan provides a robust network for pedestrians and cyclists, while suggesting areas for multimodal transit facilities.

"Prioritize foot, bike, and public transit."

- Participant comment

Community members expressed concerns around incorporating two above ground parking structures and how these buildings would impact the look and feel of the neighborhood. The Master Plan includes locations for two parking structures needed for game-day traffic, with the understanding that everyday users will likely prioritize walking and other modes of transit. Design of these parking structures will include appropriate architectural treatment so that these structures won't detract from adjacent development.

Sustainability

Though not a stand-alone topic, stakeholders expressed a commitment to ensuring that new development integrates sustainability measures such as protecting existing natural elements, including sustainable building features, and investing in biodiversity.

Many comments focused on how the riparian zone close to the Anacostia River would be improved. Some participants noted that specific measures to introduce landscaped areas to retain water near the existing fields were successful, but required continuing maintenance. There were also inquiries on how new development would occur in the floodplain. The RFK Campus will comply with DC's Flood Hazard Rules and will not increase the flood risk to neighboring properties or communities.

"Consider how the floodplain impacts development."

- Participant comment

Inclusion of specific green building features were mentioned. The Master Plan recommends that new development include high-performing buildings and resilient infrastructure as part of a larger sustainability strategy.

"Include green roofs and light-filled spaces with street trees."

- Participant comment



Figure 138: Walkshop photo



Figure 139: Open House photo

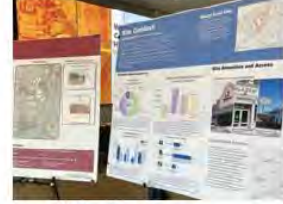


Figure 140: Open House photo

42 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 43



Figure 141: Aerial view of RFK Campus with new mixed-use development
44 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 45



Figure 142: View of the RFK Campus from the east side of the Anacostia River
46 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 47



New Business



Figure 1.43: View of Festival Plaza looking east to the stadium
48 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 49



Figure 2.1: Diagram indicating boundaries of site districts
50 Robert F. Kennedy Campus Master Plan

Chapter 2

Development Framework

Master Plan & Design Guidelines 51



New Business



Figure 2.2: View of interior street in the Riverfront District, looking east

52 Robert F. Kennedy Campus Master Plan

Sitewide Design Principles

Building on the vision statement, six overarching principles have been established to help guide physical development throughout the site. These design principles reflect a shared set of values to guide the creation of inspiring, connected, and inclusive places across the RFK Campus.

Principle #1 Integrated Campus Establish a clear organizational framework that unifies major civic buildings, such as the stadium and SportsPlex, with future mixed-use development. Promote building forms that complement surrounding neighborhoods, and help reduce stadium-related noise, traffic, and light.	Principle #2 Active Streets, Connected Public Spaces Design lively, people-centered spaces that feel comfortable and human-scale, creating places where people can gather, move easily, and spend time as part of a connected experience between neighborhoods, the stadium, new homes, and the riverfront.	Principle #3 Multimodal Mobility and Access Prioritize walking, transit, and cycling, and ensure safe, intuitive movement for all modes of transportation. Make it easy for people of all ages and abilities to navigate and experience the site.
Principle #4 Active Recreation and Open Space Promote year-round activity by designing flexible spaces where people can gather, play, and relax. Develop a connected system of green spaces that expands access to the waterfront and creates a continuous, enjoyable experience along the Anacostia Riverwalk Trail.	Principle #5 Legacy In Design Extend the character of the District's monumental core into the site by creating a memorable gateway that seamlessly integrates the stadium and adjacent buildings with surrounding neighborhoods and reinforces connections East of the River.	Principle #6 Expanding Equity Promote equitable development through the design of buildings and public spaces that are safe and welcoming to people of all backgrounds, ages, interests, and abilities.

Development Framework

Master Plan & Design Guidelines 53



Figure 2.3: View of Constitution Ave, looking east

54 Robert F. Kennedy Campus Master Plan

Mobility and Connectivity

The western edge of the RFK campus connects directly to the established street grids of the Capitol Hill and Kingman Park neighborhoods. This network provides frequent connections to surrounding streets, public spaces, and transit services, including the Stadium-Armory Metro Station. Existing pedestrian routes extend into the site, strengthening connections between adjacent neighborhoods and the campus.

The RFK Campus also borders the Hill East redevelopment area, which is currently under development. Planned streetscape, park, and public realm improvements are intended to strengthen pedestrian and bicycle connections between Hill East, the RFK campus, and surrounding neighborhoods.

Along the site's eastern edge, at a key gateway to the city, lies the Anacostia River. Connections across the river occur at three major crossings: the John Philip Sousa Bridge (Pennsylvania Avenue SE), the Whitney Young Memorial Bridge (East Capitol Street, NE/SE), and the Ethel Kennedy Bridge (Benning Road NE). Today, these crossings

primarily serve vehicular traffic. Looking ahead, future connections across the Anacostia River should support a broader range of users, including drivers, pedestrians, bicyclists, and micromobility users, to strengthen regional connectivity and improve access to the RFK campus.

Beyond the immediate area, the assessment of access and connectivity considers users who can reach the RFK campus within a 15-minute bicycle ride, including those traveling via the Anacostia River Trail. Evaluating these regional connections helps guide design and programming decisions that enhance access to the campus while strengthening the citywide network of parks, trails, open spaces, and active transportation corridors.

This plan focuses on several key mobility elements: the road network, public transit, bicycle infrastructure, micromobility options such as bikeshare and scooters, and pedestrian facilities including sidewalks, shared-use paths, and trails.

Development Framework



Figure 2.4: Context plan of RFK Campus and connections to surrounding areas

Master Plan & Design Guidelines 55



New Business



Key concepts: Internal Site Connectivity



Figure 2.5: Map showing gateways and transitions

Gateways & Transitions

Key crossing points help unify the site's districts and support intuitive movement throughout the campus for pedestrians and bicyclists. Changes in paving, planting, signage, and other wayfinding elements reinforce these connections and strengthen campus-wide orientation. In the Riverfront and Kingman Commons districts, these connections extend access to the Anacostia River corridor and surrounding neighborhoods.

Access to the stadium and event areas is provided through several key gateways, including the two existing underpasses and Festival Plaza. Together, these gateways connect the surrounding street network to the stadium precinct, with opportunities to enhance accessibility, wayfinding, safety, and the overall visitor experience. Additional access opportunities may also exist along the eastern edge of the site.



Figure 2.6: Map showing primary pathways

Primary Pathways

Primary circulation within the RFK Campus is organized around a clear network of streets that support movement by pedestrians, bicyclists, transit riders, micromobility users, and vehicles. This network creates continuous, easy-to-follow connections that link all parts of the site and support safe, comfortable travel for all users.

Along these primary routes, the design establishes a welcoming and well-scaled public realm through wide sidewalks, continuous street trees, seating areas, and other pedestrian-focused amenities. Capital Bikeshare and other micromobility options will be located at key nodes throughout the site to support first- and last-mile connections to public transit.

Key concepts: Waterfront Access



Figure 2.7: Map showing access to the Anacostia

Access to the Anacostia

The RFK Campus plays a key role in connecting people to the Anacostia River. The design prioritizes continuous pathways with minimal interruptions between the campus and the waterfront. Wayfinding, streetscapes, and pedestrian access points are intended to be clear and intuitive.

Between the Riverfront and Anacostia Commons, well-defined transitions create a progression from the active promenade to the quieter natural river edge. The waterfront is envisioned as open and accessible, with thoughtfully placed, environmentally sensitive paths leading to docks, overlooks, and other opportunities to experience the river.



Figure 2.8: Map showing Kingman and Heritage Islands

Kingman & Heritage Islands

The site plays an important role in improving access to Kingman and Heritage Islands. The design of this area aligns closely with ongoing and future DOE efforts to restore both islands. This includes a future pedestrian bridge linking the southern end of Kingman Island to Anacostia Commons. Pedestrian pathways from the Riverfront provide direct connections to the bridge and support access to and exploration of the islands.

The plan also respects and reinforces existing island entrances. Consistent design elements at key crossings help reflect the character of these well-loved natural spaces and create a seamless transition into them. In the future, a potential access point from the Whitney Young Memorial Bridge could further enhance connectivity from neighborhoods East of the River.

Roadway Network

The new roadway system for the RFK Campus creates an integrated network that supports both regional and local access. Upgrades to existing roadways, operational changes, and new street connections are planned to support game-day demands while maintaining walkability and pedestrian comfort. Key improvements include converting select one-way streets to two-way operation, enhancing east-west and north-south connectivity, introducing new streets, and consolidating surface parking into garages.

Street design prioritizes wider sidewalks, protected bicycle facilities, safer crossings, and improved transit access to support safe, convenient, and efficient travel for all modes.

The roadway network is organized through the DDO's functional roadway classification that establishes a hierarchy of streets, that includes:

- **Principal arterials** - Major regional routes that carry high traffic volumes between key destinations and activity centers
- **Minor arterials** - Streets that connect surrounding neighborhoods and districts to the broader roadway network
- **Collector streets** - Streets that distribute traffic between arterial corridors and local streets while supporting internal circulation
- **Local streets** - Streets that primarily provide direct access to residential areas, parking facilities, and campus destinations

Principal arterials, including East Capitol Street NE/Whitney Young Memorial Bridge and Independence Avenue SE, are primary gateways to the RFK Campus and carry substantial regional traffic volumes. Independence Avenue SE will be upgraded and converted to two-way operation to improve multimodal access, pedestrian safety, streetscape quality, circulation efficiency, and access throughout the campus.

Minor arterials, including C Street NE and 22nd Street NE/SE, provide important connections between surrounding neighborhoods, redevelopment areas, and key destinations within the campus. C Street NE will be converted to

two-way operation to improve circulation flexibility and connectivity. 22nd Street NE/SE will become the campus's primary north-south multimodal main street, with wider sidewalks, protected bicycle facilities, active frontage zones, and enhanced streetscape conditions.

Collector streets provide streamlined connections between transit, open spaces, entertainment venues, and new development. **Local streets** and access roads will continue supporting parking and localized circulation while being redesigned as slower speed, more pedestrian-friendly environments. Additional connector roads along the eastern and northern portions of the campus will improve circulation flexibility, directional efficiency, and overall connectivity.

Road Network Hierarchy Diagram



Figure 2.9: Map showing road hierarchy



New Business



Public Transit

The RFK Campus will be designed as a multimodal destination that residents and visitors can easily access by transit, bicycle, micromobility, walking, and vehicle. The site is supported by existing regional transit infrastructure, including the nearby Stadium-Armory Metro and bus routes serving surrounding corridors. These transit connections will provide important access between the campus, the region, and destinations throughout the region during both daily operations and major events. However, WMATA has determined that the existing transit infrastructure at the Stadium-Armory Metro will not meet event day demand and is recommending capacity improvements to the station in order to address event-day transit need.

The proposed street network is designed to support efficient transit access throughout the campus. Existing bus routes may be modified and coordinated with the new roadway network to improve connectivity between key destinations. A new dedicated two-way Bus Rapid Transit (BRT) transitway proposed by WMATA would expand transit access to the RFK Campus. It would extend from Benning Road NE to C Street NE and could be supported by a multimodal transit center on the site.

Bicycle Infrastructure and Micromobility

New bicycle and micromobility facilities are proposed throughout the RFK Campus. These facilities will range from fully separated bicycle facilities on higher-volume streets to dedicated bicycle lanes and shared street environments on lower-volume streets. Existing trails along the Anacostia River corridor will be maintained, upgraded, and integrated into the broader campus network to strengthen regional connectivity.

Bicycle Network Diagram



Figure 2.10: Map showing bicycle network

Parks and Open Space

The open space strategy for the RFK Campus connects and reinforces both new and existing green space within the development, its surrounding parkland, and the Anacostia River. Open space integration throughout the entire site design is intended to create seamless and meaningful connections to nature and opportunities for communal gathering. The scale of the development creates an opportunity to establish a high-quality, permanently accessible system of public open space that will complement DC's existing green space network. This plan builds upon the existing vision for an open space network laid out in the AWI Framework.

Each of the six districts include signature parks and open spaces with unique programming and landscape treatments. Together, they will serve different users of all ages, abilities, and interests, and connect neighborhoods to the east and west of the riverfront. Shared paths, continuous trails, and coordinated landscape treatments ensure that a resident, visitor, or commuter can move through the full extent of the site within a coherent and high-quality public realm.

Framework Concept: Parks and Open Space Definition

The Robert F. Kennedy Memorial Stadium Campus Revitalization Act requires that "The District shall designate, develop, operate, and maintain at least 30 percent of the Campus (excluding the riparian area of the Campus), as parks and open space to provide land for passive and active outdoor recreation." One role of this Master Plan is to provide further definition of what constitutes "parks and open space" at the RFK Campus. The Master Plan defines parks and open space as:

A network of parks, recreation spaces, natural areas, plazas, and other public open spaces that supports recreation, gathering, and environmental functions for District residents, visitors, and workers. These spaces promote community wellbeing, foster neighborhood vibrancy, and preserve the ecological health of the Anacostia Riverfront. Designed to be inclusive, readily accessible, and adaptable, the RFK Campus parks and open spaces will accommodate a wide range of recreational activities, cultural celebrations, entertainment events, ecological functions, and opportunities for rest, reflection, and connection with nature.

Rights of way (roadways and sidewalks) are not considered parks or open space and are excluded from the 30% parks and open space requirement. A landscaped median may be considered as part of the parks and open space network if it is a minimum of 20' wide, flanked by no more than one lane of vehicular travel on either side, and designed as a meaningful, occupiable public space that incorporates a combination of landscaping, pedestrian facilities, seating areas, and active or passive recreation uses.



Figure 2.12: Diagram showing distribution of parks & open space on the RFK Campus

Required Minimum Open Space per District:

1. Stadium District:	min. 8.8 ac
2. Plaza District:	min. 1.8 ac
3. Riverfront District:	min. 2.9 ac
4. Kingman Commons:	min. 3.4 ac
5. Recreation District:	27.3 ac
6. Swift Facility Grounds:	2.4 ac
Total	min. 46.6 ac

Additional Open Space:
7. Anacostia Commons: 30 ac



Figure 2.11: "Experiencing the Riverwalk: Loops and Connections"; Recreated from AWI Framework, 2003.



New Business



Figure 2.13: Map highlighting the RFK Memorial Park System

64 Robert F. Kennedy Campus Master Plan

A Series of Parks and Open Spaces

The places listed below comprise the signature parks and open spaces of the **RFK Memorial Park System**. Together, they encompass not less than 30 percent of the site, excluding the additional 30 acres within the riparian zone, identified below as Anacostia Commons. As the project is built out over time, additional smaller spaces may be developed at the block level which further contribute to the site's open space area.

Stadium District

1 Stadium Plaza
The area around the stadium is envisioned as a continuous, landscaped plaza that will promote movement through the site on gamedays, while providing areas for everyday gathering and passive enjoyment.

2 Festival Plaza
The larger Festival Plaza is designed for maximum flexibility, capable of expanding the stadium's event footprint on game days while hosting markets, street fairs, and seasonal activations throughout the year.

Plaza District

3 Plaza Parklets
A collection of small pocket parks that provide moments for rest and reflection in within this busy district.

4 Armory Plaza
A permanently furnished, smaller-scaled space anchored by seating, planting, and public art.

Riverfront District

5 Riverfront 'Esplanade'
The Esplanade is a linear park that frames the Riverfront District along the riparian buffer of Anacostia Park, creating a continuous riverfront edge with a strong civic identity.

6 Burke Green
Burke Green serves as a neighborhood park at the hinge between the Riverfront District and the Hill East neighborhood.

7 River Street
River Street creates an occupiable, mixed use connection from the Stadium to the Anacostia Riverfront, designed to perform as an inviting daily main street and an event-ready promenade.

8 Anacostia Place
Anacostia Place is a green park offering a place of rest for pedestrians and cyclists circulating around the stadium and crossing the Whitney Young Jr Memorial Bridge.

Kingman Commons

9 Oklahoma Park
At roughly four acres, the park serves the immediate residential community with comfortable gathering areas and recreational programming.

10 Stadium Green
Stadium Green offers a human-scaled moment of pause and orientation, with comfortable seating and ample shade.

Recreation District

11 Arrival Place
The northern edge of the Recreation District represents a place of transition between sports uses, stadium uses, and parking.

12 The Fields at RFK
The Fields at RFK represent the first completed phase of the campus redevelopment and remain its most actively used community asset.

13 C Street Embankment Buffer
A designed, vegetated terrace-like area that provides a comfortable transition and buffer from a busy roadway to the recreation area.

Swirl Facility Grounds

14
A flexible green lawn adjacent to the DC Water Swirl Facility provides additional open space with native vegetation near the Riverfront District and accessible from the Anacostia Riverfront Trail.

Anacostia Commons

15 Anacostia Commons North
The entry to Kingman and Heritage Islands, a significant natural asset directly east of the Recreation District.

16 Anacostia Commons South
Multi-use Anacostia Riverfront trail, with native re-vegetation, boardwalks, overlooks, and rest areas.

Master Plan & Design Guidelines 65

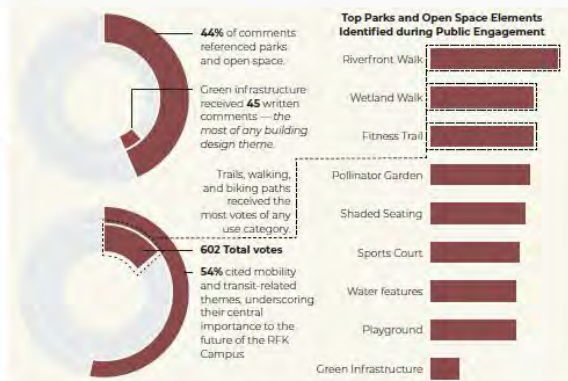


Figure 2.14: Selected analysis of comments included in online survey related to open space preferences.



66 Robert F. Kennedy Campus Master Plan

"Improving on the celebration of the natural habitats of the site is critical - everything in the nature and landscape section is a must have to keep the essence of this connection to the river and natural ecosystem that we have here."

