



**District of Columbia Government
Advisory Neighborhood Commission 6A
Agenda for September 10, 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/85942768395>

Call-in Number: +1 301 715 8592

Webinar ID (access code): 859 4276 8395

One tap mobile: +16469313860,,85942768395#

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 **Election of Vice Chair**
- 7: 15 pm **Consent Agenda** **pg. 55**
 Alcohol Beverage and Cannabis (ABC)
 Recommendation: ANC 6A protest a New Retailer's Class "C" Restaurant license for Indochine Cuisine and Lounge, LLC, 1025 H St NE, 1st Floor (ABRA-136346), unless a settlement agreement is reached, and if a settlement agreement is reached, ANC 6A write a letter of support for a stipulated license for the establishment.
- Community Outreach Committee (COC)**
 Recommendation: ANC 6A approve a \$500.00 increase to the annual community grants budget.
- Economic Development and Zoning (EDZ)**
 Recommendation: ANC 6A withhold support from the applicant at 1226 F Street NE (Square 1006, Lot 0026) (BZA# 21475).
 (The applicant proposes 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; there are 14 letters of opposition. Presented at June 17 EDZ meeting in which applicant was asked to negotiate a compromise with neighbors who raised objections. At the July 15, 2026 EDZ meeting, by unanimous vote, the EDZ declined to support or oppose this application pending further negotiations between the applicant and the neighbors. Absent that, the EDZ recommends that the ANC withhold support on September 10, 2026. Applicant notified neighbors by mail postmarked Friday, August 14 to attend a meeting on Tuesday, August 18, 2026, which 8 neighbors attended. No agreement was reached. BZA hearing is September 16, 2026.)
- 7:20 pm **Officer Reports** **pg. 67**
 1. Accept Treasurer's Report
 2. Approve FY2027 Budget Plan
- Standing Committee Reports:**
- 7:35 pm **Alcohol Beverage and Cannabis (ABC)** **pg. 81**



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1. Accept August 2026 Report
2. Next meeting - 7:00 pm, September 22, 2026 (4th Tuesday)

7:40 pm **Transportation and Public Space (TPS)** **pg. 94**

1. Accept July 2026 Report
2. Next meeting - 7:00 pm, September 21, 2026 (3rd Monday)

7:45 pm **Economic Development and Zoning (EDZ)** **pg. 96**

1. Accept July 2026 Report.
2. **Recommendation:** ANC 6A refrain from comment on the request by applicant at 800 10th Street NE (Square 1035, Lot 065) (BZA# 21502) for special exceptions in regards to rooftop elements, lot occupancy, and penthouse setback. (The applicant has completed construction on rear three-story plus penthouse and cellar addition, and convert to a flat, an existing semi-detached, three-story plus cellar, principal dwelling unit in the RF-1 zone. Yard sign posted July 13, 2026. Three letters of support from 1) both adjacent neighboring business and 2) across-the-street neighbor. By unanimous vote at its July 15, 2026 meeting, the EDZ declined to weigh-in on a request for special exception to building elements that have already been built in a non-conforming manner; such comment would be inappropriate for the EDZ. BZA hearing is October 7, 2026.)
3. Next meeting - 7:00 pm, September 16, 2026 (3rd Wednesday)

7:50 pm **Community Outreach Committee (COC)** **pg. 75**

1. Accept July and August 2026 Reports
2. Next meeting - 7:00 pm, September 28, 2026 (4th Monday)

7:55 pm **New Business** **pg. 107**
Report - 2026 Mobility Survey (Shapiro)

Suggested Motion: ANC 6A send a letter to the Greater H Street BID Association, with copies to Councilmember Charles Allen, Phil Coppage, Deputy Mayor for Planning and Economic Development Nina Albert and Director Rosemary-Suggs Evans, Department of Small and Local Business Development, in support of formation of an H Street Business Improvement District (BID). (Shapiro)

Recommendation: ANC 6A approve the appointment of Daniel Aboagye to the Community Outreach Committee (COC). (Hammer)

8:10 pm **Single Member District reports** (1 minute each)

8:20 pm **Community Comments** (2 minutes each)

8:30 pm **Adjourn**



Advisory Neighborhood Commission 6A Meeting Minutes of July 9, 2026



Advisory Neighborhood Commission (ANC) 6A Minutes Zoom Meeting July 9, 2026

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

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

Commissioner Amber Gove called the meeting to order and noted the presence of a quorum. The minutes of the June ANC 6A meeting were accepted by unanimous consent subject to any minor or technical corrections approved by the Secretary. The agenda for the July 2026 meeting as amended was accepted by unanimous consent.

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

Community Presentation

H Street Business Improvement District (BID): Phil Coppage, Owner of Cynthia Bar and Bistro
Mr. Phil Coppage is trying to organize an H Street Business Improvement District (BID), noting that H Street does not yet have one; a BID is a property tax classification for commercial businesses that serves to promote a certain area. BIDs are financed through slight additional property taxes - around 14 cents per \$1,000 of assessed value. BIDs can do street cleaning and public space improvements, marketing and event sponsorship, apply for grants, and get involved in public safety, but mostly BIDs are great at liaising between businesses and government. This H Street BID is unique in that it was started by small businesses who are now attracting larger, commercial businesses. Currently, the H Street BID territory would be between 3rd and 15th Streets, which is compact and leaves the BID opportunity to expand. There is a formal 501(c)(6) and a founding board of directors made up of H Street business owners. The H Street BID is adding members and working with an urban planner to build the BID foundation; they are hoping to make use of grant money in the budget on pilot studies that will direct where to spend the BID budget, which will likely be between \$600K-\$1M. BIDs generally have broader missions and fixed budgets as compared to Main Streets, but the two organizations tend to work together and align efforts. Anybody with questions can reach Mr. Coppage at [Phil\[at\]openlinedata.com](mailto:Phil[at]openlinedata.com) and find information at www.hstreetbid.com.

Capitol Hill Village: Mary Bloodworth, Director of Operations

Ms. Mary Bloodworth stated that the aim of Capitol Hill Village is to help seniors stay in their homes as long as they wish to, and the organization is always looking for volunteers to assist in this mission. On October 15, 2026 in the North Hall of Eastern Market, Capitol Hill Village is partnering with Grubb Pharmacy to vaccinate anyone that brings an ID and insurance card. There will also be 'Get Your Move On' at the same time and place, which is a celebration of movement of any kind. Ms. Bloodworth emphasized the organization's sidewalk safety work; the organization found 22,013 submissions for sidewalk repair requests between 2021-2025 and encourages residents to always submit sidewalk repair requests to 311. High schoolers can apply



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to volunteer on the Capitol Hill Village website, the way anyone else would; more information here: <https://dcvillages.org/>.

Consent Agenda:

The following items were adopted by unanimous consent:

Transportation and Public Space (TPS)

- 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)

- 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.)

Officer Reports:

1. Commissioner Gove moved and Commissioner Stephen Kolb seconded the motion that ANC 6A approve the June 2026 Treasurer's report. The June 2026 Treasurer's report presented by Commissioner Roberta Shapiro and reviewed the June opening and closing balances reported by OANC, which were \$30,255.27 and \$29,409.08, respectively. The decrease is due to a monthly payment of \$846.19 for administrative services. The Q4 allotment will remain as scheduled. The motion passed 6-0.
2. Commissioner Gove moved and Commissioner Ben Hammer seconded the motion that ANC 6A approve the Q3 FY 26 QFR Quarterly Report. The motion passed 6-0.
3. Commissioner Gove moved and Commissioner Scott Burger seconded the motion that ANC 6A delegate development of the FY27 budget to the Treasurer with a vote planned for the September ANC 6A meeting. The budget is due to OANC on October 1, 2026; there will be no increase to the allotment next year and the budget will likely look much the same as this year's budget. The motion passed 6-0.

Standing Committee Reports:

Community Outreach (COC)

3. The June 2026 committee report was accepted by unanimous consent subject to any minor or technical corrections approved by the Secretary.
4. Next meeting: 7:00 pm, July 27, 2026 (4th Monday).

Alcohol Beverage and Cannabis (ABC)

1. No report. ABC did not have a quorum in June 2026.
2. Commissioner Shapiro moved and Commissioner Hammer seconded the motion that 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



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agreement being reached. The establishment has signed the settlement agreement. The motion passed 6-0.

3. Commissioner Kolb moved and Commissioner Morgan Conley seconded the motion that 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." The motion passed 6-0.
4. Next meeting - 7:00 pm, July 28, 2026 (4th Tuesday)

Transportation and Public Space (TPS)

1. The June 2026 committee report was accepted by unanimous consent subject to any minor or technical corrections approved by the Secretary.
2. Commissioner Shapiro moved and Commissioner Kolb seconded the motion that 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. Commissioner Gove offered a friendly amendment to authorize herself and Chair Bloomstine to make final revisions to the letter and aim to send it by mid-August. The motion as amended passed 6-0.
3. Next meeting - 7:00 pm, July 20, 2026 (3rd Monday)

Economic Development and Zoning (EDZ)

1. The June 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, July 15, 2026 (3rd Wednesday)

New Business:

- Commissioner Gove moved and Commissioner Kolb seconded the motion that 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. The motion passed 6-0.
- Commissioner Conley moved and Commissioner Shapiro seconded the motion that ANC 6A authorize the Chair and Commissioner Shapiro to 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>
- Commissioner Gove offered a friendly amendment by including Commissioner Conley in those authorized to finalize the letter. The motion passed 6-0.



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Single Member District reports

Commissioner Burger (6A01) is happy to report that construction started at 1000 H Street which has been a vacant eyesore for some time.

Commissioner Shapiro (6A03) is also excited about the activity at 1000-1013 H Street and by DOB's several inspections and changes to the building's tax rate. There is a back-to-school bike ride sponsored by Hill Family Biking on August 29, 2026, and there will be a block party from 4-6PM following with food trucks, face painting, and other fun activities. There will also be a neighborhood cleanup. At Sherwood on July 25th, 2026 at 1PM DGS and DPR will be holding a community forum about the \$3.6m allocated for Sherwood repairs. The Commissioner is happy to report that new H Street restaurant Indochine on H Street was very good and is grateful to outgoing Commissioner Kolb for his service.

Commissioner Conley (6A05) is hoping to announce a launch party for Kingman Dog Park when it is finally ready in the fall.

Commissioner Hammer (6A06) has had good conversations about noise concerns at Transmissions, who are cooperating with neighbors. There was a shooting on Monday and police arrested three suspects that were allegedly robbing a clothing store on the 1400 block of H Street and an employee was shot in the chest and is recovering in the hospital. One of the suspects was shot in the back. Commander Hall shared updates, noting that six arrests were made in the days following the shooting.

Commissioner Kolb (6A07) reported that Proper Exotic is now True Nature and is still operating. He attended an OANC meeting. The Commissioner will be moving just outside of 6A and has tendered his resignation as ANC 6A07 Commissioner effective Monday. Commissioner Kolb is particularly grateful to Commissioners Shapiro and Gove for their help and leadership throughout his service on the Commission and to all committee chairs for their commitment.

Commissioner Gove (6A04) encourages neighbors to go to Della Barba, who have outdoor dining and great food. This Saturday there is a street sweeper open house in the triangle park near 13th Street from 10:00 am -12:00 pm. The Commissioner does not plan to run again in November.

Community Comment

Ms. Jen DeMayo from Councilmember Allen's office thinks the last piece for Kingman Dog Park is DC Water. The Council finished the budget and secured funding for the pay equity fund and the childcare subsidy, as well as restored most of the cuts to paid family leave and WMATA. There are anticipated pay increases for firefighters and other unions, expanded hours for DPR recreation centers, and funding for open primaries and rank choice voting. Last week the Council also unanimously passed Councilmember Allen's Resale Act and the Bottle Bill Roundtable happened today the goal of which is to create a bottle bill in DC and reduce litter in outdoor spaces. There was a hearing on bills on medical cannabis businesses and Councilmember Allen has a bill that would close a loophole allowing medical cannabis dispensaries to operate near some childcare facilities. Those wanting to submit testimony on the subject can do so here until July 16, 2026: <https://lims.dccouncil.gov/Hearings/testimony/2357>



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Ward 6 Week is coming starting on July 26, 2026 and will once again feature free events.

Daniel Aboagye noted that he will be running for ANC A06 Commissioner again in November and reminds all neighbors that if they are interested, they can pick up packets and learn more about the process. <https://dcboe.org/candidates/anc-advisory-neighborhood-commissioners>
<https://dcboe.org/elections/2026-elections>

The meeting adjourned at 8:55 pm.



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



August 14, 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 6-0-0 (with four Commissioners (4) required for a quorum) to authorize Chair Gove and Commissioners Shapiro and Conley to finalize and submit the comments below, based on feedback from Commissioners, Committee Members and Residents.²

A Note on Historical References

This draft cites material from the ANC 6A website archive to illustrate institutional memory from the past two decades. Where used, it is clearly marked below in “**Historical context**” call-outs and is included only to point OP/DDOT/DMPED back to past ANC 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 may have changed substantially over time. Today’s ANC 6A is especially supportive of housing growth, urban density, and transit-oriented development. We are focused on building a campus—and a city—that works for residents across a range of ages, abilities, socioeconomic, and other groups, building on lessons from the 8-to-80 Cities movement.³

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

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*.

² Comments summarized with the support of AI tools Gemini Flash and Claude Sonnet.

³ The 8-to-80 cities theory states that if a city’s public spaces and streets are safe and fun for an 8-year-old child and an 80-year-old senior citizen, they will be safe and great for everyone. Created by [8 80 Cities](http://www.880cities.org/) founder Gil Peñalosa, it shifts urban planning away from favoring fast cars and healthy, athletic adults. <https://www.880cities.org/>



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streams, or clear governance structures for the housing, retail, and recreational components, which have long been high priorities for the community.

Specific gaps we demand OP address in the next phase:

- **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, solar panel mandates, and provision of shade and other strategies for environmentally friendly cooling in a warming environment must be explicitly codified into the building design guidelines rather than left as passive suggestions.

HISTORICAL CONTEXT: 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.

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, adequate non-automobile transportation infrastructure, 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,



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assisted living, and skilled nursing). Currently, our aging neighbors are forced to leave our community and, often the District entirely, for these services. The plan must mandate these facilities so residents can age in place.

- **Affordable Housing Requirements:** Every phase of new residential development on the campus must include binding, codified, affordable housing commitments—not aspirational targets—so the neighborhood remains attainable for existing Ward 6, 7, and 8 residents as the campus builds out.

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, particularly as the District has already recorded 27 traffic deaths in 2026 through mid-August, compared with 32 for all of 2025.

- **Acknowledge and Protect Existing Wins:** We commend the master plan for preserving the 19th Street NE protected bike lane — a facility that could easily have been sacrificed to campus redesign — and for beginning to establish a protected bike facility along East Capitol Street. These are exactly the kind of concrete, non-negotiable commitments we are asking the plan to extend campus-wide.
- **Extend Protected Bike Infrastructure Beyond the Campus Boundary:** The master plan's bike network cannot stop at the campus edge. We reiterate the request in our Strategic Bike Plan letter⁴ to DDOT for continuous, protected bike infrastructure connecting Union Station to the RFK campus along the East Capitol Street, Massachusetts Avenue, 4th Street, and 6th Street corridor, which we expect to become the primary route for micromobility users traveling from Metro and the H Street corridor to the campus.
- **Ground Bike Infrastructure Demands in Existing District Policy:** The District's own moveDC 2021 plan already commits to fully protected bikeways on East Capitol Street, Benning Road NE, and Pennsylvania Avenue SE — commitments DDOT has since retreated from, as seen when protected lanes were stripped from the East Capitol Street Safety and Mobility Improvements project design. The RFK master plan must not repeat this pattern. We ask that fully protected bikeways across the Anacostia River and along these arterials be treated as a binding baseline, not a negotiable design option, and that this commitment extend into Wards 7 and 8 — connecting Mayfair, Fort Dupont, Capitol View, and Randle Highlands, neighborhoods that have long been underserved by safe cycling infrastructure.

⁴ <https://anc6a.org/wp-content/uploads/TPS-10-2025-Strategic-Bikeways-Plan.pdf>



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- **Require True Grade Separation, Not Paint:** To be effective, protected bike lanes on campus must be grade-separated with physical barriers — flex posts and painted lanes alone are insufficient and will be routinely obstructed by game-day parking overflow.
- **Mandate Dedicated Bike Valet Service:** The master plan should explicitly commit to bike valet service — modeled on the well-documented success at Nationals Park and Audi Field — at three to four locations across the campus (including the sports complex, not just the stadium), to prevent standard bike racks from being overwhelmed on event days.
- **Plan for Micromobility Parking Capacity:** Given the volume of micromobility users expected on the campus, particularly on game days, the plan should specify a concrete strategy — developed jointly with DDOT and device operators — for where thousands of bikes and scooters will be safely and securely parked.
- **Reconsider Sports Complex and Parking Structure Siting:** The current siting places the parking structure closer to D Street while the sports complex sits at Benning Road and Oklahoma Avenue. This routes drivers into the residential neighborhood to reach parking that is only marginally closer to the stadium. The parking structure should instead be sited along Benning Road, consistent with the sports complex, to keep game-day traffic out of the neighborhood.
- **Address the Broader 10–15 Minute Bike-Ride Catchment:** The master plan identifies a 10–15 minute bike-ride radius around the campus but does not address infrastructure needs within that broader area. We ask OP to extend its planning commentary to this catchment zone, which includes H Street corridor businesses (e.g., the 400 block of H Street) that depend on safe bike access to and from the campus.
- **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, and/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



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micromobility vendor contracts must enforce strict geofencing, camera monitoring, automatic speed caps, user verification rules, and other safety features within the campus.

- **Preserve and Expand Bridge Bike Connections:** Safe, protected bike infrastructure connecting the campus to surrounding neighborhoods must be preserved and expanded, and at minimum, existing protected bike lanes across the bridges into the campus must be maintained rather than removed or narrowed during construction.
- **Mitigate Residential Parking and Congestion Spillover:** The plan must include concrete, funded measures—such as residential parking protection zones and event-day traffic management—to prevent stadium and campus parking demand from spilling into and congesting adjacent residential streets.
- **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:
 - Upgrading the Stadium-Armory station to match the high-capacity throughput design of the Navy Yard station.
 - Building the originally planned Oklahoma Ave Metro infill station.
 - 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 but sufficient local stops to support local businesses along H Street and Benning Road rather than running as an express service. Also, this line should operate throughout the year and not just on game days.
- **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.
- **Reduce the Roadway Footprint with Barcelona-Style Superblocks:** The current roadway network dedicates far more of the campus to vehicle infrastructure than a walkable, transit-first neighborhood requires. Rather than gridding the residential portions of the campus with a conventional dense street network, the District should apply a superblock model — consolidating through-traffic onto the perimeter arterials and converting the interior residential grid into low-speed, pedestrian- and bike-priority streets closed to all but local access, deliveries, and emergency vehicles. This approach, pioneered in Barcelona and increasingly adopted in dense urban infill projects, would reclaim significant land currently allocated to roadway for parks, play areas, and green infrastructure, reduce cut-through and game-day traffic in the neighborhood core, and reinforce a multi-generational/multi-ability friendly design approach. We ask OP to



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evaluate a superblock reconfiguration for the residential portions of the campus before the roadway network is finalized.

HISTORICAL CONTEXT: 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, and Recreation

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

Public space enhancements:

- **Human-Scale Pedestrian Plazas:** The District should replace planned surface parking lots for large, permanently pedestrianized plazas and community amphitheaters modeled after successful civic spaces like Canal Park or Eastern Market Metro Plaza. The current four acre park in the Kingman District is woefully inadequate for community gathering. The parking structure should be reduced in size and the park (p. 64 item 9) should be increased in size.
- **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.
- **Olympic-Sized Pool and Indoor Track for Regional Athletics:** The recreational amenities program should include an Olympic competition-sized swimming pool and an indoor track facility sized to support sanctioned DC-based athletic competitions. Nearby Eastern High School has no pool of its own, and DC-based indoor track competitions currently must be held at the PG County Sports and Learning Complex, forcing DC families to leave the District just to watch their own scholar-athletes compete. A regulation facility at RFK would fill a genuine, currently unmet need for DC Public Schools, DC-based swim and track clubs, and the broader Ward 6/7/8 community — consistent with our vision of a campus that serves residents from ages 8 to 80, not just event-day visitors.

HISTORICAL CONTEXT: 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.



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5. Environmental Review, Stormwater Management, and Climate Resilience

The campus sits directly along the Anacostia River and adjacent to Kingman Lake and Kingman Island, and the scale of the redevelopment warrants a rigorous, enforceable environmental review and management framework—both during construction and over the life of the campus.

Environmental and climate requirements:

- **Commission a Full Environmental Impact Statement:** Given the site's size, environmental sensitivity, and riverfront location, the District should commission a full Environmental Impact Statement (EIS) for the campus rather than relying on a more limited review.
- **Strict Compliance with Stormwater and Soil Laws:** All applicable District laws and regulations governing stormwater runoff and retention, and toxic or contaminated soil removal and remediation, must be strictly followed and independently verified throughout every phase of redevelopment.
- **Gold-Standard Construction-Phase Management:** The District must require and actively maintain gold-standard stormwater, sediment, and litter management practices during all demolition and construction activities, not only after buildings are occupied.
- **Future-Sized Green Infrastructure:** Bioretention and other green stormwater infrastructure for the completed campus must comply with all District laws and be sized for the rain intensity expected at the end of the stadium's assumed useful life, not present-day rainfall patterns.
- **Wetlands Restoration for Sea-Level Rise:** The plan should restore wetlands in Kingman Lake and in upland areas expected to become wetlands by the end of the stadium's assumed life, given sea-level rise currently conservatively projected at 3.4 feet by 2080.
- **Comprehensive Litter Management:** The plan should prioritize reusable containers over single-use plastics and build out recycling infrastructure across the stadium and campus, and install trash traps—such as Bandalong or Bandit litter traps—in open-air stormwater conveyances before they discharge into Kingman Lake. The stadium should be required to allow visitors to bring in one small plastic water bottle per person, aligned with regulations at Nats Park,⁵ to reduce waste.
- **Protect Kingman Island:** Redevelopment activity must be designed and managed to avoid and mitigate environmental impacts on Kingman Island's natural areas, which should be treated as an asset to protect, not a buffer to build around.