Online survey response, April 2026

Parks and Open Space Programming and Amenities

The network of parks and open spaces will include a safe, continuous, and easy to navigate pedestrian circulation to create navigable and usable linkages. This network will provide a variety of experiences, at times terminating in quiet, waterside access points and at others furnishing an easily repeatable fitness loop. This network will be able to comfortably span the needs of pedestrians walking and running to those using mobility devices.

The programming planned for the RFK site have been located and sized to address needs expressed by existing community members and anticipate future facility demands. These will include a combination of passive, active, and recreational uses. In addition, parks and open spaces will encourage programming around public art and will provide areas for performances, street fairs, and seasonal pop-ups.

The Fields at RFK are already an established recreational destination in DC. With the addition of the SportsPlex north of The Fields, the popularity of these spaces will likely increase. The Recreation District offers opportunity for expanded sports facilities including the relocation of the existing pole vault and skatepark which are currently near 22nd and East Capitol Street NE.

The most sought-after recreational facilities mentioned throughout the process include: fields or open green spaces, additional flexible multi-use space, a pool, water activities, a track for running and walking, a playground, and courts for pickleball, tennis, basketball, and volleyball. New parks and open spaces should be designed for multi-purpose programming, inclusive of spaces for sports and social interaction. Children, youth, and adult-oriented spaces, like playgrounds, sports courts, and gardens, should be in close proximity to encourage multi-generational interaction.

In Riverfront and Plaza Districts, a desire for outdoor dining and cafe seating has informed recommendations for inclusion of areas for seating. The rights-of-way have been designed to include able seating zones.

Connections to Nature

The network of new parks and open spaces connects to the surrounding natural landscape. Development of this area should balance connectivity with conservation of natural assets, which should be preserved for future generations. This will help provide enhanced access to these spaces while keeping valuable ecological areas free from harm. This is especially important in the design of waterside features, such as wetland walks, riverside docks, waterfront overlooks, or gathering areas.

Since portions of the RFK Campus are located in a FEMA mapped floodplain, it will be designed to meet flood hazard rules to ensure that it does not increase flood risk for the site or surrounding community. To help protect the river, stormwater management practices that comply with the Anacostia Waterfront Environmental Standards will be installed.

Master Plan & Design Guidelines 67



New Business



Figure 2.16: Festival Plaza farmers market

68 Robert F. Kennedy Campus Master Plan

District Character

The RFK Campus site has been developed as a series of districts, each with a mix of different uses. Together, these districts provide an enjoyable and activated public realm welcoming to all residents and visitors.



Figure 2.17: District character diagram

Master Plan & Design Guidelines 69

Stadium District

Entertainment destination connected to the stadium, entry plaza, and concessions areas

Land area:
Approximately 29.3 ac

Anticipated uses:
• Commercial (office, retail)
• Stadium

Retail:
Approximately 25,000 square feet

Building heights:
• Development blocks: Up to 110'
• Stadium: Up to 130'

Parks & Open Space:
Minimum 30% of land area (8.8 ac)

What we heard

- Prioritize access, connectivity, and flexible year-round use of all spaces
- Improve pedestrian/bike access and transit links; manage event-related traffic
- Emphasize trails, bike/walk paths, and plazas
- Activate spaces with pedestrian zones, street fairs, seasonal pop-ups, and everyday uses beyond events
- Promote green, varied design and minimize hardscape around the stadium



Figure 2.18: Stadium District view

70 Robert F. Kennedy Campus Master Plan

Stadium District Experience

The Stadium District will be developed as a flexible, dynamic area that can accommodate, gameday crowds, while supporting a robust range of events and community uses throughout the year. The stadium and surrounding plaza spaces will be a center of activity for the Campus, bringing people together at the core of the RFK campus and connecting them to new amenities and park spaces.

Use and Programming

The new development will focus on uses complementary to stadium activities. These could include a combination of commercial office space, entertainment venues, and public open space. Restaurants and entertainment uses in this area will prioritize indoor/outdoor interaction. At ground level, this could include windows and doors that open to the plaza. Upper level terraces and event spaces can help enliven the district at many levels.

Urban Design and Built Form

This district is located at the eastern edge of DC's monumental core at a gateway moment into the city. The architecture of the stadium will be a focal point of the development, with surrounding

buildings arranged to promote visibility of the stadium from many angles.

Public Realm and Streetscape

The plaza surrounding the stadium is planned as a place that can accommodate large crowds for gameday activities, while also functioning as an everyday community gathering space anchored by Festival Plaza for events and programming. This space will feature a series of smaller gathering areas where pop-ups and seasonal activities can occur. Raised landscape areas with trees will provide opportunities for shade and variety in the plaza experience.

Mobility and Connectivity

As the first area to be developed on the Campus, planning for many mobility options is key. All loading and service operations for the stadium will be located below ground, separating pedestrian and vehicular movement. To further ensure safety, two existing pedestrian tunnels under Independence Avenue and C Street will be retained and enhanced crossings from Festival Plaza to the stadium will create an easy pedestrian experience and strengthen connections between public transit and the stadium area.



Figure 2.19: Stadium District illustrative plan

Master Plan & Design Guidelines 71



New Business



Plaza District

Transit-oriented entertainment and mixed-use destination for game day and everyday events

Land area:
Approximately 18.7 acres

Anticipated uses:

- Residential
- Commercial (office, retail, hotel, entertainment)

Residential units:
Approximately 2,200 homes

Hotel units:
Approximately 700 hotel rooms

Retail:
Approximately 150,000 square feet

Building heights:
Up to 110' with transitions to lower heights adjacent to existing low-density neighborhoods.

Parks & Open Space:
Minimum 10% of land area (1.8 ac)

What we heard

- Prioritize activation with farmers markets, shared streets, and performance areas.
- Emphasize food retail and grocery while balancing office, hotel, and institutional uses to support a mixed-use district.
- Preserve river views; integrate natural features; increase density; design for active ground floors.
- Enhance walkability, bike access, and connectivity within the district and beyond.



Figure 2.20: Plaza District view

72 Robert F. Kennedy Campus Master Plan

Plaza District Experience

The Plaza District will be designed as a mixed use hub with destination retail, restaurants, amenities, and lively public spaces. Development in this district will respond to local needs, accommodate informal and formal community activities, and optimize game day operations.

Use and Programming

A civic and social destination, the Plaza District will prioritize programming that facilitates a more inclusive and enjoyable everyday experience. It will integrate arts and cultural uses, including venues for community events and performances. Commercial uses, such as hotels and offices, will feature activated storefronts that establish a pedestrian focused experience and lively public realm. Additionally, retail spaces will support opportunities for small businesses and local civic offices to obtain leases on the RFK Campus. Future development should also aim to meet community priorities and expand food access by elevating food oriented businesses, grocery opportunities, and creating flexible community serving spaces such as outdoor markets.

Urban Design and Built Form

Development will preserve views of the Anacostia River and integrate natural features into the district's design approach. Building form and materiality will complement the existing neighborhood character and effective height transitions will support a human scaled public realm. At the ground level, building streetwalls and public space will promote a rich streetscape experience through active frontages and opportunities for intergenerational socialization. Development should explore incorporating areas such as plazas and outdoor dining.

Public Realm and Streetscape

Development in the Plaza District will uphold universal design principles and provide ample shading (e.g. from street trees and shading structures) and opportunities for rest (e.g.

benches) to serve multiple users. Additionally, the Plaza District will center the pedestrian experience and include wide sidewalks and pathways. Curb-cuts will be limited to reinforce continuity, and wayfinding will improve overall navigability. Lighting and clear sightlines will contribute to overall safety.

Mobility and Connectivity

Just a 5-minute walk from the existing Stadium-Armory Metrorail station, the Plaza District is a unique opportunity to design a robust, multimodal gateway. As the campus continues to grow, limiting vehicular traffic is critical to maintaining the district's pedestrian focus. Investments in comfortable pedestrian pathways, dedicated bike, shared bikes and scooters, and enhanced metro rail capacity, will support safe, seamless mobility and reduce reliance on vehicle trips.



Figure 2.21: Plaza District illustrative plan

Master Plan & Design Guidelines 73

Riverfront District

A waterfront community anchored by housing, retail, and restaurants, defined by views and access to the river

Land area:
Approximately 19.4 acres

Anticipated uses:

- Residential
- Commercial (office, retail, hotel)
- Parking

Residential units:
Approximately 3,100 homes

Hotel units:
Approximately 500 hotel rooms

Retail:
Approximately 92,000 square feet

Building heights:
Up to 150'

Parks & Open Space:
Minimum 15% of land area (2.9 ac)

What we heard

- Prioritize connections and views between new development and the riverfront
- Activate the area with riverwalks, fitness trails, pedestrian-focused retail/dining streets, and public art
- Support mixed-use buildings with varied density and height transitions
- Enhance walkability, bike access, and transit access



Figure 2.22: Riverfront District view

74 Robert F. Kennedy Campus Master Plan

Riverfront District Experience

Bridging the area between the new stadium and the Anacostia, the Riverfront District is envisioned as a compact, mixed-use neighborhood that brings people closer to the Anacostia through a lively, comfortable, and active everyday experience. Priorities in this district are the creation of engaging and varied streetscapes, development of open spaces, and provision of convenient retail and amenity offerings that support how people live, gather, and spend time throughout the day.

Use and Programming

Mixed-use development across the ten-block district will include residential buildings alongside offices, hotels, and ground level retail, supporting an active, everyday environment. A new garage on Independence Avenue will address game day parking needs. Additional parking may be located within a podium structure, below new development, to support other uses, allowing the street to function as an active ground level for future development.

Urban Design and Built Form

The district is set up with a regular block form that promotes development flexibility. Blocks are sized to accommodate a variety of building uses, with the ability to include multiple, smaller buildings on each block. This continues the pattern of denser, more traditional development seen elsewhere in DC. Building forms will promote views from and to the Anacostia, as well as framed views of the stadium, with building massing at upper levels shaped and stepped to create an interesting skyline from the water. Architectural screening of the parking garage along Independence Avenue is necessary to help provide a more cohesive, urban streetscape experience in this area.

Public Realm and Streetscape

Streetscape in this area will provide pedestrians with continuous and enjoyable pathways through the neighborhood. A new pedestrian-focused thoroughfare, River Street, will provide physical and visual connections from the stadium to

the Anacostia River, with a landscaped central median that serves as a shaded open space and neighborhood park. Active uses and retail will be prioritized along both sides of the street. An overlook at the eastern edge of the neighborhood will offer views of the Anacostia River.

Mobility and Connectivity

This district will prioritize pedestrian movement and provide easy connections between the level of development and the water. The new street grid coordinates with the Master Plan for the adjacent Hill East Development, allowing Burke Street SE to continue through the site. This will provide a direct path for residents to access the southern Stadium-Armory Metro entrance, promoting use of public transit. This area will also feature a slower, shared pedestrian and vehicular street, along with multiple connection points down to the Anacostia Commons.



Figure 2.23: Riverfront District illustrative plan

Master Plan & Design Guidelines 75



New Business



Kingman Commons

A residential and recreational district with a new SportsPlex and enhanced outdoor spaces

Land area:
Approximately 23.0 acres

Anticipated uses:

- Residential
- Commercial (retail)
- Community facilities
- Parking

Residential units:

Up to 1,300 homes

Retail:

Approximately 20,000 sq square feet

Building heights:

Up to 110' (with some lower height transition zones)

Parks & Open Space:

Minimum 15% of land area (3.5 ac)

What we heard

- Provide new neighborhood amenities, like a grocer
- Activate with farmers markets, playgrounds, and community gardens; provide athletic spaces
- Address parking and traffic concerns
- Consider the character of the adjacent historic district in new building character
- Enhance green streetscapes with shade trees and wide sidewalks to provide relief from heat



Figure 2.24: Kingman Commons view

76 Robert F. Kennedy Campus Master Plan

Kingman Commons Experience

Kingman Commons is a mixed-use neighborhood designed as a comfortable place to live, spend time, and connect with the surrounding community. Recreational features and residential uses will be integrated throughout the area to support an active, everyday experience for residents and visitors.

Use and Programming

This district is planned as primarily residential and recreational in nature. Neighborhood serving retail and amenities could also be provided, with ground level spaces in larger buildings sized for uses like pharmacies, restaurants, and a potential grocer if not located in the Plaza District. Residential buildings in this District should provide a mix of unit types, sizes, and affordability levels to support a diverse range of households including workforce, family, and senior living. A SportsPlex is anticipated to be sited at the northern edge of the district on Benning Road NE, with additional outdoor recreational uses planned for the open space to the south. A parking garage will be located adjacent to the metro viaduct and tunnel, providing parking for gameday uses, the SportsPlex, and the Recreation District.

Urban Design and Built Form

Buildings in this area will consider the scale of the existing Kingman Park neighborhood, with building heights stepping down along Oklahoma Avenue NE to better align with adjacent homes. Buildings on the three mixed-use blocks should be designed to provide a visual buffer between the existing neighborhood and the new parking garage. Additional garage screening is encouraged along the new roadway. As a stand-alone building, the SportsPlex should be developed with an architectural character that marks entry into the district from the north.

Public Realm and Streetscape

Public realm in this area will prioritize safe movement, particularly at the intersection of the new road and C Street NE. In addition, the intersection of the new road with Benning Road

NE will be designed to discourage vehicles from cutting through the Kingman Park neighborhood.

Mobility and Connectivity

WMATA is exploring a number of improvements to this area to help accommodate both gameday traffic and everyday neighborhood use. These include the construction of a dedicated two-way Bus Rapid Transit (BRT) transitway parallel to the new roadway that extends off of Benning Road NE into the site to C St NE and capacity enhancements to the Stadium-Armory Metro station. This roadway configuration could also include protected cycle and walking paths, leading to a proposed transit center closer to the interior of the site. A bike parking area may also be included adjacent to the garage which will provide safe and convenient alternatives to private vehicle use on gamedays. Final location and design of the bike and bus transit facilities will be determined through future feasibility and engineering studies.



Figure 2.25: Kingman Commons illustrative plan

Master Plan & Design Guidelines 77

Recreation District

A recreation hub anchored by athletic fields and community open space

Land area:

Approximately 32.4 acres

Anticipated uses:

Parks and open space

Commercial (retail)

Building heights:

Between 25' and 50' (for park & recreation facilities)

Parks & Open Space:

27.3 ac

What we heard

- Enhance existing green spaces and connections to nature
- Emphasize sports fields, multi-use spaces, trails, and riverfront walks
- Provide diverse recreation amenities (pole vault, courts, skate park, pools) and indoor/outdoor options
- Limit permanent commercial entertainment uses while supporting festivals, events, and recreational programming



Figure 2.26: Recreation District view

78 Robert F. Kennedy Campus Master Plan

Recreation District Experience

The Recreation District will both preserve existing sports fields and add additional facilities and amenities, with a focus on inclusive and accessible active and passive recreation opportunities. Enhanced connections to the waterfront and to the more natural Anacostia Commons will also be provided, making this one of the premier sports and recreational locations in the DC region.

Use and Programming

Complementary recreational uses will be located in this district. Potential facilities to be included either here, or in the adjacent Kingman Commons, include replacement facilities for the skate park and pole vault training facilities. Additional pavilions or recreational-supporting ancillary buildings are also encouraged to provide additional food options for visitors and users of the fields who live on the edges of nearby neighborhoods.

Urban Design and Built Form

The district is bounded by a Metro viaduct, which rises as the structure approaches Benning Road. This piece of infrastructure is a dominant element of this district and enhancements should be made to improve appearance and lighting of the underpass area. The pedestrian connection from the neighborhood should be developed as a gateway to the district from the new street and adjacent SportsPlex, which may accommodate building heights of up to 60 feet.

Public Realm and Streetscape

All outdoor recreational facilities will be connected to the rest of the development by an intuitive and well-marked pedestrian path with a continuous tree canopy and clear wayfinding. An existing pedestrian tunnel will provide a major gameday access point to the stadium area.

Mobility and Connectivity

Design in this district will prioritize pedestrians and cyclists. An existing extension of the Access Road into the site will be retained to allow for trucks and other vehicles to reach the entryway for underground stadium loading. In this area, a truck inspection and rejection loop is planned. The existing surface parking lots in this district will be removed and redesign of these areas for landscape and recreational uses will consider the need for accessible routes and emergency vehicle movement to the fields.



Figure 2.27: Recreation District illustrative plan

Master Plan & Design Guidelines 79



New Business



Anacostia Commons

Natural riparian zone with enhanced trails, recreational features, and connectivity to the water

Land area:

Approximately 30 acres
* Acreage not included in the legislative requirement for at least 30% publicly accessible parks and open space across the rest of the site

Anticipated uses:

Riparian zone, shared use paths and trails

Building heights:

Not applicable

What we heard

- Enhance existing natural systems as part of larger strategies to improve water quality throughout the Anacostia River watershed
- Promote ways to interact with the water through wetland walks and other features
- Improve the Anacostia Riverfront Trail for pedestrians and cyclists
- Provide multiple connection points between new development and the water



Figure 2.28: Anacostia Commons view

80 Robert F. Kennedy Campus Master Plan

Anacostia Commons Experience

The Anacostia Commons provides an opportunity for more direct interaction with the waterfront and enhanced access and connectivity to Kingman and Heritage Islands. This district consists of a 200 foot-wide riparian area that will be maintained and improved as part of the larger Anacostia River watershed.

Use and Programming

This district will extend and enhance existing recreational uses. These uses could include water access for kayaking, boardwalk areas for wildlife watching, and picnic areas. The RFK Memorial Stadium Campus Act precludes development of additional uses in this area that did not exist at the time of jurisdictional transfer, so construction of new buildings or other structures is not anticipated in this district.

Mobility and Connectivity

As part of a larger maintenance strategy, the existing Access Road that runs along the southern portion of the Anacostia Commons will be maintained. Operation of this road may be limited to large event days, which will allow pedestrians and cyclists to use this as an expanded trail during other periods, similar to some segments of Rock Creek Park. The existing Anacostia Waterfront Trail will be retained, maintained, and improved over time. This system will be linked to the trail network on Kingman and Heritage Islands by a new bridge connection at the southern end of the district.

Ecological Systems

Riparian areas are a critical part of larger, natural waterway networks. The plantings and soil in these areas help filter water and prevent erosion, while also acting as a habitat for native species. The Anacostia River Corridor Restoration Plan (ARCRRP) outlines recommendations for this area which include using stormwater best management practices that will improve water quality and control runoff. Areas for native meadow and riparian tree planting with interpretive signage will also be included as part of future improvements.

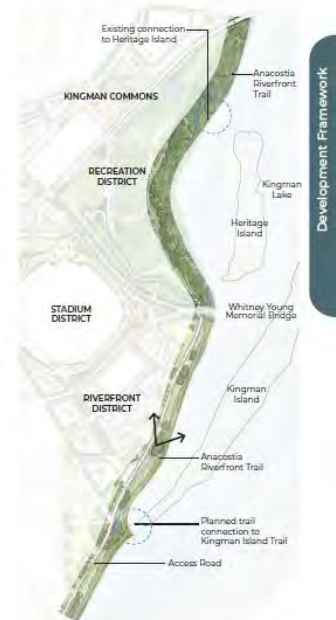


Figure 2.29: Anacostia Commons illustrative plan

Master Plan & Design Guidelines 81



Figure 2.30: Riverfront District View from Anacostia River

82 Robert F. Kennedy Campus Master Plan

Zoning Framework

The zoning framework outlines the overall organization and controls that define how buildings appear and operate.

The zoning framework for the RFK Campus consists of three elements:

- Land Use and Block Strategy
- Heights and Massing Transitions
- Active Frontages

These elements have been considered for the entire RFK Campus and work across the scales of the individual districts. By looking at the zoning elements as a whole, building forms and ground level uses can be coordinated to ensure a seamless transition through the Campus. Specific considerations for each district are noted within the different elements.

Master Plan & Design Guidelines 83



Zoning Framework Land Use and Block Strategy

Land use strategy

Uses on the RFK site must align with the Robert F. Kennedy Memorial Stadium Campus Revitalization Act. Which allows the site to be redeveloped for:

- stadium purposes;
- commercial and residential development;
- facilities, open space, and public outdoor opportunities;
- other public purposes for which the Campus was used or approved for use prior to June 1, 1985; and
- certain related demolition purposes.

The master plan outlines a development strategy to guide future decision-making. It identifies opportunities to accommodate community priorities today, understanding that community needs and market conditions adjust over time. Each district of the RFK Campus, excluding Anacostia Commons, will allow for a combination of residential, commercial, parks, and recreational uses. This will encourage mixed-use, walkable neighborhoods that prioritize livable spaces.

Block strategy

Consistent with the Zoning Regulations and the Act to Regulate the Height of Buildings, June 1, 1910, as amended, codified in Chapter 6 of the D.C. Official Code (the "Height Act"), each record lot must have frontage on a public street. Accordingly, each record lot within the Campus will have frontage on a public street with a minimum right of way width that allows for building heights in accordance with the Height Act. Each record lot will also have a single building height measuring point from which the building height will be measured, and individual structures within each record lot will be deemed a single building.

While the Riverfront District permits a maximum building height of up to 130 feet, the site's topography may result in greater building heights when measured from adjacent elevations because the Riverfront District is situated at a lower elevation than the western portion of the site where the BHIMP is expected to be located.

84 Robert F. Kennedy Campus Master Plan

District specific allowed uses:

- Stadium District**
 - Commercial, such as: office, retail, entertainment
 - Stadium
- Plaza District**
 - Residential
 - Commercial, such as: office, retail, hotel, entertainment
- Riverfront District**
 - Residential
 - Commercial, such as office, retail, hotel
 - Structured parking
- Kingman Commons**
 - Residential
 - Commercial, such as retail
 - Structured Parking
 - SportsPlex
- Recreation District**
 - Parks and Open Space
 - Civic Amenities
- Anacostia Commons**
 - Parks and open space

Notes:

- Parking will be allowed throughout all districts. Where parking is noted as a "district specific use" it refers to locations where stand-alone parking garages are anticipated.
- There are three parcels to the north of the Plaza District that are part of the TOJ boundary. These blocks will be used for a combination of parks and open space, civic facilities, and/or residential infill.

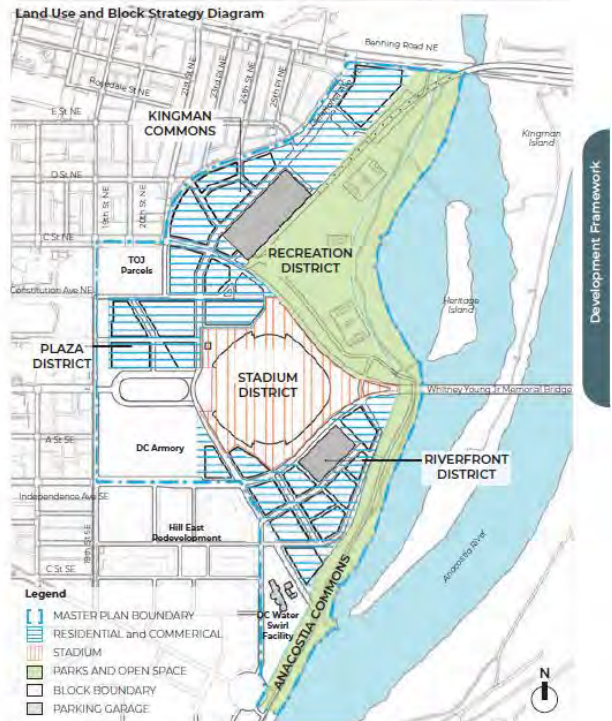


Figure 2.31: Map showing land use and block strategy

Master Plan & Design Guidelines 85

Zoning Framework Heights and Massing Transitions

Height strategy

The height strategy for the RFK Campus organizes the tallest buildings along the perimeter of the stadium and along the river, with gradual reduction in height adjacent to the lower scale surrounding neighborhoods.

Transition Zone

The Transition Zone extends along Oklahoma Avenue NE, 21st Street NE, Constitution Ave NE, and parallel to 19th Street NE. In this zone, building frontages shall maintain a height of not more than 60' at the building restriction line (typically the right-of-way). Buildings should utilize a combination of design strategies to further break down scale and reduce visual impact, including setbacks, changes in plane, or changes in material.

Riverfront Massing

In the Riverfront District where the greatest heights are allowed, buildings or portions of buildings should step down to create varied forms and a dynamic skyline along the Anacostia River. Additionally, the massing of buildings in this district should reinforce key sightlines and maximize views to the water. This may include stepped building heights, and/or creation of interior courtyards and terraces at different heights.

Detailed strategies for the Transition Zone and



Figure 2.32: Illustration of building massing variation in the Riverfront District

86 Robert F. Kennedy Campus Master Plan

District specific considerations:

- Stadium District**
 - None
- Plaza District**
 - Building massing should step down along the western and northern edges of the district, closest to existing townhomes.
- Riverfront District**
 - Building massing and form should be differentiated above the ground level to encourage views and allow light and air into development blocks
- Kingman Commons**
 - Buildings to transition from 110' closest to the parking garage down to lower heights closest to the edge of the existing Kingman Park neighborhood.
- Recreation District**
 - Ancillary commercial buildings with heights not higher than 50' will be allowed in this district.
 - Structures higher than this required to support sports-related functions will be evaluated on a case-by-case basis.
- Anacostia Commons**
 - None

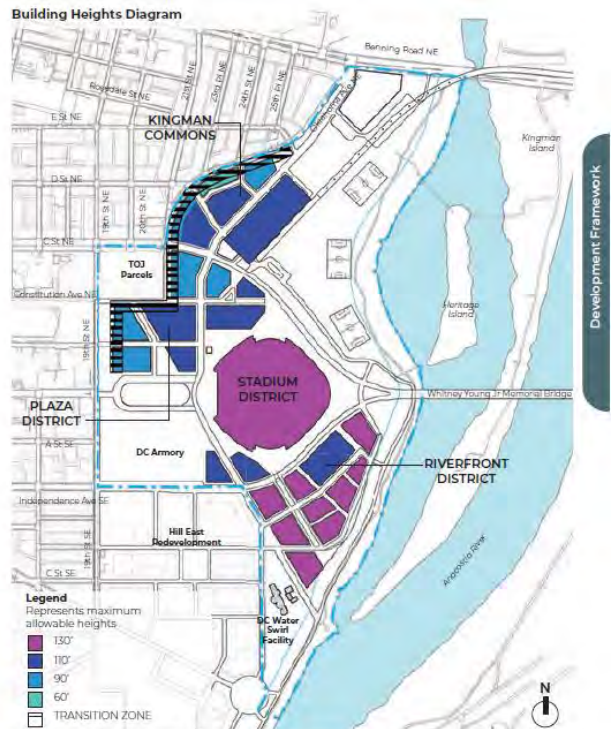


Figure 2.33: Map showing heights and massing transitions

Master Plan & Design Guidelines 87

Zoning Framework

Active Frontages

Active frontages are defined as buildings with ground level uses that are visible and accessible from the street. Examples of active frontages are:

- retail uses (such as shops, restaurants, maker spaces).
- residential and commercial office lobbies, if designed in a way that engages with the public realm (e.g. facades that feature a high degree of transparency, architectural elements such as awnings or canopies that project into the ROW)

Back of house support spaces are not considered active frontages.

Parcels indicated with active frontages in the Active Frontages Diagram should have a transparent facade for a minimum of 65% of the parcel's length. Where active frontages are shown to wrap a corner, the minimum length that the active use should continue around the corner is 60'.



Figure 2.34: The master plan outlines locations where active frontages, such as this, should be located.

88 Robert F. Kennedy Campus Master Plan

District specific considerations:

Stadium District

- Parcels with direct adjacency to the stadium should have active ground floor uses that help reinforce the energy and activity of the plaza surrounding the stadium.

Plaza District

- The Plaza District's focus is on providing a continuous activated frontage along the diagonal street leading from Festival Plaza north through the district.
- A secondary activated retail corridor is planned running north-south through the district, as well as along 22nd Street NE adjacent to the stadium.

Riverfront District

- Emphasis is placed along creating an activated set of street frontages along River Street connecting the stadium to the Anacostia River.
- The parcels immediately adjacent to the Anacostia River along the esplanade will also feature active frontages, encouraging foot traffic along this edge of the district.

Kingman Commons

- At the district's southwest corner, an activated corner should be planned to help provide a coordinated pedestrian experience between this district and the active frontages at the Stadium and Plaza Districts.
- To the extent possible, additional active frontages with community-serving uses are encouraged.

Recreation District

- Buildings in this district should consider inclusion of active facades along frontages where there is pedestrian circulation

Anacostia Commons

- None



Figure 2.35: Map showing active frontages

Master Plan & Design Guidelines 89

Implementation

For the RFK Campus Master Plan to be fully realized, physical planning needs to be complemented by a robust approach that integrates policy and regulatory approvals. In addition, the District will need to develop strategies for development of horizontal infrastructure and amenities, while advancing plans for development on areas outside of the Commander's development boundaries.

Comprehensive Plan and Future Land Use Map (FLUM)

The District's comprehensive plan and future land use map inform growth and development in the city over the long-term. The comprehensive plan includes policies that improve housing affordability, grow job opportunities, connect neighborhoods, preserve the city's rich history, and guide investments in public amenities. The future land use map shows where different uses (e.g., residential, commercial, etc) are recommended or planned and guides changes to zoning.

Land uses and densities proposed in the RfK Campus Master Plan will inform updates to the comprehensive plan and future land use map, a critical step to establishing zoning and enabling future mixed-use development. Generally, the development framework proposed in this master plan is consistent with the Regional Center category under the comprehensive plan's generalized policy map, and mixed-use, high-density residential and commercial designations under the future land use map.



Figure 2.36: Excerpt of Future Land Use Map

CHD, RHD - Commercial/Residential-High Density
CMED, RMED, INST - Commercial/Residential-Medium Density, Institutional
CMO, RMED - Commercial/Residential-Moderate Density
CMOD, PMOD, INST - Commercial/Residential-Moderate Density, Institutional
INST - Institutional
LPUB - Local Public Facilities
PROS - Parks, Recreation, and Open Space (PROS)
PROTECH - Production, Distribution, and Repair
RHD - Residential - High Density
RMOD - Residential - Moderate Density

Site Zoning

Zoning for the site will be established by the DC Office of Planning using the land use, maximum building heights, and densities established in this Master Plan. The DC Office of Planning will submit zoning text and map amendments to the Zoning Commission for consideration and approval. After the zoning text and map changes are approved, development projects can move forward with standard administrative permits.

National Environmental
Policy Act (NEPA)

The National Park Service (NPS) and the District of Columbia (District), as joint lead agencies, are preparing an Environmental Impact Statement (EIS) for redevelopment at the RFK Memorial Stadium Campus in Washington, DC, which was noticed in the Federal Register on March 25, 2026. The review will encompass proposed commercial and residential development within the RFK Memorial Stadium Campus. The EIS will provide an analysis of environmental effects from the proposed project pursuant to the Department of Interior Handbook of NEPA Implementing Procedures.

Preparation of the EIS is required because the DC Robert F. Kennedy Memorial Stadium Campus Revitalization Act (Public Law 118 274) authorized the District to assume jurisdiction over the RFK Memorial Stadium Campus (Reservation 343F per S.O. 25 017723) so that the District may use the Campus for commercial and residential development. However, the proposed analysis and use are subject to the Declaration of Covenants recorded on February 5, 2025 (Instrument No. 2025012660). The Declaration states that the Transfer Property may not be used for commercial or residential purposes until the District completes the necessary planning and complies with the National Environmental Policy Act and the National Historic Preservation Act. As part of the EIS process, the District held multiple public meetings in 2025 and 2026 to share information and gather comments. This process led to development of the preferred land use alternative described in this Master Plan. The environmental review will conclude with the EIS and the Agencies issue the Final EIS and Record of Decision.



New Business



Affordable Housing

The site presents an opportunity for a diverse range of housing types to accommodate multiple sizes of households and needs, including families and older adults. Under the Robert F. Kennedy Campus Redevelopment Amendment Act of 2025, although inclusionary zoning requirements do not apply to the RFK campus, at least 30 percent of residential units must be affordable.

To ensure the construction of affordable units keeps pace with market-rate units, the provision of affordable units should be phased so that no less than 30 percent of residential units built at any time are affordable, and the zoning for the campus should ensure compliance with this requirement.

Development Solicitation for Kingman Commons

The development in Kingman Commons will likely be executed through a partnership between the District and a private developer, which will be selected through a competitive solicitation process. The Deputy Mayor's Office for Planning and Economic Development will release a targeted solicitation designed to attract qualified private partners capable of delivering a mixed-use community per the vision and development framework of the Master Plan. The Kingman Commons concept plan will need to align development timing with overall Campus project delivery, infrastructure readiness, and community expectations. The solicitation will outline preferred land uses—such as neighborhood-scaled retail, residential options that respect existing patterns, and open space connections that link the Campus to Kingman Park. Proposals will be evaluated for their ability to reinforce a sense of belonging, support local economic opportunity, and integrate seamlessly with the established neighborhood fabric.

Long Term Maintenance

As site designs progress, planning and design will integrate long-term maintenance considerations. Planning thoughtful, streamlined maintenance practices will ensure long-term site accessibility and smooth operations for visitors and community members.

Different elements of the public realm will be managed across a range of different public agencies and private partners, including DCS, DDOT, NPS, EventsDC, and site developers. The creation of a place management entity should be explored to facilitate close coordination and shared maintenance responsibilities.

Additionally, spaces and amenities will be designed and selected with durability, ease of upkeep, and life-cycle sustainability in mind. To support this, development and new community features will use of design strategies and materials that minimize maintenance demands and can withstand above-average usage.

The District will work to create opportunities for partners to simultaneously activate amenities and facilities while also contributing to routine maintenance responsibilities through partnership agreements. Community buy-in and sense of ownership helps facilitate upkeep on a regular cycle while alleviating pressure on District maintenance resources.

Community Amenities Delivery

Development across the RFK Campus will increase demand for new civic infrastructure and community-service retail and services. Delivery of new community amenities in an efficient, impactful, and equitable manner will require coordination between government agencies and thoughtful engagement with local, private sector partners.

Local Employment

The Robert F. Kennedy Campus Redevelopment Act of 2025 (the "Act"), which approved the redevelopment and lease of the RFK Campus to build a football stadium for the Washington Commanders, includes numerous community benefits intended to produce positive economic, neighborhood, health, and education impacts. The Act includes multiple provision to ensure local residents and businesses benefit from this new development, including:

- Certified and Small Business Enterprise provisions, which will contribute to:
 - 20% development participation
 - 40% to 50% of construction spend, with a preference for small businesses in Wards 5, 6, 7, or 8
- Local hiring by requiring 51% of all new hires to be District residents with a preference for at least 20% from Wards 7 and 8
- At least 10%, with a goal of 35%, of all apprenticeship hours performed by District residents

Community Benefit

Provision of the Act also guarantee multiple negotiated community benefits, including:

- Diversity of housing occupants by requiring 30% of the residential units to be affordable with half of them deeply affordable
- Creation of a Community Reinvestment Fund as part of a formal Community Benefits Agreement (Section 6(a)(7)). The fund will support initiatives to promote local economic development, community access and activation of the RFK Campus, youth education, including sports team support, health equity, environmental sustainability,

- public safety, and cultural heritage
- Climate impact mitigation through green building requirements across the site
- A new public SportsPlex with athletic recreation, training, and competition facilities

Preventing Displacement

Redevelopment can raise nearby land values, rents, and property taxes, which could increase displacement risk for renters and cost-burdened homeowners. Black households in the study area who are more likely to rent and have lower median incomes are disproportionately vulnerable to these pressures.

The District has multiple existing policies and programs that aim to offset displacement pressures and support residents who want to stay in their current housing. The District Office of Tax and Revenue offers several property tax relief programs for low-income residents, including renters, homeowners, and older adults, who are among the most vulnerable to rising property taxes. Existing strong tenant protections, including the Tenant Opportunity to Purchase Act (TOPA), provide additional support to residents who rent. Additionally, properties with dedicated affordable units through the Inclusionary Zoning (IZ), IZ+, and Disposition of District Lands Act offer enforceable, long-term affordability standards.