⁵ <https://www.mlb.com/nationals/ballpark/information/guide#b-content>



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- **Equitable River Recreation Access:** The campus should provide equitable recreational access to the river for all residents, including trails, docks, and small-craft launches, not only amenities oriented toward stadium visitors.
- **Noise and Light Pollution Mitigation:** The plan must include specific noise and light pollution mitigation measures to protect surrounding residential neighborhoods, both for day-to-day operations and on event days.

6. Zoning and Riverfront Preservation

- **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, and indeed the entire RFK development, 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.

7. Economic Development, Local Retail, H Street NE, and Community Benefits

The plan's economic opportunities—both retail and employment—should be structured to directly benefit existing Ward 6, 7, and 8 residents and businesses, not only new arrivals to the campus.

Economic development requirements:

- **Local and BIPOC Small Business Preferences:** Retail leasing, vending, and concessions policies for the campus should include explicit preferences and support (such as reduced up-front costs or dedicated storefronts) for local and BIPOC-owned small businesses, consistent with the District's anti-displacement goals.
- **Target Local and Youth Employment:** Consistent with the plan's stated hiring priority for Wards 7 and 8, the District should set explicit, trackable targets for permanent jobs and dedicated youth employment opportunities, and report publicly on progress against those targets.
- **Design Game-Day Traffic to Benefit, Not Bypass, H Street Businesses:** RFK's opening is the single biggest economic opportunity for H Street in years, but only if game-day and event traffic is designed to route people through the corridor — shopping, eating, and stopping — rather than around it via shuttles that skip directly to the stadium.
- **Make Shared Parking Commitments Binding, Not Aspirational:** The master plan already notes that the two committed parking garages "should be considered for potential shared parking options" to serve special events, retail, and other daily users — but this remains aspirational language, not a binding commitment. We ask that this shared-use



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function be made a firm requirement for both garages (Kingman Commons and Riverfront), so that these facilities serve daily campus use and events, H Street business and resident parking demand year-round, not just game days, rather than sitting underused 340 days a year.

- **Cross-Reference Companion Planning Efforts:** The final master plan should explicitly cross-reference the Gold Line BRT planning process and the H Street NE Land Use Study, so that all three efforts point toward the complementary transit and land use outcomes rather than drifting apart.

8. Connect RFK to H Street's Revitalization, Not Apart From It

Despite sitting at the western edge of the RFK campus's zone of influence and serving as the corridor connecting the campus to Union Station, H Street NE appears only once in the entire master plan — in a passing reference to a closed grocery store. This is a significant omission. The District cannot treat RFK's redevelopment and H Street's revitalization as unrelated exercises: RFK will be the eastern gateway to this part of the District, and H Street is the corridor that connects that gateway to Union Station and downtown. Planned together, they represent a once-in-a-generation opportunity for a continuous, walkable spine from Union Station, across the Hopscotch Bridge, the length of H Street, through the Starburst Plaza intersection, and out to the campus. Planned apart, as they are being planned now, H Street risks becoming the corridor that visitors and investment pass through on the way to somewhere else — a real risk given that OP's own data shows a 20% drop in H Street visitation since 2019, 26% ground-floor vacancy, and a 36% visitation decline on the corridor's eastern segment, which sits closest to RFK. The city has an obligation to ensure H Street is treated as integral to the RFK campus's success, not left behind by it.

H Street integration requirements:

- **State Explicitly How the Two Plans Coordinate:** We ask that the final RFK master plan explicitly document how its recommendations align with the H Street NE Land Use and Market Study, just as we have asked the H Street study to state how its recommendations align with RFK, so neither process treats the other as an afterthought.
- **Design Transit to Serve H Street, Not Bypass It:** The plan references a future WMATA-recommended Campus Transit Center with dedicated bus lanes linking RFK to Union Station, but does not specify whether that connection routes through, or serves, H Street NE. With DC Streetcar service having ended on March 31, 2026, the corridor currently has no dedicated transit spine of its own. We ask that whatever transit ultimately connects RFK to Union Station — Gold Line, the WMATA-recommended bus priority infrastructure, or otherwise — include several stops along H Street, not just terminal stops at Union Station and the campus, so corridor businesses actually benefit from RFK-driven ridership on both event and non-event days.



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- **Bridge the Gap Until Gold Line Opens:** Since the Gold Line is not expected to be operational until RFK opens in 2030, an interim transit connection between Union Station and the campus, potentially via H Street, on the model of the Kennedy Center's Foggy Bottom shuttle, should be evaluated now, rather than leaving H Street without a reliable link to the RFK campus.
- **Treat Starburst Plaza as Shared Connective Tissue:** The eventual reimagining of the Starburst Plaza/Hechinger Mall intersection is H Street's eastern gateway and sits between H Street and the RFK campus. The master plan should explicitly integrate its planning with the Starburst Plaza redevelopment rather than treating it as a separate, later exercise.
- **Evaluate Shared Redevelopment Financing:** Given RFK's scale as an economic driver, we ask OP to evaluate a Tax Increment Financing district or similar mechanism spanning H Street, Starburst Plaza, Hechinger Mall, and the RFK campus, so that revitalization funding for the corridor is not siloed away from the investment RFK itself will generate next door.

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



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



July 26, 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 6-0-0 (with four Commissioners (4) required for a quorum) to authorize Chair Gove and Commissioners Burger, Butler, Hammer and Shapiro to finalize and submit the below comments, based on feedback from Commissioners, Committee Members and Residents. These comments were further reviewed and augmented at the Commission's Transportation and Public Space Committee meeting on July 20, 2026.

We have deliberately kept three things distinct in this letter: what ANC 6A is asking the Office of Planning to do today, material cited only as background, and the positions of the Greater H Street BID that converge with our own. Please see the footnote below further describing the relationship between the comments in letter, the ANC's historical reference and the Position of the H Street BID.²

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*.

² This letter 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" call-outs and is included only as institutional memory — evidence that an issue has a long track record, or a citation OP/DDOT/DMPED that can be pointed back to. Note: These historical positions are 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 result in empty storefronts, and more focused on reinvigorating the H Street corridor — and a city — that works for residents of all ages and backgrounds. Where an older position (for example, our 2010–11 opposition to up-zoning on H Street) runs counter to that current outlook, this letter says so explicitly, so **OP does not mistake archival material for where the Commission stands today.**

A Note on the BID Association's Parallel Comments

The Greater H Street BID Association — a 501(c)(6) nonprofit incorporated to pursue business improvement district designation for the corridor, and not yet designated as a BID by the District — separately submitted its own letter of comments on this same interim report, also due July 26, 2026. Where a BID recommendation lines up with, or usefully extends a point already in this draft, we've flagged it in green below. These green flags show a shared business-and-resident view on these issues; they reflect the BID's position, and any Commission decision to adopt BID-sourced language as our own position.



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1. Overarching Comment: Match the Ambition to the Moment

Our strongest and most consistent 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. The data in the OP report a 20% drop in H Street visitation since 2019, a 26% ground-floor vacancy, and an eastern segment down 36% in visitation. One of ANC6A's Commissioners concluded that the corridor is "like a trauma patient that can survive with appropriate care," but OP's recommendations "often constitute little more than plastic surgery."

We believe that 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 H Street corridor further behind as investment concentrates around Union Market, NoMa, and RFK itself.

Current position — specific gaps we'd like OP to address in the next phase:

- **A redefinition of how properties are classified and taxed as “vacant and blighted,”** including closing the exemption and appeal loopholes that allow owners of long-vacant buildings to avoid the higher Class 3 and Class 4 tax rates. We specifically oppose the policy to allow a building to be deemed occupied based on consolidation of multiple buildings into a single tax record, with minimal occupancy. With the closing of loopholes related to Class 3 and 4 taxes, the resulting incremental tax revenue should be earmarked for the corridor itself — funding redevelopment, re-occupancy incentives, and direct support for new business start-ups on H Street, including small-business lending at a meaningfully larger scale than existing programs provide rather than flowing into general revenue.
- **Identify a single all-of-government expeditor for the H Street corridor.** We ask OP to recommend one named, accountable point of contact empowered to move a development project or a new business through zoning review, the Department of Buildings permitting, DDOT public space permitting, business licensing, the Department of Health, ABCA, and DMPED grant and loan programs in parallel rather than in sequence. Today an operator opening on H Street navigates each of these agencies separately, and the resulting delay is itself a barrier to occupancy. We ask that this role be established and maintained at least until corridor vacancy and occupancy metrics reach agreed target levels. Only after these metrics are met could the position then be reassessed or sunset. This is the practical form of the all-of-government approach to the corridor needs: without a single office accountable for clearing the path, individual recommendations in this study will continue to stall in sequence.
- **A real gap analysis identifying and specifically recruiting missing anchor uses** — through zoning relief, expedited permitting, and/or tax incentives, efforts should be made to fill in missing services on H, for example, a relocated DC Children's Museum or similar tourist/community draws such as 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 a similar consolidated, corridor-focused redevelopment financing mechanism spanning H Street, Starburst Plaza, and



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Hechinger Mall, with incremental tax flows dedicated to revitalization of this corridor rather than dispersed across unrelated citywide priorities. 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. The Commission enthusiastically supports creation of a BID for H Street. Its value is not limited to the trash and snow-clearance problems that recur along the corridor: a BID also provides additional eyes on the street, and the capacity to market the area and to plan events that draw visitors in from outside the neighborhood. Those last two functions are ones no District agency currently performs for H Street, and they bear directly on the visitation decline this study documents. A BID could also serve as a nonprofit “Project Advocate” for DDOT under the federal Transportation Alternatives Program (TAP), giving the corridor a direct channel to federal funding rather than relying solely on DDOT’s own capital pipeline.
- We also recommend that OP’s implementation strategy support stronger public-private partnerships, and encourage community development corporations and other mission-driven organizations that can assemble land, coordinate redevelopment, and secure grants and financing. OP should likewise support commercial tenant ownership, cooperative ownership, and other equity-building models that let independent H Street businesses build long-term roots and wealth rather than face displacement.

HISTORICAL CONTEXT (archive, not current position): Vacant, blighted and nuisance properties are a long-standing, consistent concern for the Commission, not a new one — and unlike the zoning history discussed 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 issue remains active and unresolved. 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 was clear that the plan fails to adequately address mobility and transportation issues, particularly on the eastern half of the corridor. This is an area of long-standing focus of the Commission, as evidenced by our historical advocacy for transit and density..

BID ALIGNMENT (Greater H Street BID Association letter, July 26, 2026): The BID’s parallel letter frames this same problem sharply: the DC Streetcar’s closure on March 31, 2026 removed the corridor’s dedicated transit spine at the very moment the Gold Line Bus Rapid Transit project and the RFK Campus Master Plan are being designed along the same corridor, and it asks that this study’s transportation recommendations be closely coordinated with both rather than stood up as a third,



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independent planning framework. We agree, and would ask OP to state explicitly how this study's transit recommendations relate to Gold Line and RFK planning already underway.