Redevelopment of the RFK Campus is expected to produce 5,500 to 6,500 new residential units, with 30% (approximately 1,650 to 1,950 units) reserved as affordable housing in accordance with DC Code 10-801. These new homes can help reduce displacement pressures by easing demand on the existing housing stock and keeping rental prices affordable. These mechanisms work together to both create opportunities for new residents and assist existing residents who want to move within their communities. For example, older adults may want to downsize to a more manageable and accessible unit, and a mix of dedicated affordable units creates opportunities to stay nearby.

Alongside its existing anti-displacement programs, the District continues to track emerging practices to identify opportunities to enhance and reinforce existing efforts.

Expanding food access

With current grocer locations limited to the fringes of the study area, expanded food access is critical to support new both currently underserved populations, as well as new residents within the RFK Campus.

Emergency services

As the RFK Campus and surrounding areas continue to transform, including the Hill East development to the west, it is vital for DC public agencies to ensure that fire, police and emergency medical services (FEMS) and operational capacity appropriately meet the neighborhood need. The District of Columbia Fire and EMS Department is planning for a new Engine Company 34 facility to be located at the intersection of 21st, 22nd, and C Street NE. This marks the first time in over 40 years that a new full service firehouse will be added to the inventory and will increase overall service capacity of the Department. This project will directly support the new RFK campus redevelopment efforts and provide the Department with the additional response capacity to the residents of Ward 7 and the 1st Battalion. The new facility will meet all NET ZERO and National Fire Protection Association (NFPA) standard.

Education

The Office of the Deputy Mayor for Education (DME) in coordination with DCPS and the DC Public Charter School Board (DC PCSB) is responsible for school planning needs in the District. Critical to future planning, DME is scheduled to conduct two substantial studies that inform school enrollment policy and capital planning: a redistricting and enrollment review process in 2032 and 10-year master facilities plan a few years prior. Given the 2030 anticipated delivery of the initial RFK Campus commercial development, the redistricting process and master facilities school planning should integrate the final phasing strategy for housing development at the site into its updated school boundaries and any capital facility needs.

Libraries

The DCPL Master Plan contemplates building a full-service library to replace the small Rosedale Library to provide expanded service, which will support existing and future RFK Campus residents.

Parking

Within the Robert F. Kennedy Campus Redevelopment Amendment Act of 2025 Act, DC Council agreed to the construction of parking garages to support event days at the stadium. As development advances, these garages should be considered for potential shared parking options to accommodate special events, as well as retail and other daily users.

Utilities

The proposed development is estimated to generate 1.3 million gallons in future water demand, driven by the potential for high density development across much of the Campus. When developers are engaged in engineering studies based on their improvements, a more detailed analysis should be conducted. Further coordination with DC Water will be required as development plans are refined.

The proposed development, exclusive of the stadium, is anticipated to generate significant electricity demand. Additionally, the potential for increased electric vehicle adoption, as anticipated in DOE's Transportation Electrification Roadmap, suggests mobility choices will further contribute to demand for electric power. The District can consider several alternatives to address the increased pressure on the electrical grid, including expansion to the substation serving the campus, a new substation, and non-wires alternatives, such as battery storage, solar power, and demand response. These alternatives will require dedicated space within the RFK Campus. The size and location of electrical infrastructure will be balanced with the vision and development framework in this master plan. All potential solutions will require further evaluation by Pepco in coordination with DC agencies.

Development Phasing

Stadium - Day One Development

Opening day, or "Day One" of the stadium is expected in 2030 along with supporting uses, such as team offices, a public plaza, and event-day parking. Parking will be allocated between two garages and temporary, existing surface lots totaling 8,000 spaces. The Commanders are responsible for the development of these components. Additionally, the District will deliver the public SportsPlex during this early phase.

Future Phases of Redevelopment

Per the Robert F. Kennedy Campus Redevelopment Amendment Act of 2025 Act, the development led by the Commanders in the Plaza and Riverfront Districts must be delivered within the timeline identified in the Act, which includes predefined milestones nearly every year to ensure consistent growth and investment across the RFK Campus.

Initial phases of commercial development will occur within the Plaza district, led by the Commanders, connecting to the existing Kingman Park community. New mixed-use development will line the new public plaza and create a commercial corridor that provides services and entertainment venues in support of large stadium and plaza events and everyday amenities for surrounding residents.

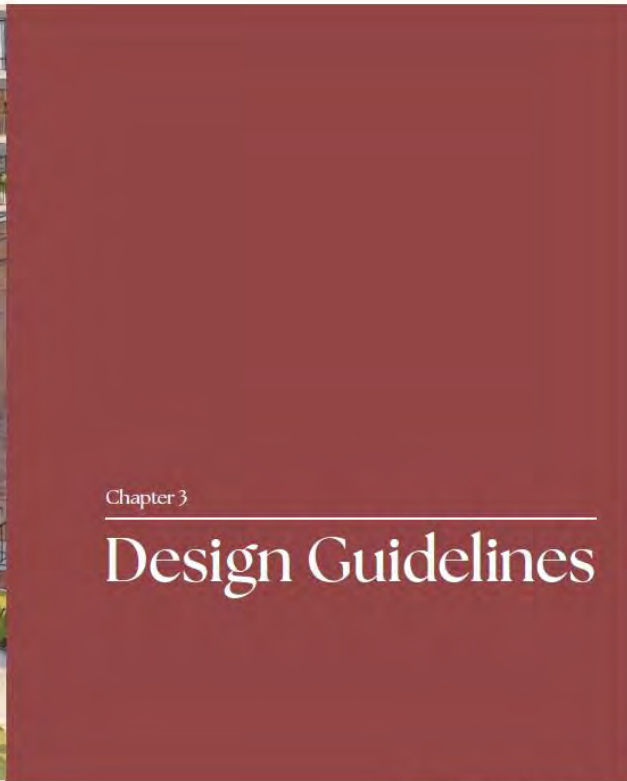
Subsequent phases of development will focus on the mixed-use Riverfront District, led by the Commanders, and the mixed-use neighborhood in Kingman Commons and expanded recreation facilities of the Recreation District & Anacostia Commons, led by the District. All new construction across the site will be subject to a variety of regulatory reviews for compliance with District policies, including transportation and sustainability reviews. Prior to full buildout, the District will explore interim uses for areas across the RFK Campus to keep spaces active and accessible during phased redevelopment.



Figure 2.37: Planned development to be completed by the stadium's Opening Day as the first phase of site development.



96 Robert F. Kennedy Campus Master Plan



Masterplan & Design Guidelines 97



Figure 3.1: View of Oklahoma Avenue in Kingman Commons

Intent of the Guidelines

What is Urban Design?

Urban design integrates a range of disciplines, from architecture and landscape design, to civil engineering and public policy. Urban design draws from these practices to create a holistic vision for a city or neighborhood, focusing not only on a place's visual qualities and physical characteristics, but also on the way people experience and interact with the built environment around them.

These Design Guidelines build on the aspirational goals and concepts established in the RFK Campus Master Plan Vision and Development Framework, and outline actionable strategies for creating well-designed and sustainable streets, buildings and public spaces. For this new part of the city, these guidelines will establish a sense of place through:

- spaces that are inclusive and welcoming,
- architecture that is bold yet sensitive to its context, and
- neighborhoods that are unique, but are connected to the surrounding communities.

The Guidelines further establish design intent for these elements, informed by stakeholder engagement and discussion, and establish a general attitude and point of view about the urban form and character.

These guidelines are intended to be used by private property owners, developers, design professionals, District agencies, and community groups when developing or reviewing proposals for new zoning regulations, development projects or public space improvements.

Master Plan & Design Guidelines 99



Rights of Way & Street Assignments

Rights-of-way (ROW) are pieces of public or private land set aside for roadways, sidewalks, and other public amenities. They define the block pattern of any urban area.

The street network of the new RFK neighborhoods utilizes both new and existing rights-of-way of various widths, depending on the intended uses of each corridor.

The diagram at right indicates these existing and proposed rights-of-way. This plan assigns reference designations to new streets, based on the district in which they are located: Kingman Commons (KC), Plaza (PLD), or Riverfront (RFD).

- The widest ROW corridors (110 feet) are reserved for high-volume, high-activity streets that incorporate multiple vehicular travel lanes, transit and bike lanes, street trees, and sidewalks. This includes the New Street KPD-A, which serves as a primary event and visitor circulation route, and C Street NE.
- River Street, in the Riverfront District, is intended to be a key component of the public realm, and occupies a 100' ROW to support high pedestrian activity and placemaking functions.
- The majority of streets within the campus follow a standard 90-foot ROW, which provides sufficient space to accommodate travel lanes, pedestrian facilities, bicycle infrastructure, and streetscape amenities.
- Lower-volume, lower activity local streets have ROW ranging from 40' - 75', and accommodate neighborhood traffic and service functions.



Figure 3.2: Rights of Way Plan

Street Character

Rights-of-way establish the physical dimensions of a street, but the character of a street is defined equally by those elements within the ROW as well as the buildings directly adjacent to it.

The diagram at right establishes a hierarchy of four street character types for the redeveloped RFK Campus:

- Primary Streets Type A
- Primary Streets Type B
- Secondary Streets
- Tertiary Streets

These designations refer to the urban qualities of the streets and consider the ways in which buildings address the public realm as well as how each street functions for pedestrian, bicycle, and vehicular mobility. Unlike DOT's functional classification, which describes network operations, these Street Character Types focus on the experiential and design qualities of the block-level streetscape. Street character influences safety, walkability, and economic activity through visual connection, entrances, and active ground-floor uses.

The following pages describe each street type, and provide guidelines for the corresponding street frontage, which can be described as the boundary where private property meets the public realm (street or sidewalk), acting as the critical interface between building facades and the streetscape entrances, and active ground-floor uses.



Figure 3.3: Street Character Plan



New Business



Primary Streets: Type A

Description

- Type A streets create the main public corridors and edges to the RFK Campus, connecting the development's districts and destinations with adjacent road networks.
- Type A streets have rights-of-way between 90' and 110'.
- Type A streets may be residential or mixed-use in nature, and include:
 - Oklahoma Ave NE
 - 22nd Street NE
 - 22nd Street SE
 - East Capitol Street (Festival Plaza)

Street Components

- Type A streets may have:
 - Sidewalk zone with tenant space for outdoor seating
 - Furnishing zone for street trees and landscaping
 - Bicycle facilities
 - Vehicular travel lanes
 - Street Parking



Figure 3.4: Illustration of a Primary Type A Street (22nd Street NE)

104 Robert F. Kennedy Campus Master Plan

Building Frontage

- Where active frontages are not specified, locate building lobbies, amenity spaces, and/or walkout units to promote street-level activity.
- To create a well-defined urban street edge, a minimum 80% of the building frontage at the ground plane occupies the ROW line.

Curb Cuts

- Curb cuts on Type A frontages should be avoided. Where they are unavoidable due to site constraints or essential building operations, curb cuts must be minimized, consolidated, and designed to maintain sidewalk continuity with appropriate controls and safety treatments. Large event-only or otherwise limited-use access may be considered where it reduces impacts on the pedestrian realm.

Parking

- Parking structures within residential or mixed-use buildings on Type A frontages must be screened by active uses for at least a depth of 40' from the face of building for the entire height of the building above the ground plane.
- Freestanding parking structures are not permitted on Type A frontages.

22nd Street

Between C Street NE and Anacostia Commons, 22nd Street NE/SE is the new main street of the redeveloped RFK Campus. Continuing north to Benning Road NE as the new street KC-A, the 22nd Street Corridor connects all of the site's districts. In the Plaza District adjacent to the stadium, 22nd Street NE is envisioned as a highly active, mixed-use corridor, especially on event days. To allow for greater flexibility in accommodating a range of programming on 22nd Street:

- the building restriction line shall be set back 5' from the ROW line between C Street NE and East Capitol Street, and between East Capitol Street and the access road along Anacostia Commons.
- Within the furnishing zone, regularly-spaced tree pits are preferred to continuous landscaping.



Figure 3.5: Plan of 22nd Street through the Campus



Figure 3.6: Typical Section of 22nd Street NE

Master Plan & Design Guidelines 105

Primary Streets: Type B

Description

- While important for access and circulation within the RFK Campus, Type B streets connect the campus to the larger citywide street network as well. These streets accommodate vehicular traffic and provide public access to stadium parking structures.
- Type B streets have rights-of-way between 90' and 110'.
- Type B Streets are mixed-use and transitional in nature, offering a monumental approach from the Whitney Young Memorial Bridge to the urban neighborhood scale of Hill East and Kingman Park, and include:
 - C Street NE
 - Independence Avenue SE
 - New Street KPD-A

Street Components

- Type B streets may have:
 - Sidewalk zone with tenant space for outdoor seating
 - Furnishing zone for street trees and landscaping
 - Bicycle facilities
 - Vehicular travel lanes



Figure 3.7: Illustration of a Primary Type B Street (Independence Ave SE)

Building Frontage

- Where active frontages are not specified, locate building lobbies, amenity spaces, and/or walkout units to promote street-level activity.
- To create a well-defined urban street edge, a minimum 80% of the building frontage at the ground plane occupies the ROW line.

Curb cuts

- No more than 2 mid-block curb cuts for garage access are permitted on a single block. Where additional curb cuts are unavoidable due to site constraints or essential operations, curb cuts must be minimized, consolidated, and designed to maintain sidewalk continuity with appropriate controls and safety treatments.
- Service dock access is not permitted on Type B frontages.

Parking

- Parking structures on Type B frontages must be screened for the entire height of the building above the ground plane.

Special Condition:

- Provide minimum 10' setback on north side of Independence Avenue SE to create parity with ROW on south side. (see diagram below)



Figure 3.8: Special ROW condition on Independence Ave SE

Secondary Streets

Description

- Secondary streets create the fabric of the RFK Campus. These streets form connections between Primary Streets and define a compact, walkable block grid.
- Secondary streets may be public or private, and are between 60' and 90', are more intimate and human-scaled. These streets are pedestrian-friendly while accommodating the everyday vehicle traffic and functionality of a place where residents and visitors live, work, and play.
- Secondary streets may be residential or mixed-use in nature, and include Constitution Ave NE and the new streets that shape each of the Campus's districts.
- Secondary streets may be curbside.

Street Components

- Secondary streets may have:
 - Sidewalk zone with tenant space for outdoor seating
 - Furnishing zone for street trees and landscaping
 - Bicycle facilities
 - Vehicular travel lanes
 - Street Parking

Building Frontage

- Where active frontages are not specified, locate building lobbies, amenity spaces, and/or walkout units to promote street-level activity.
- To create a well-defined urban street edge, a minimum 75% of the building frontage at the ground plane occupies the ROW line.

Curb cuts

- For frontages up to 200' in length, no more than 1 mid-block curb cut for garage or service dock access is permitted.
- For frontages greater than 200' in length, no more than 2 mid-block curb cuts for garage or service dock access are permitted.

Parking

- Parking structures within residential or mixed-use buildings on Secondary frontages must be screened by active uses for at least a depth of 40' from the face of building for the entire height of the building above the ground plane. Freestanding parking structures must be screened for a minimum 80% of the entire height of the building above the ground plane.



Figure 3.9: Illustration of a Secondary Street (Constitution Ave NE)

106 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 107



Tertiary Streets

Description

- Tertiary streets form connections between Secondary and/or Primary Streets, and further define the urban grid of the campus.
- Tertiary streets are less than 60' and function primarily to provide access to parking and service areas in buildings within the campus.
- Tertiary streets are generally utilitarian in nature, and include potential new mid-block connections in Kingman Commons, Plaza District, and Riverfront District.

Building Frontage

- Main building entrances or lobbies, are permitted on tertiary frontages, but must be located at 60' from any parking or service entrance.
- Other uses such as amenity spaces, and/or walkout units may be located on tertiary frontages to promote street-level activity.
- At the ground plane, a minimum 70% of the building frontage occupies the ROW.



Figure 3.10: Illustration of a typical Tertiary Street (Corry Way SE)

108 Robert F. Kennedy Campus Master Plan

Street Components

Tertiary streets may have:

- Sidewalk zone with tenant space for outdoor seating
- Furnishing zone for street trees and landscaping
- Vehicular travel lanes
- Street Parking
- Pick-up/drop-off zones

Curb cuts

- For frontages up to 200' in length, no more than 2 mid-block curb cut for garage or service dock access is permitted.
- For frontages greater than 200' in length, no more than 3 mid-block curb cuts for garage or service dock access are permitted.

Parking

- Parking structures within residential or mixed-use buildings on tertiary frontages must receive architectural screening for the entire height of the building where exposed.
- Freestanding parking structures must be screened for a minimum 60% of the entire height of the building above the ground plane.

Special Conditions

Curbless Streets

If a curbless street is 60' or less is intended for shared pedestrian/vehicular or pedestrian only use, Secondary Street guidelines shall be applied to that street.

Open Space

If a building fronts directly on public open space, and does not abut any ROW, type A guidelines shall be applied to that building.



Figure 3.11: View of Secondary Street in the Riverfront District

Streetscape Guidelines

What is Streetscape?

"Streetscape" refers to the physical elements of a street, including the road, buildings, trees, open spaces and street furniture, etc. that combine to form a street's character. The following pages provide high-level guidelines for the two key streetscape zones that make up the pedestrian realm: the **Furnishing Zone** and the **Sidewalk Zone**.

Materials, lighting, and streetscape elements will establish a cohesive identity for the redevelopment area while reflecting the character of the RfK Campus. The public realm will prioritize safety, accessibility, and environmental performance through native plantings, shaded pedestrian areas, and sustainable infrastructure that strengthens connections to the Anacostia waterfront and surrounding neighborhoods. Coordinated streetscape design will support mobility, economic activity, and social interaction while ensuring flexibility for event operations and long-term resilience.



Figure 3.12: Illustration of a potential multimodal streetscape including pedestrian, bicycle, and vehicular travel routes.

110 Robert F. Kennedy Campus Master Plan

Furnishing Zone

All streets in the RfK Campus will have a Furnishing Zone. The public Furnishing Zone is located between the roadway curb and Sidewalk Zone. It provides a space within the right-of-way for the landscape elements and amenities that beautify and enliven residential and mixed-use streets, such as:

- Street Trees & Green Infrastructure
 - Tree box within landscape panel
 - Rain gardens
 - Tree grates (in hardscaped plazas)
- Pedestrian & Vehicular Street Light
- Signage & Public Art
- Seating
- Lamp post banners or other branded elements, such as trash/recycling receptacles.