- **Implementation of H Street Bus Priority Plan Pending Gold Line Implementation.** The plan notably lacks transit recommendations pending implementation of the Gold Line. This is particularly important for the eastern end of H Street, where visits have declined most steeply. 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.
- **Frequent and Reliable Transportation.** The end of streetcar service (which ceased operating on March 31, 2026) 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 both on event and non-event days, with several stops along H Street — not merely terminal stops at either end — so that corridor businesses actually benefit from the service.
- **Establish an interim H Street shuttle now, on the Kennedy Center model.** We ask OP and DDOT to develop a shuttle connecting Union Station, the Hechinger Mall parking area, and stops along H Street NE, including a dedicated stop serving the Atlas Performing Arts Center — operating on the same principle as the Kennedy Center's shuttle from Foggy Bottom Metro. A shuttle can be stood up at a small fraction of the cost and lead time of new fixed-guideway service, puts underused Hechinger Mall parking to work for corridor visitors, and gives Atlas patrons and eastern-corridor businesses a reliable arrival option on performance nights. With the Gold Line not expected to be operational until RFK opens, the corridor should not go several more years with no transit link to Union Station.
- **Active Uses versus Parking.** The plan should prioritize people over parking. DC Government and H Street business owners continue to plan around assumptions about how visitors arrive that don't 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 of all ages and backgrounds. However, we also recognize that some facilities such as Atlas Arts Center have critical parking needs and that that the corridor might benefit from remote offsite parking with shuttle service.
- **Explain how the Hopscotch Bridge replacement fits this plan.** The interim report does not address DDOT's [H Street NE Bridge replacement project](#), despite the bridge being the corridor's western gateway and the physical connection between H Street and Union Station. Its design, construction sequencing, and any extended closures bear directly on several recommendations in this study — the bus priority treatments beginning at 3rd Street, the interim shuttle proposed above, bicycle and scooter routing from Union Station, and pedestrian access to the western blocks. We ask that the final study state explicitly how its recommendations coordinate with the bridge project timeline, and that OP confirm whether corridor businesses can expect mitigation during construction. The same coordination question applies at the opposite end of the corridor. Fully connecting and opening up H Street depends on both of its gateways: the impending



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reconstruction of the Hopscotch Bridge to the west and the eventual reimagining of the Starburst intersection to the east. Neither is a peripheral streetscape matter — they are the two points that determine whether the corridor reads as continuous and accessible or as a segment walled off at both ends. We ask that the final study treat both as integral to its recommendations, and recognize that delivering them may require a TIF or comparable dedicated funding mechanism rather than routine capital programming.

- **Evaluate H Street's role as a regional traffic thoroughfare, including a decking study.** H Street suffers from carrying traffic that has no business on a neighborhood main street: not only commuters, but regional buses out of Union Station and trucks routed toward downtown. This volume is fundamentally at odds with the walkable, active corridor the study envisions, and no amount of streetscape treatment fully overcomes it. We ask OP to consider whether H Street is a candidate for burying the roadway and decking over it to create a continuous, walkable neighborhood plaza and active public space, taking the recent Connecticut Avenue and Dupont Circle decking work as a precedent. We recognize this is a long-horizon and capital-intensive proposition; we raise it because a study framed around the corridor's next generation should at least test the idea rather than foreclose it by omission.
- **As center-running transit comes to H Street, DDOT should add wayfinding** — physical signage and, where feasible, routing partnerships with dockless scooter and bike-share providers — directing riders arriving from Union Station onto G Street NE and I Street NE for one block before continuing east, so inexperienced riders aren't routed directly onto a corridor carrying both buses and future center-running transit. DDOT should also work with micromobility providers to use existing technology to reduce operating speeds and limit vehicle availability in high-conflict areas.

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's 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), 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, however, concerns related to this location about safety and illegal activity will also need to be addressed
- **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 where no parking would be lost. This would create shaded gathering space near restaurants, shops, and housing without displacing existing uses.



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- **Cross streets could also receive continuous sidewalk treatment** (similar to 7th and C Streets SE near Eastern Market) to prioritize pedestrians without affecting vehicle access.
- **Address the corridor's shortage of "third spaces."** H Street lacks meaningful third spaces — places where adults, teens, and school-age children can simply be, without having to live there or buy something in order to stay. The corridor once had a temporary library that partly filled this role, and its absence is felt. This is a land use question as much as a programming one, and it fits naturally with the Atlas Arts District. Uses worth naming in the final study include a maker studio with 3-D printers, metalwork, ceramics, art, and sewing equipment available for public use with free classes for those under 18; community dance space; a bicycle workshop on the model of Gearin' Up; a gaming mini-arena; and a climbing and bouldering gym. Two working precedents are Cincinnati's [Play Library](#) and Rockville's [VisArts Center](#). Third spaces are also the most direct answer to the corridor's ground-floor vacancy: they activate space that retail demand no longer supports, and they generate the foot traffic on which surrounding businesses depend.
- **Clarify the accountability and reporting path for illegal street activity.** The Commission appreciates the recent crackdown on illegal marijuana sales, which has made a visible difference. Other visitor-unfriendly activity continues, however, including the open sale of throwing stars and other weapons. We would like to know what recourse residents, businesses, and this Commission actually have to report such activity and bring it to an end. A plan premised on drawing visitors back to H Street has to name which agency owns this problem and how a report gets acted on — otherwise the streetscape and programming investments this study recommends will be undercut by conditions no one is accountable for.
- **Widen the sidewalks on the eastern end of the corridor.** This is among the Commission's highest public space priorities and the interim report does not treat it as one. Sidewalks on the eastern blocks are materially narrower than those on the western end, which have already been rebuilt — the same blocks that have absorbed the steepest visitation decline and that the report identifies as least able to support retail. Adequate sidewalk width is a precondition for the seating, shade, streeteries, and pedestrian activity the report recommends elsewhere; without it, those recommendations cannot physically be delivered east of 12th Street. We ask that sidewalk widening on the eastern corridor be named explicitly in the final study rather than left to a future DDOT project.
- **Resolve the status of the streetcar tracks.** With service ended, the rails remain embedded in the roadway while providing no transit benefit, and they are a recognized hazard to cyclists and scooter riders, whose narrow tires can catch in the flangeway. This question was raised at our July 20 Transportation and Public Space Committee meeting and went unanswered. We ask OP and DDOT to state plainly whether the tracks are being retained for possible future rail service. If they are, that commitment should be reflected in this study and paired with interim treatments to reduce the hazard. If they are not, the tracks should be removed or remediated as part of any repaving or streetscape work the study recommends — including the REC 4 cobblestone replacement — rather than left in place indefinitely. The Commission takes no position here against future rail; our concern is that the corridor not be left carrying the hazard without the service. There is a second consequence the study should weigh: so long as the tracks remain and no service runs on them, cyclists and scooter riders will increasingly judge the sidewalk to be the safer option for themselves, to the direct detriment of the walkability this study is trying to build.



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Leaving the rails in place is therefore not a neutral choice — it quietly shifts risk from the roadway onto pedestrians.

- **The corridor needs more public restrooms**, and the Throne pilot should be expanded to serve it. The Commission is united on that underlying need and on Starburst Plaza as a location, but is split on precise siting elsewhere: there has been support for a facility at or near 8th and H NE given the foot traffic and bus transfer activity there, but equally strong concern that this particular corner has persistent nuisance and public-safety problems that would undermine a restroom sited there without accompanying management. We ask OP and DDOT to work through discussing potential locations for public restrooms with the Commission rather than treating the 8th and H question as settled in either direction — and, either way, not to let the debate on location stall expansion of the pilot on the corridor generally.
- **OP should expand street tree planting, add shade structures at transit waiting areas, and pursue additional streetscape greening along the corridor**, consistent with the District's broader climate resilience and urban forestry goals. If structured parking is ultimately recommended anywhere on the corridor, OP should encourage solar canopies rather than exposed parking decks wherever feasible.

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 didn't hold up, so the replacement doesn't 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), comments from residents and Commissioners support greater flexibility across the board, and the Commission would go further still: our primary ask is the removal of the corridor's use-restricted development subdistricts entirely. This section is where the gap between the Commission's historical positions and its current outlook is widest, so we've been deliberate about separating the two below.

Current Commission Position (2026) — Supportive of Growth

- **Eliminate the corridor's use-restricted development subdistricts.** This is our single most important zoning recommendation. Rather than maintaining separate housing, retail, and arts and culture subdistricts along H Street — each with its own use mandates and height limitations — residential, retail, and arts and cultural uses should all be permitted along the entire length of the corridor. The study's own data supports this: the Arts sub-district's restrictive use limitations correspond to a 31% vacancy rate, the highest on H Street, while mandatory ground-floor retail requirements force storefronts to sit empty on blocks where retail demand no longer exists. The corridor's problem is not that the right uses are in the wrong segments — it is that too little is permitted anywhere. The recommendations that follow should be read as specific applications of this principle, or as the minimum acceptable changes if OP declines to remove the subdistrict framework altogether.



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- **Broaden the ground-floor retail requirement to include space-activation uses.** Where a ground-floor use requirement is retained at all, the Commission supports widening the permitted categories well beyond conventional retail to include other uses that activate space — a gym or comparable amenity within a large apartment building, for example. Any of the third-space uses described in Section 3 should qualify. The objective of a ground-floor requirement should be an active, occupied, publicly engaged frontage, not a retail tenant specifically; enforcing the narrower definition is precisely what has left storefronts dark on blocks where retail demand no longer exists.
- **As a specific application of the above, support expanding permitted ground-floor uses to include general retail in the Arts sub-district (REC 17),** which the report links directly to that sub-district's elevated vacancy.
- **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. The need is acute: the report documents just 183 new residential units built on the eastern corridor since 2015 against 1,353 on the rest of H Street — a gap the report itself links to the eastern segment's 36% visitation decline.

BID ALIGNMENT (Greater H Street BID Association letter, July 26, 2026): The BID's parallel letter reaches the same conclusion we do on the subdistricts, and goes further on height and design: rather than modifying RECs 17–20, it asks OP to eliminate mandatory ground-floor retail and use-based subdistricts entirely, allow arts and creative uses anywhere on the corridor, drop REC 21's design-conformity standard outright, and remove REC 19's height and FAR caps altogether rather than adding limited flexibility — leaving height and density to standard design review and market demand. Our position above aligns with the BID on eliminating the use-based subdistricts. The Commission may wish to discuss whether to go equally far on REC 19's height and FAR caps and REC 21's design standards, or to retain the narrower framing on those two points.

Taken together, this is a distinctly YIMBY, growth-oriented position: an end to use-based subdistricts, more housing, fewer procedural chokepoints, and 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'd rather flag that evolution ourselves —



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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 doesn't 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 United 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've been here before, and pressing OP on what's 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's 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.



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- [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 United Methodist Church \(BZA 18662\)](#) — background for Section 5.