Figure 3.13: Furnishing zone with rain garden and public art, downtown DC.

Sidewalk Zone

On Primary and some Secondary streets, the Sidewalk Zone includes both the **circulation area** and the **tenant area** (where an additional setback from the right-of-way is required, the tenant area may extend into the setback to the building face)

- The circulation area provides a clear path for unobstructed pedestrian movement.
- Per DDOT's Design and Engineering Manual, minimum sidewalk clearway widths in the RfK Campus should be:
 - 8' minimum in high-density residential areas, such as Kingman Commons
 - 10' minimum in commercial areas, such as Plaza and Riverfront Districts
- The tenant area is located within the right of way, nearest to the building face, and provides flexible space for active ground floor uses.
- Cafe seating may be located in the tenant area and adjacent to the furnishing zone, as long as the minimum clearway width is maintained.
- The circulation area and tenant area may be further differentiated by a change in material.



Figure 3.14: Illustration of the Sidewalk Zone in Plaza District.

Shared Streets

Shared or curbless streets are low-speed environments where pedestrians, bicyclists, and vehicles operate within a flexible common space. These streets are designed to prioritize pedestrian activity while accommodating limited vehicular access for local circulation, service, and operational needs.

- Provide design cues that emphasize low-speed operations and pedestrian priority, such as textured paving, raised crossings, and reduced roadway widths.
- Clearly define unobstructed pedestrian paths that support continuous, accessible movement.
- Use different paving textures, colors, and materials to distinguish functional zones while reinforcing shared use.
- Use Landscaping, furnishing zones, to create safe spatial boundaries.
- Plan for Flexible Operations: Integration of loading, drop-off, parking, and service access in ways that minimize conflicts with pedestrian activity.



Figure 3.15: Shared street at The Wharf DC with differentiated paving and defined edges

Master Plan & Design Guidelines 111



View Corridors

Introduction

The master plan is characterized by several important view corridors, which are designed to accomplish three primary goals:

- Reinforce the continuity and urban form of the L'Enfant Plan
- Strengthen both visual and physical connectivity through the site to the Anacostia River.
- Define moments of arrival

Located at the eastern terminus of the monumental core, at a location identified in NCPC's 2016 Urban Design Element as Gateway Structure, the stadium is established as the focal center point of the RFK Campus.

The stadium will occupy a primary vantage point within the development both when viewed from downtown DC and upon approach from the Whitney Young Memorial Bridge. As a result, the view corridor looking west down East Capitol Street uses the stadium as its terminus. Direct views to the stadium are also possible when crossing from the east over the Whitney Young Memorial Bridge and from the approach into the city from C St, NE.

Other corridors define views through the site and create a relationship with the riverfront. These views include sight lines down streets (such as River Street), and under existing infrastructure elements (at the existing elevated Metro track). Where views through the site are called out, emphasis should be placed on maintaining the views from a pedestrian's perspective.



Figure 3.16: A bird's-eye illustration showing the stadium as a major terminus feature of the view corridor from downtown DC.

112 Robert F. Kennedy Campus Master Plan

Eastern Gateway

In the Urban Design Framework of NCPC's 2016 Urban Design Element of the Comprehensive Plan for the National Capital, the section on Significant Structures and Civic Art identifies the RFK Stadium site as a Gateway Structure that is "visually prominent due to...[its] spatial location." Other notable gateways include the Lincoln Memorial and the Kennedy Center. The 2016 plan further identifies the RFK Campus as a Civic and Cultural Site in accordance with 2001 NCPC Memorials and Museums Master Plan.



Figure 3.17: NCPC Urban Design Framework Plan

Urban Design Guidelines



Figure 3.18: Illustration showing the stadium as an eastern gateway to DC's Monumental Core when viewed from Kingman Island.

Master Plan & Design Guidelines 113

Constitution Avenue



Figure 3.19: View Corridor Key Plan



Figure 3.20: Existing Condition Photo



Figure 3.21: Illustration of View Corridor
Though not an original L'Enfant radial street, Constitution Ave has taken on greater importance in the Plan of the City of Washington due to its proximity to the National Mall. As such, the view corridor should be preserved and enhanced.

Kingman Commons



Figure 3.24: Illustration of View Corridor
As a continuation of a pedestrian route along E Street NE from the adjacent neighborhood to The Fields at RFK, views under the elevated Metro track should be improved to promote connectivity and a sense of arrival.

River Street



Figure 3.27: Illustration of View Corridor
River Street is oriented to provide direct visual connection between the Stadium and Anacostia River's riparian edge.



Figure 3.30: Illustration of View Corridor
View corridors from the Anacostia River to the interior of the site also strengthen this connection between them.

Urban Design Guidelines

114 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 115



New Business



Block Development Guidelines

Kingman Commons

Good urban form requires a balance of public space, such as streets and plazas, and the vertical development blocks that define the streets.

Block coverage, as a percentage of development area to streets and open space, is a good measure of this balance while also maintaining a degree of flexibility. Block coverage provides an indicator of "openness" — the feeling of porosity, visual connectivity, and light and air in a neighborhood. High block coverage (over 75%) may indicate narrow streets, large blocks, or little open space, while low block coverage (less than 50%) may indicate wide streets or larger open spaces.

Block coverage may vary by district but should range between 50% and 65%. Overall, block design should be flexible, and sized to accommodate a variety of mixed-use residential development and construction types.

The following guidelines lay out the key urban design conditions envisioned by the Master Plan in each of the three new development districts. The Master Plan illustrates one potential design solution for these conditions.

Design Elements

- A minimum of two streets shall be established to connect Oklahoma Avenue to New Street KC-A. These streets will create new development blocks, and provide connectivity through the district. Both shall be secondary streets as described in this plan.
- No block dimension along any street frontage type may exceed 400'.
- The master plan concept envisions a **maximum block coverage of 65%** of the shaded area in the diagram below, approximately 3-5 blocks.

Design Considerations:

- WMATA's RfK Campus/Kingman Park Transit Improvements Study recommends a Campus Transit Center station to be located in or near Kingman Commons. The station will have access to dedicated bus lines and other priority infrastructure that link RfK to Union Station. (Final location and design of bike and bus transit facilities will be determined through future feasibility and engineering studies.)
- One of the two stadium-serving parking structures is located east of New Street KC-A.



Figure 3.31: Development area and block coverage diagram in Kingman Commons.

Development area in Kingman Commons is bounded by three primary streets: Oklahoma Avenue NE, C Street NE, and New Street KC-A.

116 Robert F. Kennedy Campus Master Plan

Plaza District



Figure 3.32: Development area and block coverage diagram in Plaza District.

Development area in the Plaza District is bounded by three primary streets: C Street NE, 22nd Street NE, East Capitol Street NE, and three existing secondary streets: Constitution Ave NE, and 19th and 21st Streets NE.

Design Elements:

- A system of secondary streets will create new development blocks, and provide connectivity through the district.
- The street grid in the plaza district shall extend the L'Enfant grid. The centerlines of Constitution Ave NE and A Street NE shall extend east to 22nd St NE and the Stadium. New Street PLD-A will connect Constitution Ave to East Capitol Street and Festival Plaza.
- Tertiary streets, or alleys, may be used to break up large blocks.
- A smaller, more intimately scaled open space is envisioned within Plaza District, south of New Street PLD-B, the western edge of which is located not more than 360' from the edge of the 22nd Street ROW, measured perpendicularly between them.
- No block dimension along any street frontage type may exceed 400'.
- The master plan concept envisions a **maximum block coverage of 65%** of the shaded area in the diagram at left, or approximately 8 blocks.

Design Considerations:

- A clear sight line of Constitution Avenue NE looking east toward the Anacostia River should be maintained.
- Block design should be flexible, and sized to accommodate a potential grocer and entertainment venue.

Urban Design Guidelines

Master Plan & Design Guidelines 117

Riverfront District



Figure 3.33: Development area and block coverage diagram in Riverfront District.

Developable area in the Riverfront District is bounded by two primary streets: 22nd Street SE, Independence Avenue SE, and one secondary street, the Esplanade.

Design Elements

- A 100' wide right of way ("River Street") will extend from Independence Ave to the riparian edge, creating a sight line between the Anacostia River and the stadium; River Street will be a shared pedestrian and vehicular primary street.
- River Street shall be aligned roughly parallel to 22nd Street SE, and the centerline should generally align with the existing pedestrian tunnel under Independence Avenue SE.
- A system of **secondary streets** will create new development blocks, and provide connectivity through the district.
- Streets should be oriented to provide sight lines to the Anacostia River, roughly parallel to 22nd Street.
- At least one secondary street should be oriented roughly parallel to Independence Avenue SE, abutting the southeast side of the G1.
- No block dimension along any street frontage type may exceed 400', exclusive of G1.
- The master plan concept envisions a **maximum coverage of 60%** of the shaded area in the diagram below, inclusive of the parking structure, or approximately 9-10 blocks.

Design considerations:

- Block design should foster connectivity from the Esplanade to Anacostia Commons.
- One of the two stadium-serving parking structures (G1) is located along Independence Avenue SE.



Figure 3.34: View into the Riverfront District. Secondary Street from its intersection with River Street

118 Robert F. Kennedy Campus Master Plan



Building Articulation & Expression

Introduction & Context

The neighborhoods surrounding the RFK Campus - Capitol Hill, Hill East, and Kingman Park - are historically residential neighborhoods established in the late 19th and early 20th centuries, characterized primarily by 2-3 story brick rowhouses ranging from Victorian to Craftsman styles. Commercial corridors like Pennsylvania Ave SE and 8th Street SE exhibited a similar scale with services and retail at street level with living quarters above.

As the District grew after World War I, these neighborhoods saw the introduction of larger 4- and 5-story apartment buildings, as well as impressive institutional buildings like Eastern High School (1923). These buildings, too, were constructed primarily in brick with stone details, and exhibit classical proportions and traditional building

organization of "base, middle, and top" defined by strong horizontal articulation. These residential and institutional building types employ projecting bays and changes in plane that create relief and interest on frontages that can extend the length of a typical block, and help integrate large buildings into the neighborhood, and provide a strong basis for the architecture of the RFK Campus.

Through the engagement process, residents expressed a desire for new construction that uses building breaks, projections, and/or recesses to break down scale. Additionally, residents prioritized using materials similar to existing buildings in Kingman Commons, with less importance placed on this in the Plaza and Riverfront Districts.



Figure 3.35 Rowhouses in Hill East



Figure 3.37 Eastern High School



Figure 3.36 Rowhouses in Kingman Park



Figure 3.38 The Lexington Apartments

120 Robert F. Kennedy Campus Master Plan

Strategies

Building architecture should reinforce the human scale of the public realm while creating unique and memorable environments:

1. All buildings should maintain a streetwall height of 25 - 35' along primary and secondary streets. The streetwall is the face of buildings along the visible sides of street, which create a sense of enclosure for pedestrians.
2. In the vertical direction, for frontages greater than 90' in length along a primary or secondary street, provide vertical facade articulation, such as recesses (min. 2'-0") or projections that break down scale, and create depth and relief along the building's facade. This is particularly important in transitional zones adjacent to existing low-scale neighborhoods.
3. In the horizontal direction and above the streetwall, provide strong horizontal articulation to support readings of base-middle-top facade organizations, such as a change in plane or change in material.
 - For buildings that rise over 90' provide a 12-foot setback at the last floor of the structure (not including penthouse).
 - For buildings or structures over 50' in height, provide a 12-foot setback at the last floor of the structure (not including penthouse).
4. Projecting elements such as structural bays, balconies, overhangs, etc. provide additional relief and interest. These elements may project beyond the build-to line as outlined in the street frontage guidelines.



Figure 3.39: Illustration of building articulation strategies, Plaza District facing 19th Street NE

Master Plan & Design Guidelines 121

Height & Scale Transitions

Plaza District & Kingman Commons

As described in the Zoning Framework, the general height strategy for the RFK Campus locates the tallest buildings along the perimeter of the stadium and riverfront, reduces overall building heights to a maximum of 75' next to the surrounding neighborhoods, and establishes a "transition zone" abutting these neighborhoods. In the adjacent rowhouse neighborhoods, the maximum height of the prevalent R-1 zoning district is 35'.

Buildings or portions of buildings located in the "transition zone" must further break down building massing in a way that is sensitive to and compatible with the scale of the adjacent rowhouse neighborhoods.

To reduce visual impact of building frontages in the transition zone:

1. For building frontages over 50' in height, provide horizontal articulation, material change, or change in plane above streetwall height (approximately 25 - 35' above the ground plane).
2. Break down scale with projecting bays or other architectural elements which may extend beyond the build-to line.
3. For building frontages over 75' in height, provide additional setback above 60'.
4. Where new construction directly abuts an existing townhome lot (e.g. along 19th Street NE, south of Constitution Ave), provide minimum 12' setback at 50' above ground plane. Building height shall not exceed 60' for a maximum depth of 70' from the RDW Line.



Figure 3.40: This recent multifamily apartment building in Hill East uses a change in material and change in plane (setback) to break down the building's massing and maintain the streetwall height of the existing low-scale rowhouse neighborhood.



Figure 3.41: The same building uses two-story projecting bays to further break down the building's massing and activate the streetscape with walkout units and stoops extending into the setback zone.



Figure 3.42: Illustration of potential mid-rise building on Oklahoma Ave NE in Kingman Commons showing height transition strategies



Figure 3.43: Another recent mixed-use residential building in Hill East exhibits a material change to define the streetwall, and additional setbacks above 60' to break down the building's 8-story height.



Figure 3.44: Diagram of height transition from existing rowhomes.

122 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 123



New Business



Riverfront District

While the Zoning Framework locates the tallest buildings in the Riverfront District, this part of the RFK Campus is a unique place in the City, a threshold between the dense urban neighborhood fabric of Hill East and Anacostia riverfront. Unlike The Wharf and Navy Yard areas, the RFK Riverfront was never previously developed, with no preexisting patterns of form and scale.

Along the riverfront, buildings should provide articulated facades and break down massing to avoid creating the appearance of a wall along the river. Open courtyards and changes in plane create variation in building forms, and maximize river views and access to light and air.

To engage the river and provide variety in form and appearance:

1. Maintain a consistent and clearly defined streetwall along the Esplanade street to create human scale; provide horizontal articulation,

material change, or change in plane above streetwall height (approximately 25'-35').

2. Above the streetwall, no more than 75% of the frontage can meet the build-to-line.
3. Where frontage does not meet the build-to-line, the remainder of the facade may be no closer than 4' to the build-to-line; courtyards open to the river and/or elevated terraces to maximize river views are encouraged.
 - (a) overlooking the terminus of River Street to engage the Esplanade, and
 - (b) overlooking Anacostia Place to preserve views of the stadium from the Whitney Young Jr Memorial Bridge.
4. For building frontages over 100' in height from the Esplanade street, provide setback or material change at 2/3 of the total building height; provide additional setback of 12' above at the last occupiable level that is not the penthouse.



Figure 3.45: Diagram of design strategies for the Riverfront District.



Figure 3.46: The buildings along this waterfront promenade in the Hafencity Hamburg (Germany) define the streetwall with material changes, horizontal articulation, and changes in plane including projections over the promenade.



Figure 3.47: The Channel at The Wharf in Washington DC illustrates how building frontages above the streetwall can be pulled back to reduce mass and maximize water views from inside the courtyard.



Figure 3.48: Another example at The Wharf in Washington DC illustrates how a terrace can occupy space where building frontage does not meet the streetwall, and allows the terrace to overlook the street and the water.



Figure 3.49: An illustration of potential mixed-use residential buildings at the Riverfront District shows building massing stepped back at the streetwall height and above.

124 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 125

Architectural Character

To maintain harmony with the surrounding neighborhoods, material and character of new buildings in the RFK Campus should follow the gradient shown in the diagram to the right, with material and character being most similar to that of the existing neighborhoods adjacent to Kingman Commons and the Plaza District, and becoming less similar moving toward the river. For visual continuity across the project, buildings closer to the river should feature materials that complement the existing neighborhoods, but will have greater flexibility to introduce varied architectural languages and palettes.

General Principles:

- Use one or more techniques (e.g. material changes, form or plane changes) to express a base, middle, and top
- Heavier, solid masonry materials (brick, stone) should generally sit below lighter materials such as glass curtain wall or metal panel
- Create visual interest through repetition of simple elements and offset window spacing
- Use functional elements such as balconies and terraces (projecting or recessed) to create rhythms across long facades



Figure 3.50: Diagram of Architectural Character of RFK campus boundary and beyond.



Figure 3.51: The Glover House apartments in Washington DC uses material changes to clearly define the building's base, middle, and top.



Figure 3.52: These buildings in Hafencity Hamburg (Germany) create visual interest through repetition of terraces, projecting bays, and offset window patterns.

Kingman Commons & Plaza District

Strategies

- Above the streetwall articulation (approximately 30'-40' above the ground plane), facades should exhibit a maximum 30% window-to-wall ratio for residential buildings, and a maximum of 60% for commercial buildings, or for any facade fronting the Festival Plaza.
- Facades should exhibit a residential character and proportions, with punched openings and a vertical orientation (min 16:1 height to width expression).
- Avoid large expanses of glazed curtain wall – break down scale with smaller panes and tighter mullion spacing.

Materials

- Buildings should exhibit a primary material or tone that is visually dominant for the vertical frontage (min. 60% of opaque facade area). Acceptable high-quality materials include:
 - Brick in red, beige, grey, brown or ironspot tones
 - Terracotta panels
 - Natural stone, cast stone panels, or concrete panels
- Secondary materials include:
 - Metal panel
 - Cementitious fiberboard (permitted on facades on secondary and tertiary streets, and interior courtyard facades only)
 - Cast stone details
- EIFS, stucco, or vinyl materials are prohibited.



Figure 3.53: Illustration of potential architectural character along the Festival Plaza.



Figure 3.54: Terracotta panels as primary material and vertical orientation at City Center DC.



Figure 3.55: Brick and masonry as primary materials and recessed balconies in City Ridge DC.



Figure 3.56: Illustration of potential architectural character in Kingman Commons and Plaza Districts.

126 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 127



New Business



Riverfront District

Strategies

- Above the streetwall articulation (approximately 30'-40' above the ground plane), facades should exhibit a maximum window-to-wall ratio of 65%.
- Facade materials should maximize river and stadium views.
- Consider the scale and character of buildings already completed and those being planned and developed on the Hill East (Reservation 13) adjacent to the Riverfront District to ensure compatibility between the two districts.

Materials

- For visual and continuity across the Rf-K campus, buildings should feature at least one material from the primary palette for Kingman Park and Plaza District:
 - » Brick in red, beige, brown or ironspot tones.
 - » Terracotta panels.
 - » Natural stone, cast stone panels, or concrete panels.
- Other acceptable facade materials include:
 - » Glazed curtain wall with metal fins for shading.
 - » Metal panel.
 - » Exposed structural steel or concrete.
 - » Cementitious fiberboard (permitted on facades on secondary and tertiary streets, and interior courtyard facades only).
 - » Cast stone details.
- EIFS, stucco, or vinyl materials are prohibited.



Figure 3.59: Illustration of potential architectural character in the central Riverfront District



Figure 3.57: The Margate apartments in Washington DC's Union Market District uses a mix of opaque material and glazing to maximize light and views.



Figure 3.58: These building at The Stacks in Washington DC's Buzzard Point use brick masonry to define the base and streetwall with metal panel and more glazing on upper floors.



Figure 3.60: Phase 2 of The Wharf in Washington DC exhibits variation in building form and materials which engage the river with a distinctive skyline.

Parking & Services

- Freestanding parking garages must be screened on primary and secondary street frontages (see street frontage guidelines).
- Screening treatments should be designed with materials that conceal structure and minimize headlight glare into adjacent buildings and open spaces.
- Acceptable materials include woven wire mesh, perforated metal with custom graphics, plant material on metal framing, or kinetic sculptural/ artistic treatments.
- Murals are acceptable on secondary frontages.
- Alternatively, garage facades may be designed to resemble traditional building facades with punched openings, provided that such openings receive architectural screening as described above.
- Rooftop mechanical should be enclosed in penthouses or receive architectural screening with a maximum openness of 20%. Rooftop mechanical units shall also be subject to standard screening requirements of the Zoning Regulations.



Figure 3.61: High-opacity screening with kinetic treatment.



Figure 3.62: High-opacity screening with sculptural panels.



Figure 3.63: Mural treatment of wall panels



Figure 3.64: Combination of high and mid-opacity screening using metal mesh and plant material

Sustainability Guidelines

Sustainability is a foundational element of the RfK Campus plan, reinforcing community priorities advancing the District's climate, equity, and resilience goals. Community members consistently stressed protecting natural resources, expanding green space, improving access to the Anacostia River, and integrating green infrastructure. They also called for sustainable streetscapes and buildings, with walkable, shaded environments that support both ecological and human health.

By embedding sustainable principles across all scales of development, the Master Plan ensures that future development both meets District performance goals and reflects the values expressed by community members. This integrated approach supports environmental resilience, public health, economic efficiency, and equitable access to sustainable environments and features.

Alignment with District Goals

The sustainability framework for the RfK Campus advances the goal to be carbon neutral and climate resilient by 2045. It does this by supporting implementation of the Sustainable DC 2.0 Plan. This plan establishes 36 goals, which include calls for reduced greenhouse gas emissions, expanded access to nature, and sustainable transportation options. These have been used to directly inform the planning and design guidance for the RfK Campus.

By aligning DC's overarching sustainability goals with community priorities and site-specific environmental conditions, the RfK Campus plan establishes a comprehensive sustainability framework that is resilient, equitable, and site-specific.

Campus Wide Sustainability Goals and Actions

Four sustainability goals for redevelopment of the RfK Campus have been established, each with a series of supporting actions.

GOAL ONE: Protect and Restore the Anacostia Riverfront Ecosystem

The Anacostia River and its associated riparian corridor are among the site's most valued assets. Development across the RfK Campus should prioritize ecological protection, restoration, and connection across the campus to this unique setting. Development on the RfK Campus should:

- Preserve the 200' wide riparian area as a predominantly natural landscape.
- Enhance native riparian meadows and wetlands that support biodiversity and water quality.
- Use native and climate adapted plant species throughout the campus.
- Design riverfront open spaces to balance access with habitat protection.

Maintain and frame visual connections to the river from streets, parks, and buildings.



Figure 3.65: View of Anacostia Common



New Business



GOAL TWO: Ensure Design is Climate-Ready for Future Conditions

Climate-ready design must be integrated into all public realm, open space, infrastructure and assets to ensure investments ensure a comfortable, attractive, safe and profitable environment for residents, businesses, and visitors both today and in the future. To address future risks from flooding, intense storms, and extreme heat, development on the RFK Campus should:

- Work with water, not against it, by using flood resilient landscape typologies (eg, floodable parks and coordinating grading and open space design) and using nature-based approaches for stormwater management to safely manage flooding on campus while protecting surrounding communities.
- Manage stormwater in all development and roads to meet the Anacostia Waterfront Environmental Standards to minimize impact from heavy rainfall.

- Strengthen the riverfront as a resilient natural edge with enhanced wetlands, buffers, and green infrastructure that together can reduce and manage flooding, improve wildlife habitat, and enhance public access and enjoyment.
- Prioritize porous paving materials in plazas, paths, and parking areas.
- Treat stormwater features as visible, educational, and amenity driven elements of the landscape.
- Maximize tree planting in all public areas, using under pavement soil techniques to allow large tree growth and canopy, while keeping paved areas for pedestrian movements.
- Incorporate future climate conditions into design and planning for buildings and infrastructure.
- Encourage holistic planning for cooling, integrating green infrastructure with cool roof and surfaces designed to reduce the urban heat island.

GOAL THREE: Advance Low Carbon, High Performance Development

Future buildings on the RFK Campus are expected to contribute meaningfully to the District's carbon reduction goals. Development on the RFK Campus should:

- Require compliance with District of Columbia Energy Conservation Code
- Integrate design strategies consistent with LEED Gold for commercial development and LEED Silver for residential.
- Encourage all electric building systems and high performance envelopes
- Integrate on site renewable energy, such as solar and battery storage
- Explore non-wires alternatives to reduce pressure on the electrical grid
- Integrate bird-friendly facade treatments and sustainable lighting strategies.

GOAL FOUR: Coordinate Resilient Utilities and Infrastructure

Redevelopment of the RFK Campus will increase demand on water, power, and other utility systems. Utilities and infrastructure should be planned strategically and coordinated early in the implementation process to maximize efficiency, minimize disruption, and support long term climate resilience. Development on the RFK Campus should:

- Integrate district scale or shared energy solutions where feasible to improve efficiency and reduce emissions and costs.
- Use green and blue green infrastructure to reduce strain on stormwater and combined sewer systems
- Phase infrastructure investments to align with district development timelines and minimize redundant construction
- Coordinate utility upgrades with public realm and streetscape improvements to reduce impacts on users and surrounding neighborhoods

Urban Design Guidelines

Addressing Urban Heat

The RFK Campus and surrounding areas, particularly Kingman Park and Carver Langston neighborhoods, are identified in DOE's Heat Sensitivity-Exposure Index as areas with elevated vulnerability to extreme heat. Higher ambient temperatures in these neighborhoods are influenced by limited tree canopy and large areas of impervious surfaces. There is also a high prevalence of characteristics associated with increased health risks during heat events among residents.

The planned redevelopment of the RFK Campus provides a significant opportunity to advance District-wide goals for climate adaptation, public health, and equity. Expanding the tree canopy, incorporating blue-green infrastructure into new construction, and applying high-performance building and site design standards can help cool the built environment and improve the ecological function along the Anacostia River.



Figure 3.66: Illustration of Urban Tree Canopy on RFK Campus

132 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 133



Figure 3.69: Bird eye view of the DPR District looking west

134 Robert F. Kennedy Campus Master Plan

Open Space Guidelines

The Open Space Guidelines establish the framework for a cohesive and high performing public realm across the RFK Campus. Rooted in the site's unique relationship to the Anacostia River and its surrounding neighborhoods, these guidelines define how parks, plazas, promenades, green corridors, and natural areas work together to support everyday life, major events, and long term ecological health. They outline the design intent for each district—ranging from active recreational landscapes and civic promenades to neighborhood serving greens and restored riparian zones—ensuring that open spaces are accessible, resilient, and reflective of community priorities. By integrating mobility, landscape, stormwater performance, and place making strategies, the guidelines provide a clear vision for an inclusive and enduring open space network that strengthens connections between people, nature, and the broader RFK campus.

Inclusive and Intergenerational Parks and Open Spaces

Parks and open spaces within the RFK Campus should be designed with intergenerational and gender inclusive principles in mind, intentionally bringing children, youth, adults, and older residents together through shared activities and accessible, welcoming environments. These spaces should include features that support a wide range of abilities, interests, and comfort levels such as ample and well distributed lighting, clear sightlines, comfortable and varied seating options, inviting public restroom and drinking water facilities, and accessible pathways, sports fields, and play elements that invite participation across ages and genders. Designing with both intergenerational and gender inclusive lenses helps create public spaces that support social well-being and promote welcoming environments for people of all ages and identities.



Figure: Two children sit among lush garden plantings.



Figure: Playground featuring a yellow merry-go-round, wooden swing set, and slide on a gravel surface.

Masterplan & Design Guidelines 135



New Business



Figure 3.109: Map showing the Stadium District



Figure 3.110: Picture of public art and interactive plaza



Figure 3.111: Picture of interactive wall installation with movable panels
136 Robert F. Kennedy Campus Master Plan



Figure 3.112: Picture of Heinz Field stadium and surrounding plaza with riverfront setting

Stadium District Overview & Characteristics

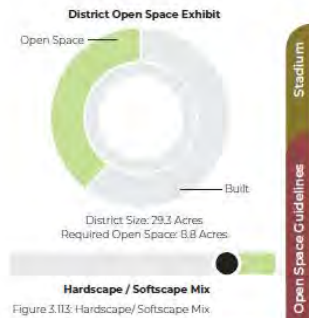
The Stadium District is the anchor of the RFK Campus site. The open spaces in this area provide an important function in the overall network of parks and open space. The 65,000-seat stadium will host up to 200 events annually beyond NFL games. These events include concerts, international soccer, college sports, and national celebrations. The spaces around the stadium will be designed to accommodate the pre- and post-event needs of all of these potential activities.

Areas around the stadium are activated with restaurants, entertainment, and hotels. Streets, plazas, open spaces, and pedestrian connections are designed as part of one overall system that facilitates movement. A high-quality public realm with durable materials and interesting design features supports the intensity of uses in this area.

Community feedback also indicated that this area should be developed to prioritize pedestrian and bike access over cars, provide flexible and year-round programming and incorporate landscaped areas. This is particularly relevant in the district's Festival Plaza, the eastern, primary entrance to the stadium. A number of heritage trees located in Festival Plaza are slated for protection and should feature prominently in the area.

Character precedents shown left:

1. Art, lighting, and water feature installation at the Avenida, Houston, TX
2. Public art installation and everyday park programming around Olympic stadium in London, UK
3. Acrisure Stadium features natural landscape immediately adjacent to Pittsburgh, PA waterfront



Design Emphasis

Areas of emphasis include:

- Prioritize pedestrian and bike access over car-oriented infrastructure where possible.
- Ensure flexible, year-round programming in addition to event activation.
- Embed green infrastructure and natural elements throughout the district.
- Reinforce connection points to the Recreation, Plaza, and Kingman Park Districts.

Masterplan & Design Guidelines 137

1 Stadium Plaza

Key Features & Considerations

- Accommodates the full range of uses from major event day crowds to everyday public activity, with hardscape, landscape, and ground-floor programming supporting both conditions
- Ensures safe and comfortable habitation around the stadium

The Stadium Plaza is the primary civic open space of the Stadium District, wrapping the stadium structure on multiple sides to form a continuous and flexible public realm that serves both the intensity of major event days and the quieter rhythms of everyday use. The plaza is conceived not as a single forecourt but as a family of interconnected hardscape and landscape areas that vary in scale and character around the stadium perimeter — collectively establishing a generous and activated threshold between the building and the broader site.

On event days, the plaza accommodates large volumes of converging pedestrian traffic, providing pre- and post-event gathering space, food and beverage activation, and clear wayfinding to entries distributed around the building. Tree canopy, seating, and landscape interventions are distributed throughout to break down the plaza's overall scale. Between events, flexible hardscape areas support farmers markets, outdoor performances, seasonal programming, and informal recreational use, while café and retail uses at the stadium's ground floor edges sustain day-to-day activation and ensure the plaza remains a viable civic destination when the stadium itself is dark.

Design Features

1. Location of North Gate and plaza with features supporting relaxed gathering.
2. West plaza and primary entrance
3. South Gate and plaza. Connection to Riverfront District and River Street.



Figure 3.114: Map showing the North Gate into Stadium District

Design Precedent



Figure 3.115: South Park Plaza, QEOP
Public art installation and everyday park programming around Olympic stadium, London, UK

Focus Area: Entry Gateways to Stadium Plaza



Figure 3.116: Map showing the North Gate (1) and South Gate (2) into Stadium District

North Gate

- Resolve the truck access crossing as a safe, pedestrian priority zone.
- Transform the C Street underpass and arrival plaza into an accessible public space that distributes arriving crowds efficiently

The north gate represents a formative moment for the thousands of visitors. The area features safe pedestrian crossing points, created through the use of special surface treatments, coordinated signal timing, and effective signage and crowd management. The underpass beneath C Street, NE is designed as a moment of excitement and anticipation that heightens the sense of stadium arrival. Feature lighting, public art, and integrated signage and wayfinding will establish this passageway as a civic gateway to the stadium.

South Gate

- Revives a signature entrance to the stadium under Independence Ave from the Riverfront District.
- Provides a pleasant, safe, and well-lit experience - and potential canvas for public art.

The South Gate stadium underpass serves as the primary pedestrian connection between the Stadium District and the Riverfront District. It uses an existing underpass to create a direct and activated north-south link under Independence Avenue. The tunnel corridor should include a mix of public art installations with wall surfaces treated as an area for murals. Lighting design is integrated into the space, ensuring that the underpass is well-lit and inviting during both daytime and evening hours.

138 Robert F. Kennedy Campus Master Plan

Masterplan & Design Guidelines 139



New Business



2 Festival Plaza

Key Features & Considerations

- Located at the primary stadium entrance and gathering area
- Provides prepost-event programming opportunity and hosts other day-to-day and special occasion events and gatherings

Two complementary public spaces anchor the stadium entrance and establish one of the primary gathering places in the development. The larger Festival Plaza is designed for maximum flexibility. It is capable of expanding the stadium's event footprint on game days while hosting markets, street fairs, and seasonal activations throughout the year. The plaza prioritizes adaptability through a largely unobstructed ground plane, integrated utilities, and flexible furnishings. A generous tree canopy, consisting of heritage trees and new plantings, establishes the edge of the plaza.

Design Features

- Location of Festival Plaza along the important east-west axis of the site
- Mature, heritage trees preserved and featured in design of flexible plaza
- Entrance to Stadium District



Figure 3.118: Map showing the Festival Plaza east of Stadium District.

Design Precedent



Figure 3.119: Navy Pier Chicago, IL



Figure 3.120: A view of an activated Festival Plaza.



Figure 3.121: Map showing the Plaza District.



Figure 3.122: Photo of a riverside plaza space



Figure 3.123: Photo of a walking road



Figure 3.124: Photo of a sitting area in the woods

Plaza District

Overview & Characteristics

The Plaza District serves as an important commercial and civic connector that supports movement across the site. The open spaces and parks in this district are designed to absorb and distribute large crowds on gamedays, while providing spaces for smaller community activities throughout the year.

Community feedback consistently prioritized ground-floor retail activation, outdoor dining, and events programming in this district. These uses are enhanced by provision of a high-quality, pedestrian-oriented public realm that reinforces activity at the street level. Durable and well-detailed paving and hardscape elements are complemented by landscape and green infrastructure throughout the district.

District Open Space Exhibit



Figure 3.125: District open space exhibit

Design Emphasis

- Create a pedestrian-focused ground plane with a continuous, activated street level featuring wide sidewalks, street trees, and ground-floor retail
- Design public spaces to accommodate markets, street fairs, and events across all seasons

Character precedents shown left:

- Flexible plaza design that allows for various market configurations at Domino Park.
- Creative design elements allow flexible use at Queen Elizabeth Olympic Park, while creating a strong identity
- Small, abundantly planted gathering areas in Manhattan West furnish a dense developed area.



New Business



3 Plaza Parklets

Key Features & Considerations

- Small pocket spaces of open space that provide critical moments of respite at critical junction of three districts
- Outdoor amenity space for dense commercial development

Two small pocket parks and their adjacent streetscapes comprise Constitution Circle. These spaces are located at a point where commercial activity and pedestrian movement come together. These smaller green spaces offer places to pause, decompress, and reorient within an otherwise high-intensity public realm.

These pocket parks serve as a primary outdoor space within a relatively dense commercial development. They provide convenient and accessible everyday green space for workers and residents. These spaces are used for informal gathering, outdoor dining, and more reflective activities.

Design Features

1. Landing point and collector for crowds moving between three districts offers ample shade, lighting, and seating.
2. Larger pocket park capable of hosting potential water feature or large interactive public art piece.
3. C Street NE crossing from parking garage and Arrival Plaza in Recreation District.
4. Triangular pocket park allows for generous public space along 22nd street.



Figure 3.126: Map showing the east of Plaza District.

Design Precedent



Figure 3.127 Liivalaia Cable Park
Pocket Park offers a moment of respite built with features curated from local iconic elements.
Tallin, Estonia

4 Plaza Green

Key Features & Considerations

- Located between large buildings and the bustling Festival Plaza.
- Hosts small areas of gathering and relaxing, with ample seating and ornamental vegetation.