H Street NE is one of the District's most significant corridors, and it deserves to be treated as one. It should be an extraordinary place to live, eat, walk, shop and be entertained. It should be active from end to end rather than in isolated pockets, drawing residents into daily use and visitors in from across the region. We close on the concern that troubles us most about this interim report. The H Street study and the RFK Campus Master Plan are largely advancing as though they were unrelated exercises, and they are not. The RFK campus will be the eastern gateway to this part of the District, and H Street is the corridor that connects that gateway to Union Station and downtown. Planned together, they are a once-in-a-generation opportunity — a continuous, walkable spine running from Union Station, across the Hopscotch Bridge, the full length of H Street, through the Starburst intersection, and out to the campus. Planned apart, as they are being planned now, H Street becomes the stretch that visitors pass through on



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the way to somewhere else. We urge the Office of Planning to connect the H Street and RFK planning processes directly, so that the final recommendations of each are reflected in the other.

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

cc: Anita Cozart, Director, DC Office of Planning; Sharon Kershbaum, Director, District Department of Transportation; Councilmember Charles Allen, Ward 6; Councilmember Zachary Parker, Ward 5; Councilmember Wendell Felder, Ward 7; At-Large Councilmember Elissa Silverman; Advisory Neighborhood Commission 6C; Greater H Street BID Association (in formation)



Commission Correspondence of July 9, 2026 Meeting



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



September 1, 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 6-0-0 (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 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*.



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



September 1, 2026

Director Sharon Kershbaum
District Department of Transportation
Via Email

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 noticed¹ meeting on July 9, 2025 our Commission voted 6-0-0 (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

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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.

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.

Should you wish to discuss this letter with the Commission, please feel free to reach out to me at 6A04@anc.dc.gov, or TPS Chair Patrick Bloomstine at 6ATPSChair@gmail.com.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A



Commission Correspondence of July 9, 2026 Meeting



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



September 6, 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 6-0-0 (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.

In addition, ANC6A03 Commissioner Shapiro fielded a survey regarding constituent opinions related to mobility and transportation alternatives. A summary of the survey findings are appended to this letter. The raw data are available from Commissioner Shapiro at 6A03@ANC.dc.gov.

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

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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.

Local concerns about these issues were reflected by the **309 narrative comments** added by the 349 respondents to the attached survey. AI assisted analysis of these comments revealed:

- **Concerns about safety while walking, biking, scootering and driving.** In particular, walkers shared concerns about fast and sometimes reckless operation of bikes and scooters on sidewalks.
- A large numbers of comments by bikers and scooterers about **lack of protected infrastructure** which can force them to ride in dangerous situations on streets or to use sidewalks.

This trend requires proactive structural interventions rather than ad-hoc reactions. It should be noted that DC is not alone in confronting these issues. Multiple scientific studies such as *“The Fast and the Fragile: Neurosurgical Trauma in the Age of Micromobility* (Neurosurgery May 2026) and *Electric-bicycles and Speed Related Trauma in Pediatrics...* (Science Direct May, 2026) indicate that safety issues are a nationwide concern.

In response, according to a recent APNews.com article (Philip Marcelo 8/14/2026), many states and municipalities, including in California, Illinois, New Jersey, New York, Florida, Ohio and Massachusetts have recently passed or are weighing additional laws or regulations. These efforts often struggle to balance the very important objective of advancing affordable, environmentally friendly transportation with efforts to enhance safety for bikers, scooterers, walkers and even drivers.

Key Structural Challenges to Address

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, surface identification cameras, automatic speed governors and other technologies are mature enough to enforce sidewalk



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restrictions in high-pedestrian commercial corridors like H Street NE. Contracts should require rapid, fleet-wide deployment of best-in-class safety features.

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), systemic underage and other illegal or dangerous usage.. Modernizing contract terms to penalize vendors for non-compliance could create a dedicated revenue stream that should be earmarked fund further PBL construction. These accountability standards should apply to ALL vendors, so that the least safety-oriented vendors do not gain a competitive advantage. Finally, the results of the attached survey noted widespread safety violations by drivers for various delivery services, such as Grub Hub, Uber Eats, etc. It has been suggested that these platforms also be made more accountable for the behavior of their drivers.

5. **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 and on use of public transit.

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.



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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, Commissioner Shapiro at 6A03@anc.dc.gov, and TPS Chair Patrick Bloomstine at 6ATPSChair@anc.dc.gov.

On behalf of the Commission,

A handwritten signature in black ink that reads "Amber K. Gove".

Amber Gove
Chair, Advisory Neighborhood Commission 6A



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TRANSPORTATION AND MOBILITY MODALITIES SURVEY

As ANC Commissioner, I, other commissioners, and the office of Council Member Allen have received numerous constituents' comments regarding their concerns about the safety and accessibility of various mobility options, including walking, biking, e-biking, e-scooter and even driving.

To try to better understand these issues, a survey was conducted in late July and early August of 2026. The survey link was distributed via the SMD 6A03 email list (approximately 300 names), the Lincoln Park DC listserv, and the ANC6A Community Forum. Three hundred-forty-nine (349) individuals responded to the survey. In reviewing the results below, it is important to note a few caveats:

1. There may be selection bias in terms of the concerns and opinions individuals who chose to answer versus those ignoring the survey
2. The survey design was constrained by the design limitations inherent in Google Forms.
3. Because of the volume of responses, especially narrative comments, the Gemini AI tool was used to help analyze responses.

Relevant survey results are summarized below, followed by an appendix with associated graphs and pivot tables. Raw data in spreadsheet form will be provided upon request.

SUMMARY

The good news was that at least amongst the **349-person respondent sample**, there has been a **trend away from frequent use of cars** in favor of walking, biking, scooting and public transportation. However, the survey, particularly the **309 narrative comments** added by respondents, revealed:

- **Widespread concerns about safety while walking, biking, scooting and driving.** In particular, walkers shared concerns about fast and sometimes reckless operation of bikes and scooters on sidewalks.
- Additionally, many bikers and scooterers noted how the **lack of protected infrastructure** can force them to ride in dangerous situations on streets or to use sidewalks.
- **Widespread concerns about increasingly dangerous use of cars and of two-wheeled vehicles** (bikes, e-bikes, and e-scooters) and **lack of enforcement**



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SPECIFIC RESPONSES

Residence

Three-quarters of respondents live in ANC6A, almost **98% live in the Capitol Hill/H Street area.**

Frequency of Use of Various Transportation Modalities

- **Walking is the predominant mode** of transportation cited by 94.2% respondents (n=343) as “very frequently” (76.4%) or “frequently” (19.8%) utilized.
- **Public transportations was the next** most common form of transportation, used by 49.9% respondents (n=343) “very frequently” (23.6%) or “frequently” (26.5%).
- **Car use ranked third**, used by 46.6% respondents (n=343) “very frequently” (21.6%) or “frequently” (25.1%).” Note: This number may include use of riding in a friend’s car, taxi/ride-share or short/long-term rental, as well as in their private vehicles.
- **Just over 31% of respondents (n=343) use traditional bikes** “very frequently” (20.4%) or “frequently” (10.8%).
- The percent of “frequent” or “very frequent” users of e-bikes falls to **19.5% and 6.4% for e-scooters** among survey respondents (n=343)
- **Many respondents never use e-bikes or e-scooters. Use of traditional bikes is far more prevalent.** Among respondents:
 - 2.6% **never** use a car (Note: Use of a car would include private car, rental, ride-share, carpool etc.)
 - 27.1% **never** use a traditional bike
 - 52.2% **never** use an e-bike
 - 70.9% **never** use e-scooters
 - 4.4% **never** use public transportation
- Of those using e-scooters or e-bikes, the **preponderance are using ride-share equipment versus personally owned bikes or scooters.**

Changing Mobility Modalities

Approximately 47% (n=163) of respondents said that they have changed their use of various transportation modalities in the last 1-2 years, with a **predominant shift away from driving to walking, biking, scooting or using more public transportation.** Reasons for changes included:

- Those **shifting toward biking or scooting (n=20)** indicated that it had become **easier and more accessible** citing new protected bike lanes (especially downtown and on commuter routes), feeling comfortable with city biking, and increased bikeshare availability, or because they had purchased their own e-bike/scooter. Additional responses (n=7) noted e-bikes and scooters as the most time-efficient way to get around.



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- Of those reducing use of cars 11 responses noted the **car-related hassles and costs**.
- Some responses (n=15) cited **safety concerns as the reason for change**, including fear of reckless car drivers, feeling unsafe riding bikes in the city anymore, avoiding public transit due to harassment or loitering, and personal experiences with accidents or muggings. Additionally, some cited fear of walking on dangerous sidewalks due to bikes, scooters and dangerous bricks.
- Another 13 responses **noted problems with public transportation** e.g. unreliable bus service delays, route changes like losing the D6, H Street streetcar, and the cancellation of the Circulator, as leading them to drive, bike, or use ride-shares instead.
- Other reasons for changing transportation modes included moving, new babies, job changes or virtual versus in-home work shifts.

Where Bikers and Scooterers Ride

- **Respondents who bike, e-bike or e-scooter most frequently travel in protected bike lanes, followed by unprotected bike lanes or paths and then in streets.**
- **Only a small number of respondents claimed to bike on sidewalks**, despite the commonly cited concerns in this survey about sidewalk bike/scooter riders. Explanations may reflect that respondents failed to accurately report riding on sidewalks and/or respondents may represent a different demographic (age or area of residence) than individuals who commonly ride on sidewalks.

Concerns Associated with Various Modes of Transportation

Concerns about collisions are ubiquitous across all modes of transportation, but particularly for walkers.

- **Almost 75% of respondent walkers (total n=343) are more concerned (“very frequently” or “frequently”) about being hit by a two wheeled vehicles -- a traditional bike (21.2%) or e-bike and e-scooter (53.4%) --than by a car (40.5%).**
- **Traditional bikers, e-bikers and e-scooter riders are most likely to be concerned about collisions with cars, however, approximately 25% of traditional bike riders or e-bike/e-scooter riders are concerned (“very frequently” or “frequently”) about colliding with another 2-wheeled vehicle.**

Somewhat surprisingly the percentage of car drivers (“very frequently” or “frequently”) concerned about colliding with a bike or e-bike/e-scooter (51.9%) slightly exceeds the percentage concerned about colliding with another car (37%).



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Accidents

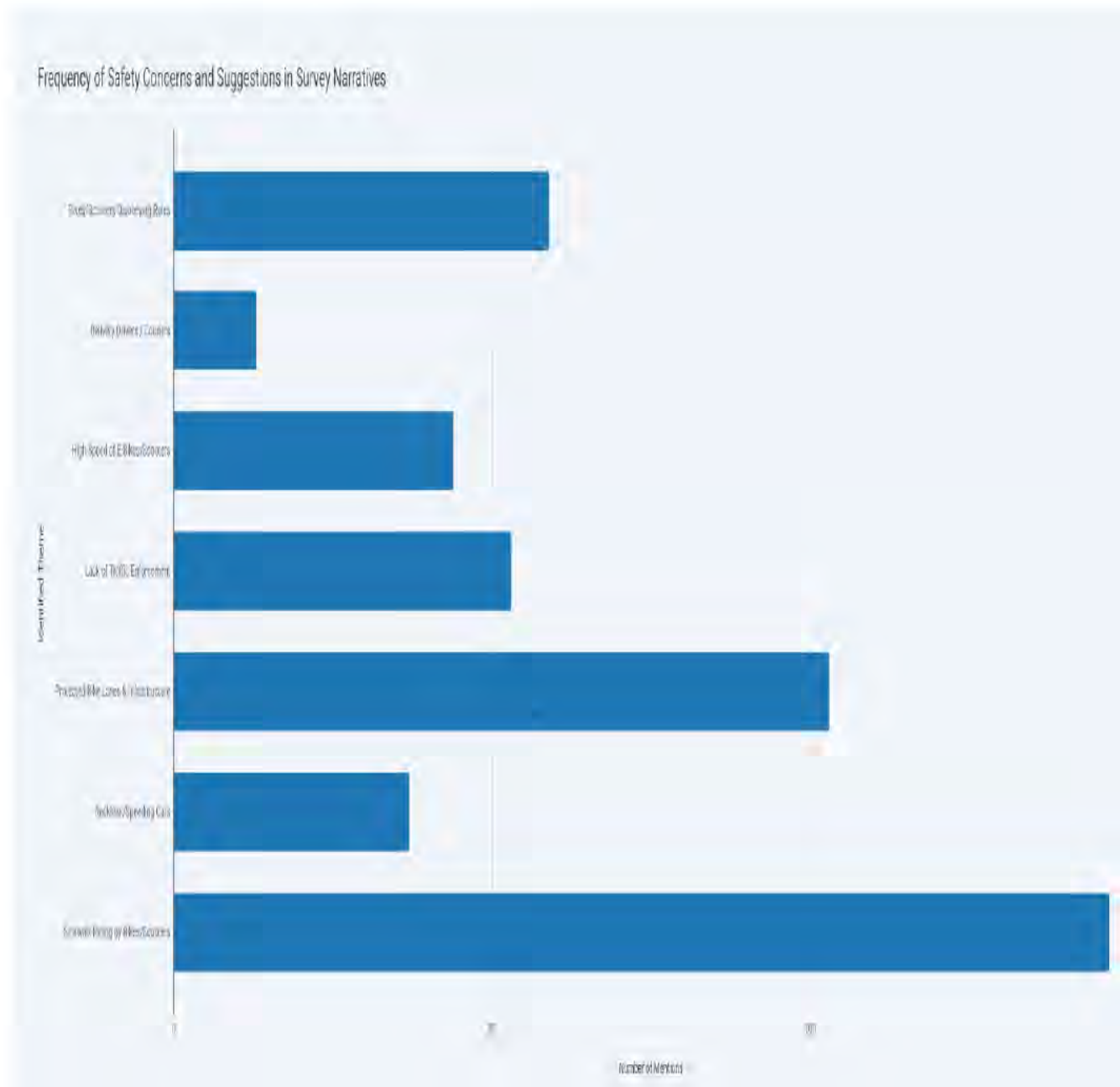
There were **117 respondents** who reported that they or a household member was **involved, over the last year, in an accident involving at least one 2-wheeled vehicle**. Fortunately, most reported “no injuries” (50%) or “minor injuries” (33%), however the remainder (17%) reported injuries serious enough to require medical care, including, in some cases, hospital, ED or urgent care.

People Had a Lot to Say about Mobility Safety

Perhaps, most remarkably, respondents took the time to add **309 narrative comments** including suggestions and concerns about this topic. Once again, with the assistance of Gemini, here is a summary of these comments.



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and reckless behavior from riders make walking feel unsafe, particularly for children, older adults, and individuals with mobility challenges. (Sample Comments are included below; however, complete raw data is available on request.)

- **Sidewalk Riding:** Mentioned **147 times** across the narrative responses,
 - *"Too many e-bikes and e-scooters are on sidewalks. It makes walking with kids dangerous."*
 - *"People need to stop biking (especially e biking and e scootering) on the sidewalk!!"*
 - *"Extremely fast bike and scooters on the sidewalk are a constant concern"*
 - *"Lime bikers and e scooter users are on the sidewalk too much!"*
 - *"Racing Delivery Motor Bikes; children/adults riding bikes on sidewalks"*
- **High Speed of Micro-mobility:** Mentioned **44 times**
 - *"Lessen speed, include[warning] noise, ensure riders know rules (allowed on sidewalks, but must yield to pedestrians)..."*
 - *"Better lights on bike, additional noise, slightly slower, ticketing poor decisions and riding."*
 - *"The biggest concern I have is delivery drivers on mopeds... doing 30+ mph down them [on sidewalks]."*

2. The Crucial Need for Protected Infrastructure

A significant portion of respondents highlighted that the root cause of sidewalk riding is the **lack of safe, connected, and protected bike lanes**. Cyclists and scooter riders express that they feel forced onto the sidewalk because riding on the street alongside impatient or speeding drivers feels like a life-threatening risk.

- **Infrastructure Deficiencies Frequency:** Mentioned **103 times** across the survey. Top examples include:
 - *"Better bike lanes"*
 - *"Bike lanes especially protected bike lanes would reduce the potential for conflicts"*
 - *"More fully dedicated bike lanes!!!! A la Amsterdam"*
 - *"Build protected bike lanes. The bikes are not the problem e or otherwise, the lack of investment from the city in creating anything other than roads..."*
 - *"Need more bike lanes. Can't expect people to not bike on sidewalks when riding in crowded streets with impatient drivers makes biking dangerous."*

3. Widespread Traffic Violations and the Call for Enforcement

Many respondents expressed deep frustration with a **perceived breakdown of traffic safety rules across all modes of transit**. Car drivers are frequently cited for speeding,



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running red lights, rolling through stop signs, and double-parking in bike lanes. Concurrently, cyclists and commercial delivery couriers are criticized for ignoring traffic signals, creating a chaotic environment where no group feels safe.

- **Lack of Enforcement Frequency:** Mentioned **53 times** explicitly. Top examples include:
 - *"I wish there were more traffic enforcement on cars and scooters running red lights."*
 - *"Don't allow parking on sidewalks. Ticket for riding on sidewalks."*
 - *"Delivery drivers aren't obeying our traffic laws, period. Would love to hear the DC police department actually gives a cr-p."*
- **Disobeying Traffic Rules by Bikes/Scooters:** Mentioned **59 times**.
- **Reckless Driving & Traffic Violations (Cars):** Mentioned **37 times**. Top examples include:
 - *"Vehicles regularly speed or roll through stop signs in residential areas (even when there are kids or other pedestrians around)."*
 - *"Too many drivers on phones/speeding/not signaling/not checking blind spots and before turns..."*



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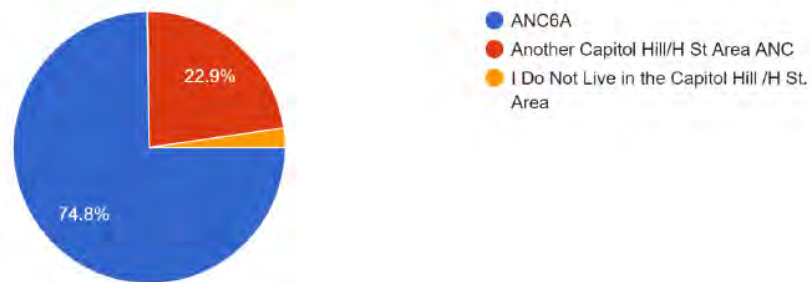
Appendix A

Visual Presentation of Responses to Survey

Prepared Directly by Google Forms from Raw Response Data

Which ANC do you live in?

349 responses

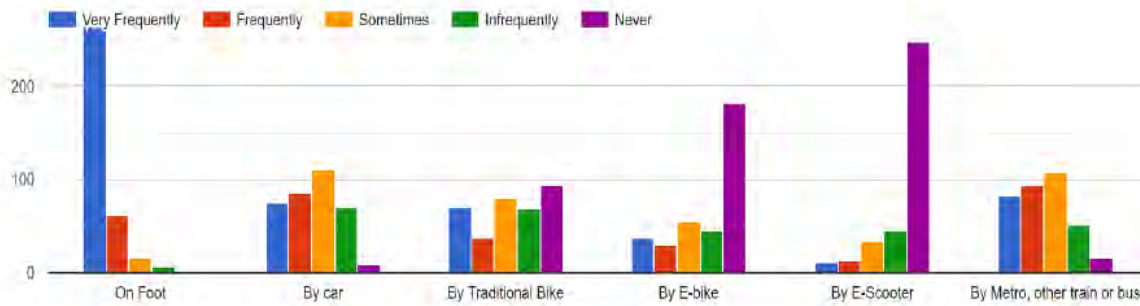




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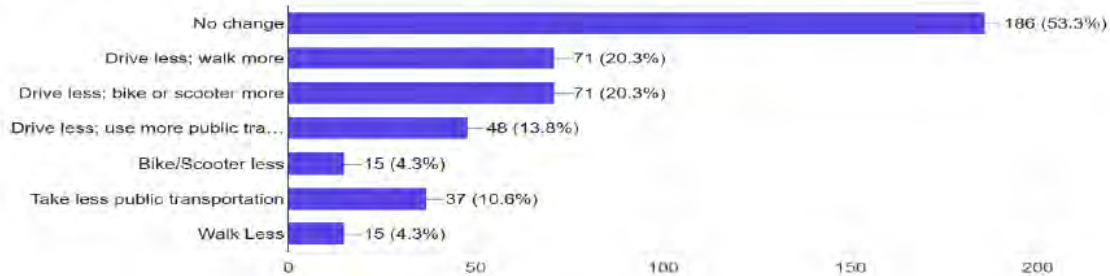


Thinking about how you routinely get around DC, how frequently do you use various forms of transportation?



In the last 1-2 years, have you changed your mix of transportation methods? If so how? Check all that apply.

349 responses



*Note: Multiple responses were allowed, thus percentages exceed 100%.

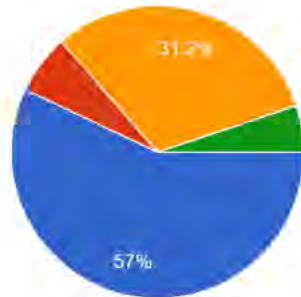


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Which e-bike statement applies to you?

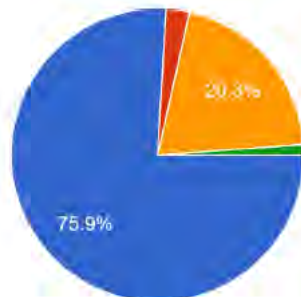
349 responses



- I don't ride an e-bike
- I usually ride my own e-bike
- I usually ride an e-bike share
- I use my own e-bike and also e-bike share

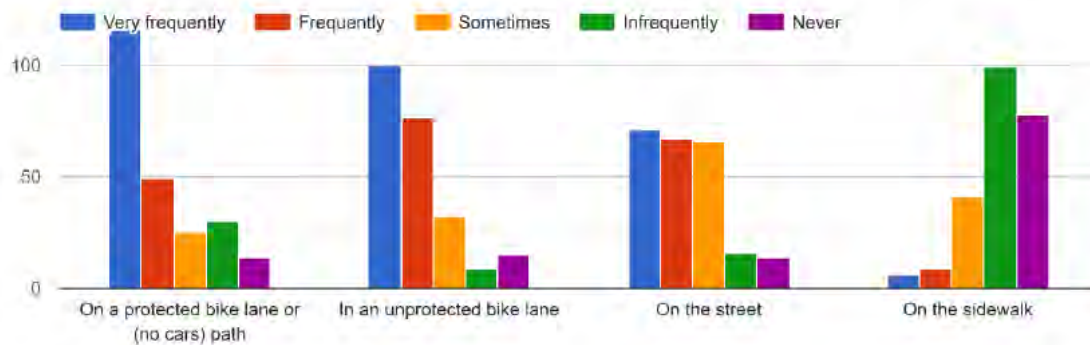
Which e-scooter statement applies to you?