Adjacent to the Festival Plaza, a smaller and more fixed Plaza Green provides a different experience. This area is a permanently furnished, smaller scaled space anchored by seating, planting, and public art. It provides shade and transition at between a new north-south street and the stadium entrance. Where Festival Plaza is open and adaptable, the Plaza Green is settled and specific, giving the district a moment of permanence and a place for the activities of every day. Working together, the two spaces create a coordinated public realm sequence that serves a full range of users and events.

Design Features

1. Plaza Green street and park trees help mediate scale between ground level and tall surrounding buildings. This space is the public courtyard of the district.
2. Ample tree canopy and generous plantings to provide comfort for everyday users.
3. Entrance to Plaza Green along Festival Plaza edge, to provide safe crosswalk between spaces.



Figure 3.128: Map showing the plaza space north of the Festival Plaza

Design Precedent



Figure 3.129 Manhattan West
Plaza located between dense development creates small zones of greenery designed for comfort.
New York City, NY



Figure 3.70: Map showing the Stadium District



Figure 3.71: Photo of a water edge walk



Figure 3.72: View of a natural play garden



Figure 3.73: View of a curbside street

Riverfront District Overview & Characteristics

The Riverfront District is a waterfront community anchored by housing, retail, and restaurants, where public spaces transition from active urban promenades to green park areas along the Anacostia River. The district benefits from close proximity to the growing Hill East neighborhood, the activity of the future stadium site, and the nature and recreation of Kingman and Heritage Islands.

Most of the area today consists of surface parking lots. These will transform into a mixed-use neighborhood with parks, plazas, and pedestrian-oriented streets. Parking will be provided both in a freestanding garage and in structured parking below the ground level of the district that will position the public realm above the Anacostia floodplain.

The master plan identifies four principle public spaces within the Riverfront District:

- A 11 acre park space sloping down to the riverfront identified as "Anacostia Place".
- A half-acre neighborhood park called "Burke Green".
- A 900' long civic promenade called "River Street".
- A 1600' long promenade along the Anacostia Riverfront called "The Esplanade".

Character precedents shown left:

1. Transition between urban conditions and natural conditions at the Di Shui Lake Green Belt, Shanghai
2. Nature play at the Waterfront Park, Vancouver
3. A pedestrian promenade flanked by controlled vehicular traffic at the 16th Street Mall, Denver

District Open Space Exhibit



Figure 3.74: Hardscape / Softscape Mix

Design Emphasis

- Pedestrian and bicycle connectivity to riverfront and Anacostia Riverfront Trail network
- Visual connectivity to the riverfront
- Scaling and shaping open spaces to provide a range of programs that suit district character
- Thoughtful interface between the Anacostia Commons and the southeastern face of the Riverfront District
- Opportunities to integrate stormwater infrastructure into park space



New Business



5 The 'Esplanade'

Key Features & Considerations

- Provides access and views along Anacostia Commons Riverfront.
- Vertical connections from the primary ground level to the Anacostia Commons District (an approximately 17' difference) are required
- 60' Minimum from building face to riparian buffer area to be provided

The Esplanade is a linear and mixed use public space framing the Riverfront District along the riparian area and creates a continuous riverfront edge with a strong civic identity. This prominent new public space interfaces directly with connections on the Whitney Young Memorial Bridge, creating new direct pedestrian connections to River Terrace and Fort Dupont. River Street anchors the opposite end toward the Stadium District.

Elevated approximately 17' above natural grade, The Esplanade offers long views into the landscape and makes the waterfront visible from the district. This area provides an orientation point where people can identify destinations and move between neighborhoods, streets, and the parks and open spaces. Ranging from 60' to 100' wide, it permits designs with shade, seating, lighting, and wayfinding, with vertical connections at street ends that create memorable gateways between neighborhood and adjacent open spaces.

Design Features

1. The River Overlook offers a vantage point framing views to the Anacostia River and providing a wide step down to the Anacostia Commons.
2. A landscaped terrace will be provided to assist with the grade change between the inland development parcels and the riverfront.
3. The garage entrance will be screened using planting to create visual cohesion with the riparian edge.
4. ADA pathways will occur approximately at 600' spacing along the edge of The Esplanade.

148 Robert F. Kennedy Campus Master Plan



Figure 3.75: Map showing the east of Riverfront District

Design Precedent



Figure 3.76 Anne d'Harnoncourt Garden
Designed series of public overlooks and terraces atop a buried parking garage.
Philadelphia, PA

Focus Area: The Esplanade Edge



Figure 3.77: Podium edge buffered by landscaped berm, and regular stair and ramp transitions

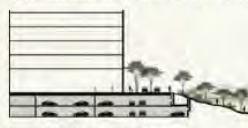


Figure 3.78: Section study diagram



Figure 3.79: Section study diagram



Figure 3.80: Section study diagram

A Varied and Open Edge

The vertical connections that link the Esplanade to Anacostia Commons will be treated as distinctive public spaces. These gateways will be functional, while also serving as distinct architectural and landscape elements.

The edge of the Riverfront District combines stairs, ramps, landings, overlooks, and landscape to support a range of users, including cyclists, strollers, and people with mobility devices. These areas will be provided for everyday use, while also accommodating game-day demands. At each gateway, integrated overlooks and terraces will provide pause points, reinforce sightlines to the Anacostia Commons, and help distribute foot traffic along the waterfront edge.

Taken together, these elements create a sequence of movement and pause: broad steps that will double as amphitheater seating, accessible ramp flights that meander through planted terraces, and intermediate landings that provide framed views to the water.

Left: Example sections of design options for varied edge of Riverfront Podium, including: landscaped berm, cantilevered overlook, and exposed edge with stairs.

Masterplan & Design Guidelines 149

6 'Burke Green'

Key Features & Considerations

- Flexible, resident-focused programming
- Safe, ample pedestrian crossings
- Provides features compatible with its location at the junction of the Riverfront District and Hill East.

Burke Green serves as a small neighborhood park at the edges between the Riverfront District and the Hill East neighborhood. It offers an ideal setting for a resident-focused park/plaza experience. Its compact footprint is designed for flexible programming like community gardens, a small play area, splash pad, a dog run, and shaded seating. These will support everyday use as well as pop-up activities. The park's triangular geometry will be leveraged to create clear edges, memorable gateways, and framed views. Particular care will be paid to safe pedestrian crossings for park access.

Items like café kiosks, small pavilions, water features, or community notice walls will help establish this as a community-focused space. Comparable precedents include Sister Cities Park in Philadelphia, which pairs a children's discovery garden with a café pavilion to create a comfortable, family-friendly destination.

Design Features

1. Ample crosswalks for park access will help provide safe pedestrian access to this area.
2. A generous landscaped sidewalk on Water Street will strengthen the western edge of Burke Green.



Figure 3.81: Map showing the west of Riverfront District

Design Precedent



Figure 3.82 Sister Cities Park
Pocket park containing an interactive water feature, ample shade, and popular café.
Philadelphia, PA

7 'River Street'

Key Features & Considerations

- Central pedestrian promenade flanked by single, minimal-width vehicular lanes
- Designed stairway tunnel connection to Stadium.

River Street creates a civic-scale connection from the Stadium District to the Anacostia Commons District, designed to perform as a daily main street and event-ready promenade. The space will be organized around a shaded central pedestrian promenade that serves as a clear, comfortable spine for walking and gathering. Slow streets on either side will support local access, loading, and curbside activity while prioritizing pedestrian uses. Building organization and continuous active storefronts reinforce the corridor's importance. River Street will concentrate ground-floor retail and dining to energize the public realm throughout the day and night.

Closer to the river, the street will end in a signature public space that frames expansive views to the Anacostia River. The change in elevation at the park edge will be made through a civic-scaled, universally accessible connection that could use a combination of ramps, terraced landings, wayfinding, seating, shade, and lighting.

Design Features

1. Signature Gateway element at stairway tunnel connecting to Stadium District.
2. Raised pedestrian crossing
3. Continuous retail frontage
4. Signature public sp



Figure 3.83: Map showing the center of Riverfront District

Design Precedent



**Figure 3.84 Sister Cities Park
Place Jacques Cartier**
Vibrant public square with public dining, seasonal plantings, and street seating.
Montreal, Canada

Masterplan & Design Guidelines 151

150 Robert F. Kennedy Campus Master Plan



8 Anacostia Place

Key Features & Considerations

- Located at the intersection of various pedestrian, bike, and vehicular crossings.
- Provides access to critical stretch of Anacostia Riverfront Trail
- Mediates grade change from the Whitney Young Bridge to the Riverfront

Anacostia Place provides a grade change between Independence Ave SE, the Whitney Young Memorial Bridge, and the riparian area. The space plays a critical role in connecting pedestrian and bike traffic around the stadium and from River Terrace and Fort Dupont. The sloped terrain can be used as a green connector and gateway to the Anacostia River Trail. As such, ADA accessibility down the slope and a safe crossing at SE Boulevard will be prioritized.

This area also presents an opportunity to showcase the future character of the Anacostia Commons and could integrate visible stormwater management strategies to realize the ecological potential of the river's edge.

Hunters Point Park in New York City presents similar open space programming, enhancing the function and resilience of the park.

Design Features

1. Potential overlook/vista point at "The Esplanade"
2. Potential overlook/vista point at Independence Ave SE
3. Sloped connection
4. Access Road crossing
5. Anacostia River Trail



Figure 3.85: Map showing the east of Riverfront District

Design Precedent



Figure 3.86 Hunter's Point South Park
Waterfront park between mixed-use development and riverfront.
Queens, New York



Figure 3.87: View to RFK Stadium from Riparian Edge



Figure 3.100: Map showing the Kingman Park District



Figure 3.101: Photo showing a landscaped plaza

Figure 3.102: Photo showing a skate park



Figure 3.103: Photo showing a green screened garage

Kingman Commons Overview & Characteristics

Kingman Commons sits between the established residential character of the historic Kingman Park neighborhood and the districts to the south. Open space in this area will focus on the needs of the surrounding residential community. Neighborhood-scaled green spaces, shaded seating, community gardens, playgrounds, and safe pedestrian routes will provide spaces for everyday use. Open spaces are also designed to promote pedestrian movement, guiding residents from the surrounding neighborhoods into the Recreation District, toward the Fields at RFK, and to the Anacostia River. Streets, paths, and green corridors are coordinated and cohesive, making the journey from the Kingman Park neighborhood to the river feel intuitive and enjoyable.

Additional areas of emphasis include:

- Oklahoma Park's relationship to new development parcels, pedestrian routes, and the broader open space network will be a critical design consideration.
- Roadway landscape enhancements provide passive green space that helps improve the perception of busy roadways.
- Open space adjacent to the parking garage should provide a stopping point.
- Kingman Park District holds high potential for public and interactive play/art installations.

Character precedents shown left:

1. Abundant plantings and trees mediate scale of buildings at Campus Roche: Kaiseraugst Switzerland
2. Urban infrastructure-adjacent skate park at Paine Park: Philadelphia, PA
3. Parking garage screened with vegetation at the Bluffs at Playa Vista: Los Angeles, CA

District Open Space Exhibit



Figure 3.104: Hardscape/ Softscape Mix



9 Oklahoma Park

Key Features & Considerations

- Critical area for screening the parking garage and providing access to the Fields at RFK and Sportsplex
- Location of relocated skate park and other key Kingman Park neighborhood program amenities

Oklahoma Park serves the immediate residential community while also enhancing the larger recreational functions of the RFK Campus. The open space sits at the intersection of an important recreation destination and a pedestrian and cycling thoroughway connecting the existing Kingman Park neighborhood to the Fields at RFK and the Anacostia River. An important pedestrian connection between the Kingman Commons and the Fields is retained and enhanced. Additional fields and outdoor recreational amenities are added here. Planting and landscape will provide a visual transition between the garage and the adjacent open space. Vertical landscape elements, such as green screening, can also be incorporated as a way to blend parking and open space.

Design Features

1. Location of major neighborhood connection to Recreation District and Anacostia River Amenities.
2. Parking garage screened with landscape screening



Figure 3.105: Map showing northern section of Kingman Commons

Design Precedent



Figure 3.106: Bluffs at Playa Vista
Vining greenery grown on trellis system break up garage facade.
Playa Vista, CA

156 Robert F. Kennedy Campus Master Plan

10 Stadium Green

Key Features & Considerations

- An important open space at the intersection of Kingman Commons, Recreation, Plaza and Stadium Districts
- Possible bike valet and/or bikeshare dock station

Stadium Green occupies a small and important position at the convergence of Kingman Commons, Recreation, Plaza and Stadium Districts. Adjacent to the parking garage and the stadium arrival plaza, this green space offers a moment for orientation as visitors move across the site on game days. Stadium Green provides elements that focus on pedestrian comfort and movement. This space also considers how people move between different modes of transit. Inclusion of elements like a bikeshare station will provide convenient options and increase everyday use of this area. This space will prioritize shade, seating, and natural elements. This will ensure that the space is a place where people want to rest and spend time, rather than only a pass-through.

Design Features

1. Location of possible bike valet and/or bikeshare dock station
2. Crossing of C Street NE between Arrival Plaza and Plaza District
3. Accessible and ADA-pathway reaching grade of Plaza District arriving from north garage entrance
4. Shaded area adjacent to the parking garage



Figure 3.107: Map showing south section of Kingman Commons

Design Precedent



Figure 3.108: North Point Gateway and Pocket Park
Pocket lawns, ample seating and planting strategy mediate between areas with steep grade change.
Boston, MA

Masterplan & Design Guidelines 157



Figure 3.88: Map showing the Recreation District



Figure 3.89: Photo showing the natural playground

Figure 3.90: Photo showing the riverside walk

Figure 3.91: Photo showing the board walk

158 Robert F. Kennedy Campus Master Plan

Recreation District Overview & Characteristics

The open spaces in the Recreation District are defined by their direct relationship to the Anacostia River and the existing concentration of fields and other recreational uses in this area. The Recreation District has the most established and active existing program, having already undergone a significant transformation in recent years.

The anchor of the Recreation District is the 27-acre Fields at RFK Campus, which converted surface parking lots into usable athletic and recreational facilities. The Fields include three full-size turf playing fields that can accommodate a variety of sports. In addition, a celebration pavilion, playground, picnic area, green space, walking and biking paths, and improved river access are well-used amenities. The fields are programmed for soccer, kickball, lacrosse, baseball, softball and more.

In order to accommodate the new parking garage planned in the adjacent Kingman Commons, the Recreation District's Arrival Place plays a significant role in moving arriving stadium and event attendees across roadways into the Stadium District. The Fields at RFK are retained. A new gateway entrance to Heritage Island and a planned RFK Running & Walking loop will also be provided.

Character precedents shown left:

1. Nature play at the FDR Park that responds to its surrounding conditions - Philadelphia, PA
2. Wetland walk with selected and varied views of the river - Îles de Nantes, FR
3. Elevated boardwalk through planted areas - Gansevoort Peninsula, NY

District Open Space Exhibit



Figure 3.92: Hardscape / Softscape Mix

Design Emphasis

- Protect and amplify existing riparian vegetation
- Integrate supplemental river access areas, including enhanced transitions and a wetland walk
- Improve riparian meadow areas, expanding their footprint and diversifying existing native species
- Prioritize increased shade, both with tree canopy and shade structures, especially in areas lining adjacent to recreation fields and gathering areas, to protect facilities users
- Enhance and add spaces that foster intergenerational interaction
- Feature water activities, including river-based activities, pools, splash pads, and other outdoor aquatic programming

Masterplan & Design Guidelines 159



New Business



11 Arrival Place

Key Features & Considerations

- This area is a location for a truck and back-of-house stadium entrance, major pedestrian stadium access point, garage parking, the WMATA tunnel, and existing recreation.
- Steep grade changes and major infrastructure occurs above and below.

The western edge of the Recreation District is one of the most complex areas on the RFK Campus. Truck and stadium back-of-house access, a parking garage, and a WMATA tunnel and viaduct are all located here. Steep grades and major above- and below-grade infrastructure provide opportunities for creative treatment of the ground plane to enhance pedestrian movement in this area.

Design Features

1. Proposed cap over truck turn-around hides operational back of house access and enhances pedestrian movement.
2. Terraced multi-purpose plaza takes advantage of grade change to provide ADA accessible path up to Plaza District and public gathering space adjacent to the Fields at RFK.
3. Landscaped cap provides additional, occupiable public space while buffering the park from vehicular traffic.
4. Proposed location for vehicle turnaround south of the main pedestrian access area to the stadium.
5. Main pedestrian underpass gateway to stadium.



Figure 3.93: Map showing the west of Recreation District

Design Precedent



Figure 3.94 Jacaranda Square
Seating, walls and a perimeter of shade frame a large informal open space.
Sydney, Australia

Focus Area: Arrival Place Connection



Figure 3.95: Diagram of connections between DPR District and Plaza District

Design Recommendation

This study diagram shows one way that Arrival Place can be developed. A destination event plaza at the same grade as the adjacent Fields at RFK offers an opportunity for a large gathering space that can serve both the Recreation and Stadium Districts during events and every day use. By extending the existing grade of the elevated C Street NE, and capping the truck service entrance, pedestrians can be separated from vehicle movement. Safe pedestrian access can be provided at a new crossing into the Stadium District and can offer a coordinated event experience.

Modifying grades in this area can improve pedestrian mobility between the districts. A resolved, legible, and well-designed pedestrian corridor through this area creates a north-south connection linking the three districts that would otherwise risk being separated by service infrastructure and vehicle operations. For Kingman Park residents, this means a direct route into the campus without

navigating event-day traffic. For recreational users, it means continuous movement between the Fields, the SportsPlex, and the broader open space network. For visitors moving between the Plaza and Recreation Districts, it establishes an everyday connection that encourages use of the full campus.

12 The Fields at RFK

Key Features & Considerations

- Complex with 3 full size turf athletic fields.
- Ancillary shade pavilions, stormwater gardens, outdoor fitness equipment, and multi-use trails.
- Additional recreation spaces such as racket courts and relocated pole vault facilities.

The Fields at RFK represent the first completed phase of the campus redevelopment. Opened in 2019 on the site of a former 27-acre surface parking lot, the complex includes three full-size multi-purpose turf fields; accommodating soccer, lacrosse, baseball, softball, and kickball. A celebration pavilion, playground, picnic areas, walking and biking paths, and improved river access were also provided. The project converted an asphalt parking area into green space with native plantings, bioretention infrastructure, and improved soil conditions along the Anacostia River. The Master Plan expands uses around the current fields and recreational amenities and links these to the adjacent SportsPlex. Existing ecological and stormwater features are enhanced and river access and trail connections are improved.

Design Features

1. Significant gateway between Kingman Park and the Fields at RFK.
2. Arrival Plaza Interface with existing pavilion.
3. Recommended native riparian meadow area.
4. Gateway to Kingman and Heritage Islands.



Figure 3.93: Map showing the Recreation District

Design Precedent



Figure 3.97 Penn Park
Native plantings, planted stormwater infrastructure and well placed seating frame several sports fields.
Philadelphia, PA

Focus Area: RFK Walking & Running Trail

Key Features & Considerations

- 2-mile long integrated multi-use trail, with identifiable distance increment wayfinding.
- Planned route creates a dynamic, varied riverside loop that could incorporate a wetland walk and connect with other paths to host 5k and 10k races.

A multi-purpose loop connecting the Recreation District and Kingman Commons will serve varied user groups, while also functioning as a connector across many parts of the site. Integrated with the Fields at RFK, the planned SportsPlex, and the Anacostia Riverwalk Trail, the loop will extend the reach of the campus's active recreation network and establish a clear, legible circuit that encourages repeated use. Fitness stations, shaded rest areas, and wayfinding along the route will further activate the path and reflect community priorities around shade, seating, and accessible design. High potential exists in the riparian areas for this trail to take the form of a wetland walk or elevated boardwalk.

Design Features

1. Starting area allows gathering around common entry point by the garage.
2. Access to Heritage Island.
3. Broader Anacostia River Trail system east of river that offers longer possible course.
4. Connection at the Anacostia River Trail South.



Figure 3.98: Map showing the west of DPR District

Design Precedent



Figure 3.99 Totem Lake Park
900-foot-long boardwalk connects to regional bike trail, allowing closer connection to wetland.
Kirkland, WA



New Business



Figure 3.133. Map showing the development along the Anacostia River



Figure 3.134. Photo of a boardwalk



Figure 3.135. Photo of a wetland



Figure 3.136. Photo of a pier

Anacostia Commons

Overview & Characteristics

The Anacostia Commons includes the 200' wide riparian edge of the RFK Campus. This district is defined by its relationship to the river and is a largely natural landscape. Its function is critical to restoration and protection of the ecological health of the Anacostia River. Anacostia Commons is a quieter, more contemplative open space that prioritizes the natural environment over programmed activity.

The district's landscape promotes restoration of riparian habitat along the river's edge, including native plantings, bioretention features, and stormwater management systems that filter runoff before it enters the Anacostia River. Placement of paths, overlooks, and landscape features are made with an understanding that this area is part of the flood zone. To the extent possible, year-round public accessibility above the flood line will be provided across the district.

Along the riverfront edge, a public promenade connects the Anacostia Commons to the broader site circulation network. The regional Anacostia Riverwalk Trail extends the through this area, establishing the river's edge as a fully publicly accessible amenity. Overlooks, seating areas, and canoe and kayak launch points are integrated along the river at key intervals, providing moments of engagement with the water. Anacostia Commons is the gateway to the Kingman and Heritage Island, and its northern edge is designed to improve the character of those connections.

Character precedents shown left:

1. Wetland Boardwalk trail at Houston, TX Botanic Garden provides safe access to the wetland.
2. Hinge Park in Vancouver, Canada deftly incorporates urban connection to natural areas.
3. Ample sized fishing pier at Windsor Castle park in Virginia.

District Open Space Exhibit



Hardscape / Softscape Mix

Figure 3.137. District open space exhibit

Design Emphasis

- Locate additional points of river access including overlook or edge gathering areas and wetland walks.
- Reinforce existing plans for improving ecological health and recreational improvements along the Anacostia River, including the 2024 Anacostia River Corridor Restoration Plan, the Anacostia River Seawall Rapid Assessment, and the Anacostia Riverfront Initiative Framework Plan.
- Accommodate the planting of sufficient large canopy trees that provide buffering from development along the riparian edge.

15 Anacostia Commons North

Key Features & Considerations

- Develop surface parking areas as zones for meadow restoration and stormwater absorption.
- Locate ecological programming like pollinator gardens and wetland walks

At the threshold with Kingman Island, the Kingman Entry area creates an exceptional opportunity for layered environmental programming. This transitional zone provides enhanced ecological functions while offering visitors an educational experience at the water's edge.

Pollinator gardens anchored by native flowering meadow plantings establish the character of the zone, providing essential habitat for bees, butterflies, and migratory species. Integrated stormwater infrastructure, including bioswales, rain gardens, and retention features, are woven into the meadow landscape as visible and interpretive elements. These also filter runoff before it reaches the Anacostia River, serving as an on-the-ground demonstration of the site's broader commitment to environmental stewardship.

This area features a boardwalk wetland walk. It threads through the lowest-lying portions of the zone, elevating pedestrians above the sensitive riparian margin and offering a close and intimate experience of the wetland ecosystem below. The walk connects to the Kingman Island crossing.

Design Features

1. Entrance to Heritage Island
2. Location for pollinator plantings and riparian meadow
3. High potential area for wetland walk



Figure 3.138. Map showing the northeast section of the Recreation District

Existing Conditions



Figure 3.139. Heritage Island Gate
Anacostia Commons Entrance

Riparian Edge and Kingman Island Access

Kingman and Heritage Islands are a significant natural asset directly east of the RFK Campus site. They form part of a larger protected riparian ecosystem connected to the Anacostia Commons. DOEE is advancing a new phase of improvements to Kingman and Heritage Islands focused on three priority areas: ecological conservation and restoration, environmental youth education, and a rebuilt trail network to improve accessibility and enhance the visitor experience. Planned improvements include outdoor classrooms, pathways and boardwalks, wayfinding signage, and invasive species removal and ecological restoration.

The RFK Campus Master Plan presents a critical opportunity to align with and amplify this ongoing work. This plan ensures that new gateway connections from the Recreation District to the islands are coordinated with DOEE's trail and access improvements. Pedestrian bridge landings and riverbank overlooks are designed as integrated extensions of the island experience rather than standalone components. The ecological restoration work underway on the islands informs the green infrastructure and native planting strategies included in the Anacostia Commons.

Kingman Island also serves as an important link connecting the RFK Campus to communities east of the Anacostia River. Ongoing work on Benning Road NE includes converting existing 8' wide sidewalks to a 22' wide protected separate cycling and pedestrian walkway. These improvements span between Minnesota Avenue NE, the River Terrace neighborhood, and Oklahoma Avenue NE.



Figure 3.140. Photo of Heritage Island path



Figure 3.141. Photo of tidal wetland restoration and access



Figure 3.142. View from Heritage Island Bridge



New Business



16 Anacostia Commons South

Key Features & Considerations

- Maintain and improve existing road and cycle infrastructure
- Provide transitions between the ecologically sensitive riverfront area and development in the Riverfront District.

The southern portion of the Anacostia Commons includes an existing access road and a portion of the Anacostia Riverfront Trail. Improvements to the area around the existing access road could include new areas of denser vegetation, landscaped buffers, and potential berming. These types of landscape elements will help define safe transitions across the space and enhance enjoyment of this road as a pedestrian and cycle path when closed to vehicular traffic, for instance, days without large stadium events.

The riparian area here will be carefully protected. Access to this area will be enhanced by the inclusion of riverfront walks and wetland access points.

Design Features

1. South entrance of the access road to the RFK Campus;
2. Anticipated entrance to parking garage below the Esplanade podium;
3. Sensitive treatment area at junction of the Access Road Boulevard with other roadways;
4. Adjacent River access areas to roadway



Figure 3.143: Map of the east of Riverfront District

Existing Conditions



Figure 3.144: (f) South end of existing access road. Looking North

168 Robert F. Kennedy Campus Master Plan

Design Precedent



Figure 3.145: Photo of a wooded trail along with a road



Figure 3.146: Photo of a wooded trail with heavy canopy



Figure 3.147: Photo of a wooded trail along with a road



Figure 3.148: Photo of bikers and pedestrians on a wooded trail and road

Above: Beach Drive, Washington DC Precedent.

Below: FDR Park Drive, Philadelphia Precedent.



Figure 3.149: Photo of tree-lined park drive.



Figure 3.150: Photo of tree-lined park drive and adjacent trail.



Figure 3.151: Photo of tree-lined park drive.

Masterplan & Design Guidelines 169

Placemaking Guidelines

What is placemaking?

Placemaking is the process of creating interesting public spaces that are adaptable for a variety of community uses. The placemaking strategy for the RFK Campus Master Plan includes guidance on wayfinding, building signage, lighting, public art and commemoration, and public space programming.

Wayfinding

Wayfinding is the system of visual cues that helps people move through and navigate space. Elements that can be used as part of a wayfinding system include signs, architectural features, and other landmark elements.

The following are wayfinding principles for the site:

- Provide wayfinding between districts. This could include signage that directs residents and visitors to key destinations, parks, or open spaces within the Campus, including distances or travel times.
- Develop distinct and individual wayfinding and signage types within districts. To reinforce the unique character and use of each district, create

different signage families for each area. The design of these elements can take cues from the surrounding buildings or open spaces.

- Use architectural features for wayfinding. Design buildings and infrastructure elements to act as natural landmarks for navigation across the site.
- Consider integration of digital signage. A combination of digital and static signage is helpful in locations where directions are fixed, but there may be changing content. For example, digital wayfinding can be leveraged to promote upcoming stadium events or help guide pedestrians out of emergency response areas.
- Plan wayfinding for a variety of users. Design signage to address how people and vehicles move through the site, with signs and text sized appropriately for vehicles, cyclists, and pedestrians. Use appropriate contrast and colors to enhance readability by users with different visual abilities.
- Provide consistency in messaging, type, and symbols within each signage family. Plan for a hierarchy of messaging.

Specific considerations for different types of wayfinding signage include:

- Traffic and street identification signs. DDOT standards for STOP signs, traffic control signs, parking signs, and street name signs will be used throughout the RFK Campus.
- Murals. Consider existing and new infrastructure as locations for wayfinding. These areas could include tunnels or roadway underpasses.
- Gateway signage. Up to two gateway signs can be provided in each district. These gateway signs mark key thresholds into each area and can include directional or informational elements. These gateway signs are larger, more decorative signs that celebrate entry into individual areas. Use of overhead, gantry-type gateway signs are allowed only in the Stadium District.
- Interpretative signage. Identify opportunities to include signage that reflects local histories. Develop a cohesive approach to interpretative signage in both natural areas and within the districts.

- Banners. A coordinated banner system integrated into street lighting poles can establish district character and convey community events occurring within an area.
- In addition to the above guidelines, all signage will comply with District of Columbia Building Codes.

Accessibility and Universal Design

Universal design principles will be used to develop signage and wayfinding systems that are fair, inclusive, and easy for everyone to understand. These systems will consider how users approach signage, how wayfinding colors and text are perceived, and how information can be flexibly conveyed through words, symbols, and other means.



Figure 3.152: A mural used as a wayfinding element at a roadway underpass.



Figure 3.153: Freestanding gateway signage used to mark key entry points to different districts



Figure 3.154: Different wayfinding elements as part of an overall signage strategy for a district.



Figure 3.155: Directional signage that integrates both printed and digital information

170 Robert F. Kennedy Campus Master Plan

Master Plan & Design Guidelines 171



New Business



Building signage

Building signage is provided by building owners and tenants. This type of signage identifies building addresses and names, the names of key tenants, or the names of individual businesses. Building signage is an important element of the urban realm and can help provide variety and visual interest at the pedestrian level.

The following are building signage principles for the site:

- Plan signage as part of the overall architectural design. Incorporate designated areas for both building and tenant signage directly into the design. These areas are an integral part of the architecture and will complement overall building appearance.
- Provide a coordinated signage strategy. Offer guidelines for tenant signage that outline size, location, and type of signage that tenants can provide at the ground level.
- Building signage that faces toward existing neighborhoods should consider how to sensitively address existing uses.



Figure 3.156: Stadium identification signage integrated into the overall building architecture.

172 Robert F. Kennedy Campus Master Plan

Specific considerations for different types of building signage include:

- **Stadium identification and naming signage.** Any signage mounted on the stadium will be reviewed by NCPD as part of their design review process for the building.
- **Building identification signage.** Define building arrival points, like lobbies, with more prominent signage that draws people to these locations. Building identification signage will have more visual weight than other surrounding ground level signage.
- **Building-mounted tenant signage.** Incorporate tenant and building naming opportunities at the upper and mid-level of buildings where appropriate. Where provided, these signs should not detract from views from either the stadium or downtown DC.



Figure 3.157: Painted mural-type signage adds to the overall character at the ground level.

- **Ground level tenant signage.** Each building should provide tenant guidelines for ground level tenant signage. These guidelines will consider logo and font location and size, signage illumination, definition of a signage zone along the facade, and allowable materials. Guidelines should include additional input on glass-mounted signage and signage within the first five feet of any ground level occupancy.

In addition to the above guidelines, all signage will comply with District of Columbia Building Codes.



Figure 3.158: A variety of signage types used as part of an overall building strategy.



Figure 3.159: A coordinated approach for ground-level retail tenant signage.

Master Plan & Design Guidelines 173

Lighting

Lighting is an integral component in creating places that feel safe, inviting, and aesthetically pleasing. Streetlights, pedestrian lights, landscape lighting, and lighting integrated into buildings are all part of an overall lighting strategy that extends the comfortable use of spaces after nightfall.

The following are lighting principles for the site:

- Provide lighting to support safe pedestrian movement. Light fixtures will be located to limit dark spots at the ground and eye levels.
- Selected light fixtures will discourage light pollution, including the use of LEDs and wildlife-friendly lighting standards where feasible.
- A consistent and coordinated lighting style is encouraged within each district. The style of each will help reinforce the character of each space and may vary from district to district.



Figure 3.160: Modern light fixtures designed as an integral component of the urban realm.

174 Robert F. Kennedy Campus Master Plan

- Light fixtures should be modern in style and should enhance the overall aesthetic of new development.
- The urban realm should be well-lit from multiple sources. A range of lighting types will be included throughout, providing appropriate lighting for cars, cyclists, and pedestrians. Supply different types and scales of fixtures to address various user groups.
- Explore creative lighting solutions in open spaces and plazas. Examples of creative lighting include overhead lighting and lighting integrated into site features and furniture.
- Use of permanent spotlights and floodlights are prohibited.



Figure 3.161: Creative overhead and ground-level lighting in plazas and open spaces.

Specific considerations for different types of lighting include:

- **Streetlights on public streets.** Streetlights along public streets will follow DDOT pole and lamp standards.
- **Streetlights on private streets.** Variety in streetlights is encouraged on private streets. In these locations, the District of Columbia's Streetlight Policy and Design Guidelines should be referenced for items like required illumination levels.
- **Stadium District lighting.** As a gateway feature, the stadium will consider illumination of building facades and other architectural elements. This includes colored lighting or animated lighting.



Figure 3.162: Custom lighting in tenant areas along sidewalks.

- **Recreation District lighting.** In the Recreation District, design lighting of sports facilities to work with nearby buildings. Lighting will be designed to allow recreation facilities to operate into evening hours with minimal light overspill onto any adjacent uses, particularly residential buildings.

- **Lighting along active streets.** Use feature lighting along active street and retail frontages. In the Tenant Furnishing Zone, feature lighting could include suspended or overhead lighting.

Master Plan & Design Guidelines 175



Public Art and Commemoration

Creation of memorable places that reflect the community, culture, and history of Washington, DC can be shaped through the use of public art. The RFK Campus provides many opportunities for inclusion of art like sculptures, murals, and digital and interactive features in the urban realm. Commemoration refers to a specific type of art that is used to celebrate individuals, events, or other elements of culture and history.

The following are principles for locating public art and commemorative features within the site:

- Select public art that reinforces the character, scale, and activity level of each district. For instance, interactive and digital features could be located in areas around the stadium that will have a high level of foot traffic on game days. Smaller sculptures could be located in neighborhood-focused parks and open spaces.
- Consider how any piece of public art or commemoration celebrates the past and current residents and stories of DC.

- Consider identifying a location for temporary, rotating art work. Encourage collaboration with local artists and community groups on the creation and fabrication of these temporary installations.
- Locate art in accessible places. Consider how people move through the districts when locating public art. Make sure that residents and can interact with the pieces and can view or use them from multiple locations.

Specific considerations for different types of public art and commemoration include:

- **Public art location and quantity.** Design each park and open space with at least one piece of public art. Consider incorporating multiple pieces of public art at larger parks and open spaces.
- **Integration with transit.** Provide art near public transit locations, like bus stops and areas where people will move between different types of transportation.
- **Stand-alone parking garages.** Parking garages will incorporate some type of public art element within the architecture of the garage. Incorporation of public art in the spaces surrounding the garage, and places where people are dropped off, are also encouraged.

- **Art in the Stadium District.** Identify a location for a commemorative work in the Stadium District, potentially in Festival Plaza, facing the city. This work could focus around contributions of an individual, such as Robert F. Kennedy, or others. Celebrate the history of athletics on the RFK Campus site through additional location of sports-themed art in Stadium District.
- **Art in Anacostia Commons.** Consider inclusion of additional commemorative works or public art in Anacostia Commons. These works could address contributions of Native American Indian communities or historic events.

Strategies for public art located in the urban realm should also reference the DC Commission for Arts and Humanities' current Public Arts Work Plan. Commemorative works in all public space owned or controlled by the District will also submit proposals to the Commemorative Works Committee for approval by the Mayor and District Council.



Figure 3.163: "New Leaf" by Lisa Scheer at the Georgia Ave/Petworth Metro Station

176 Robert F. Kennedy Campus Master Plan



Figure 3.164: Digital, interactive art located in a busy plaza space in Dallas, Texas.



Figure 3.165: "Encore" by Zachary Oxman is a commemorative work in the Shaw/Uptown neighborhood



Figure 3.166: "Hands" mural by Christian Moeller at the San Jose Airport's parking garage

Master Plan & Design Guidelines 177