349 responses



- I don't ride an e-scooter
- I usually ride my own scooter
- I usually ride an e-scooter share
- I use my own scooter and also scooter share

If you ride a bike, e-bike or scooter, how frequently do you ride on the following rights-of-way



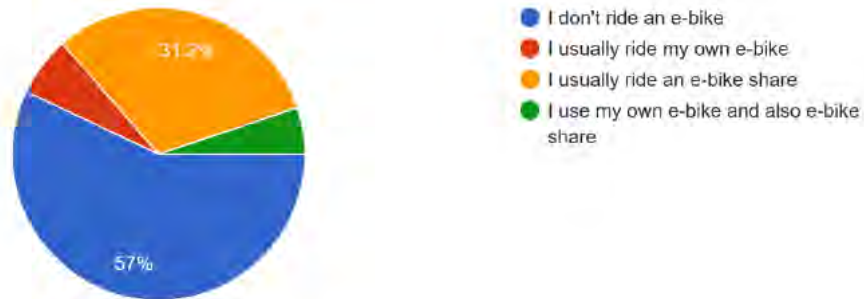


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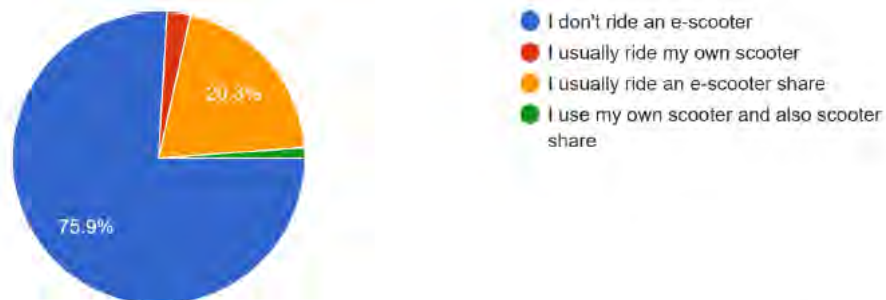
Which e-bike statement applies to you?

349 responses

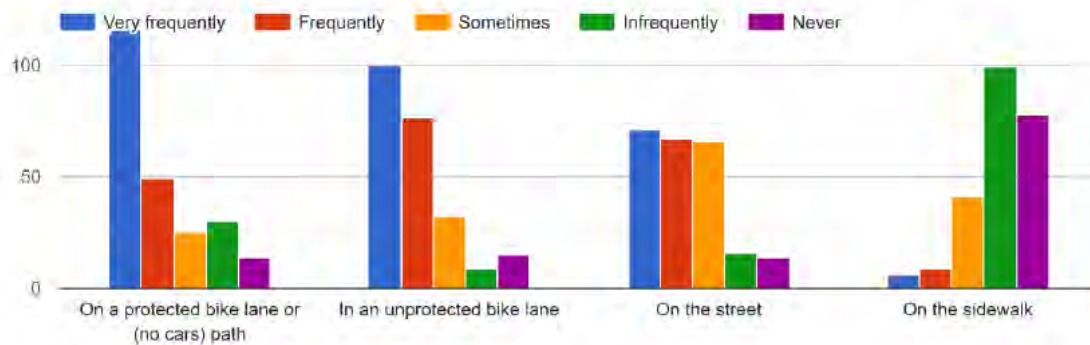


Which e-scooter statement applies to you?

349 responses



If you ride a bike, e-bike or scooter, how frequently do you ride on the following rights-of-way

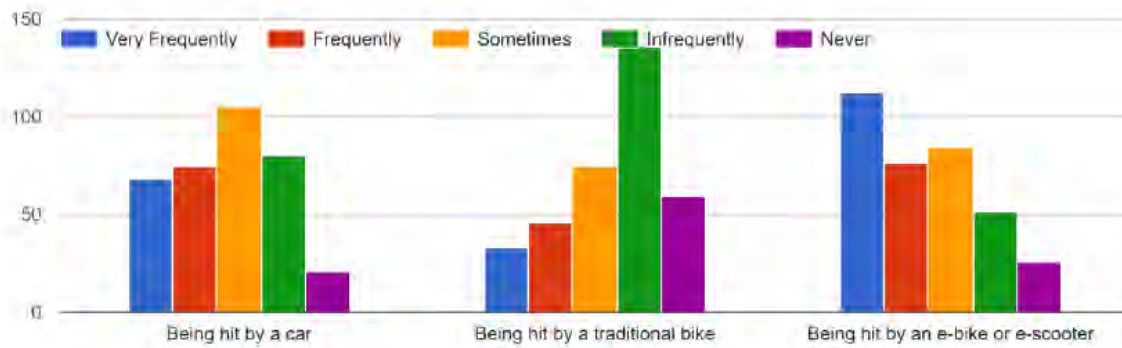




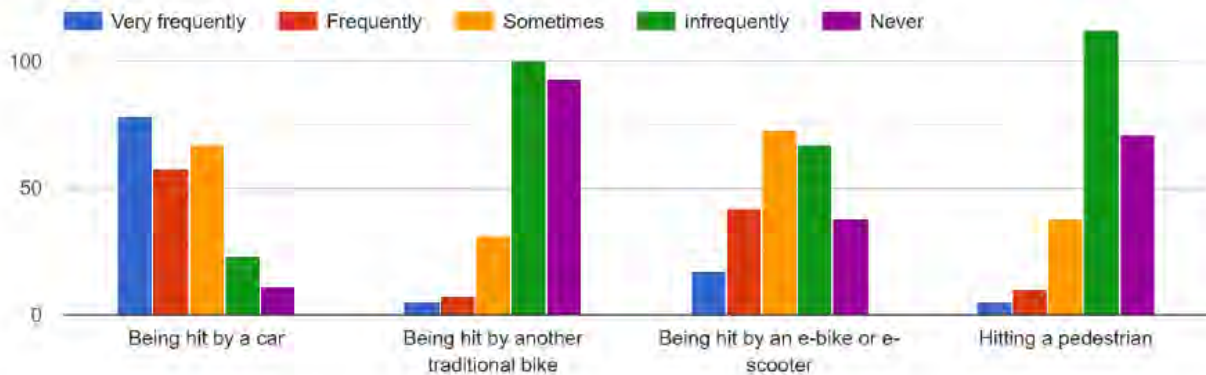
Commission Correspondence of July 9, 2026 Meeting



When you are walking on our community's sidewalks/streets how frequently do you have the following safety concerns?



If you ride a traditional bike, how frequently do you have the following safety concerns?

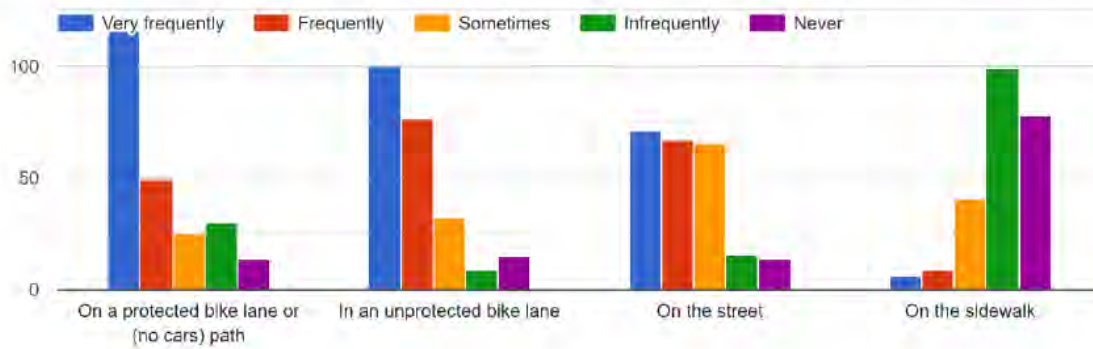




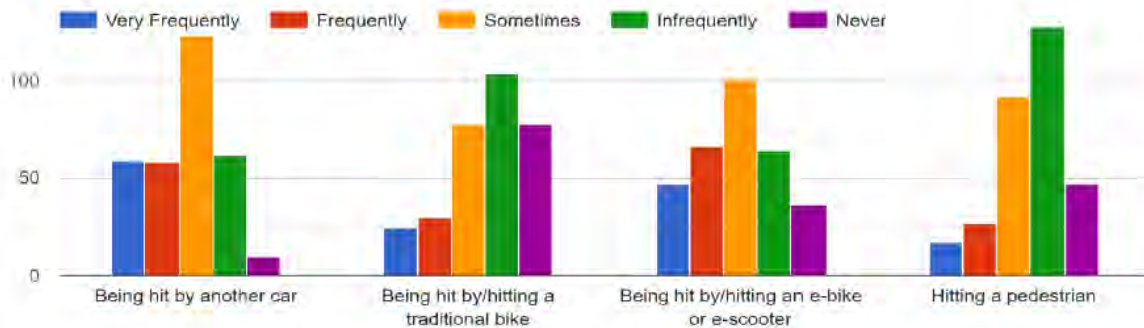
Commission Correspondence of July 9, 2026 Meeting



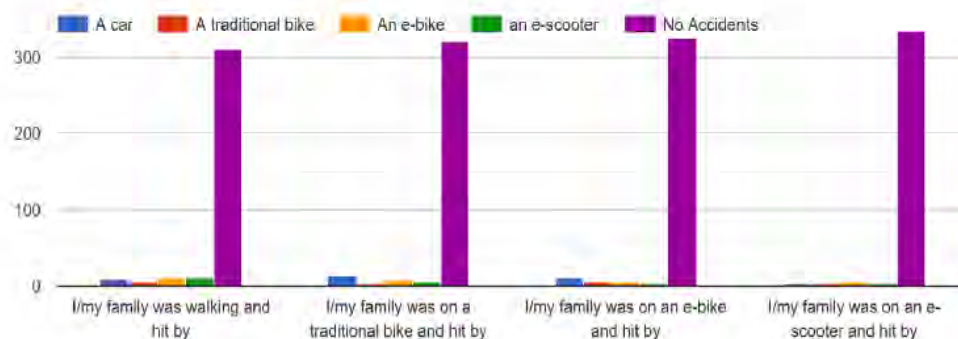
If you ride a bike, e-bike or scooter, how frequently do you ride on the following rights-of-way



If you drive on our community's streets how frequently do you have the following safety concerns?



In the last year, have you or someone in your household been involved in an accident involving at least one bike or scooter.



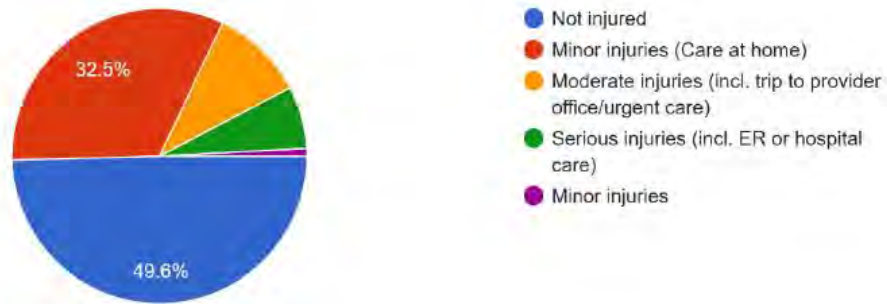


Commission Correspondence of July 9, 2026 Meeting



If you or someone in your family was involved in an accident involving a bike or scooter, how badly were you or your family member injured.

117 responses





Commission Correspondence of July 9, 2026 Meeting



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



July 10, 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 6-0-0 (with 4 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



Commission Correspondence of July 9, 2026 Meeting



Made this 2nd day of July, 2026
by and between

AC608, LLC (ABCA – 136162)
1301 H Street, N.E., 1st Floor, 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

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Commission Correspondence of July 9, 2026 Meeting



Settlement Agreement between AC608, LLC and ANC6A

Page 2 of 4

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".

2. As Required by ANC 6A:

2.1. Noise and Odor Mitigation:

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.



Commission Correspondence of July 9, 2026 Meeting



Settlement Agreement between AC608, LLC and ANC6A

Page 3 of 4

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.

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

2.4. Other: Applicant shall:

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.

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 9, 2026 Meeting



Settlement Agreement between AC608, LLC and ANC6A

Page 4 of 4

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.

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 AC608, LLC, (ABRA License No. 136162), and ANC 6A.

Applicant:

Yutong Zhou

07 / 09 / 2026

By: _____ Date: _____

Signature: _____

ANC 6A Representative:

Jeff Giertz, Chair,
By: ANC 6A ABC Committee Date: July 10, 2026

Signature: _____



Consent Agenda

Alcohol Beverage and Cannabis (ABC)

Recommendation: ANC 6A protest a New Retailer's Class "C" Restaurant license for Indochine Cuisine and Lounge, LLC, 1025 H St NE, 1st Floor (ABRA-136346), unless a settlement agreement is reached, and if a settlement agreement is reached, ANC 6A write a letter of support for a stipulated license for the establishment.

Community Outreach Committee (COC)

Recommendation: ANC 6A approve a \$500.00 increase to the annual community grants budget.

Economic Development and Zoning (EDZ)

Recommendation: ANC 6A withhold support from the applicant at 1226 F Street NE (Square 1006, Lot 0026) (BZA# 21475).

(The applicant proposes 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; there are 14 letters of opposition. Presented at June 17 EDZ meeting in which applicant was asked to negotiate a compromise with neighbors who raised objections. At the July 15, 2026 EDZ meeting, by unanimous vote, the EDZ declined to support or oppose this application pending further negotiations between the applicant and the neighbors. Absent that, the EDZ recommends that the ANC withhold support on September 10, 2026. Applicant notified neighbors by mail postmarked Friday, August 14 to attend a meeting on Tuesday, August 18, 2026, which 8 neighbors attended. No agreement was reached. BZA hearing is September 16, 2026.)



Consent Agenda

BEFORE THE BOARD OF ZONING ADJUSTMENT OF THE DISTRICT OF COLUMBIA

FORM 120 - APPLICATION FOR VARIANCE AND/OR SPECIAL EXCEPTION

GIS INFORMATION

Square	Lot(s)	Zone	ANC
1006	0026	RF-1	6A02

Address of Property: 1226 F Street, NE

ZONING INFORMATION

Relief from section(s): E § 210, E § 207.1

Type of Relief: Special Exception

Brief description of proposed project: The Applicant proposes to construct a third story addition to provide more space for the top two units.

Present use of Property: The Property is a purpose built apartment building with 4 units.

Proposed use of Property: The Property will remain a purpose built apartment building with 4 units.

CONTACT INFORMATION

Owner Information

Name: Barry Rodgers

E-mail: sharkcom@sullivanbarros.com

Address: 1215 INDEPENDENCE AVE SE WASHINGTON DC
20003-1445

Phone No.s: (202)503-1700

Phone No. Alternate:

Authorized Agent Information

Name: Martin Sullivan

E-mail: msullivan@sullivanbarros.com

Address: 1155 15th St #1003 Washington

Phone No.s: (202)503-1700

Phone No. Alternate:

FEE CALCULATOR

Fee Type	Fee	Unit	Total
Special exception (all other)	\$1560	2	\$3120
Grand Total			3120

SIGNATURE

Date

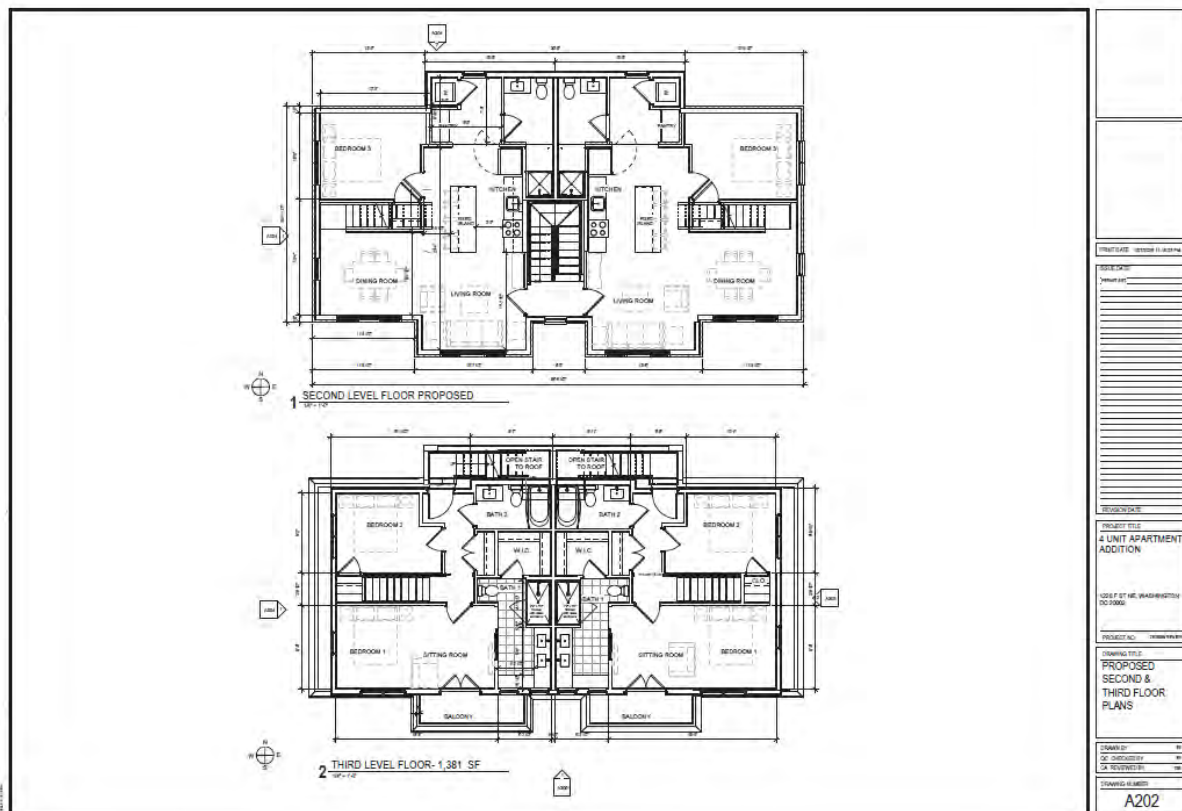
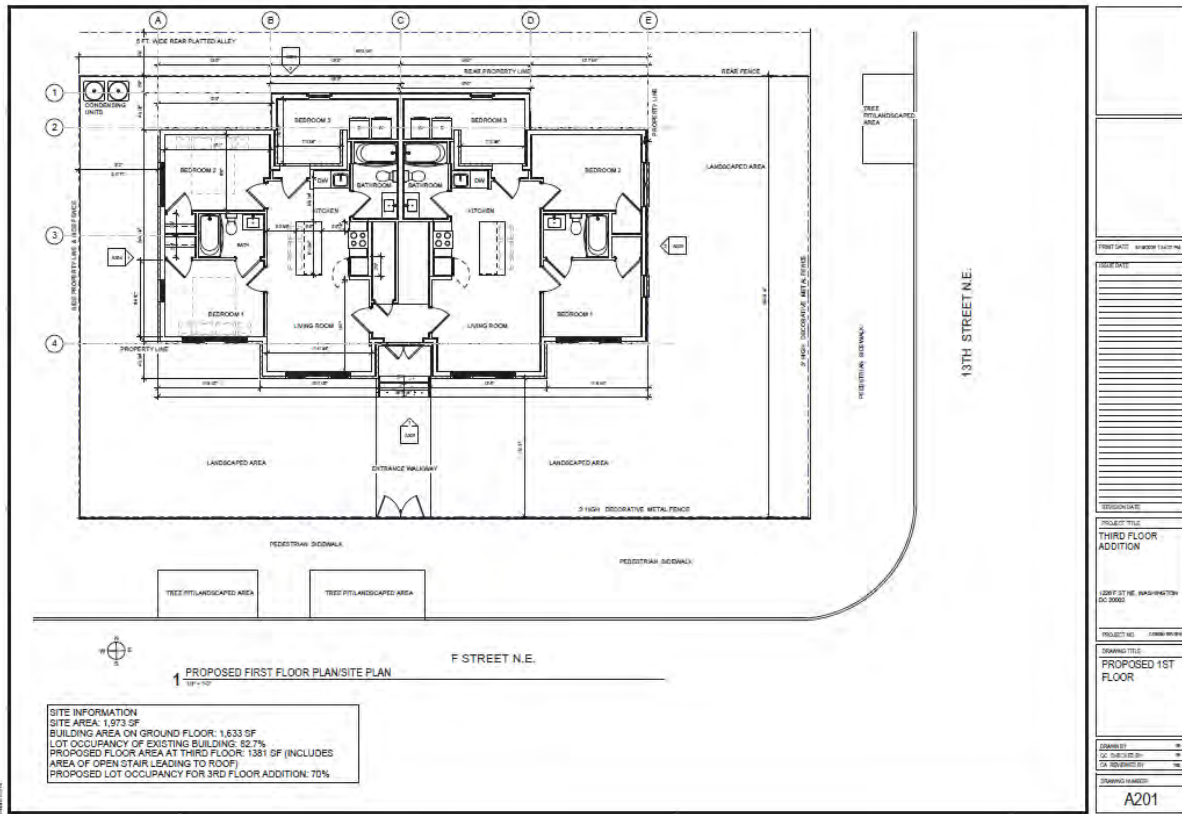
Martin Sullivan

4/2/2026

District of Columbia Office of Zoning 441 4th Street, N.W., Ste. 200-S, Washington, D.C. 20001
(202) 727-6311 * (202) 727-6072 fax * www.dcoz.dc.gov * dcoz@dc.gov



Consent Agenda



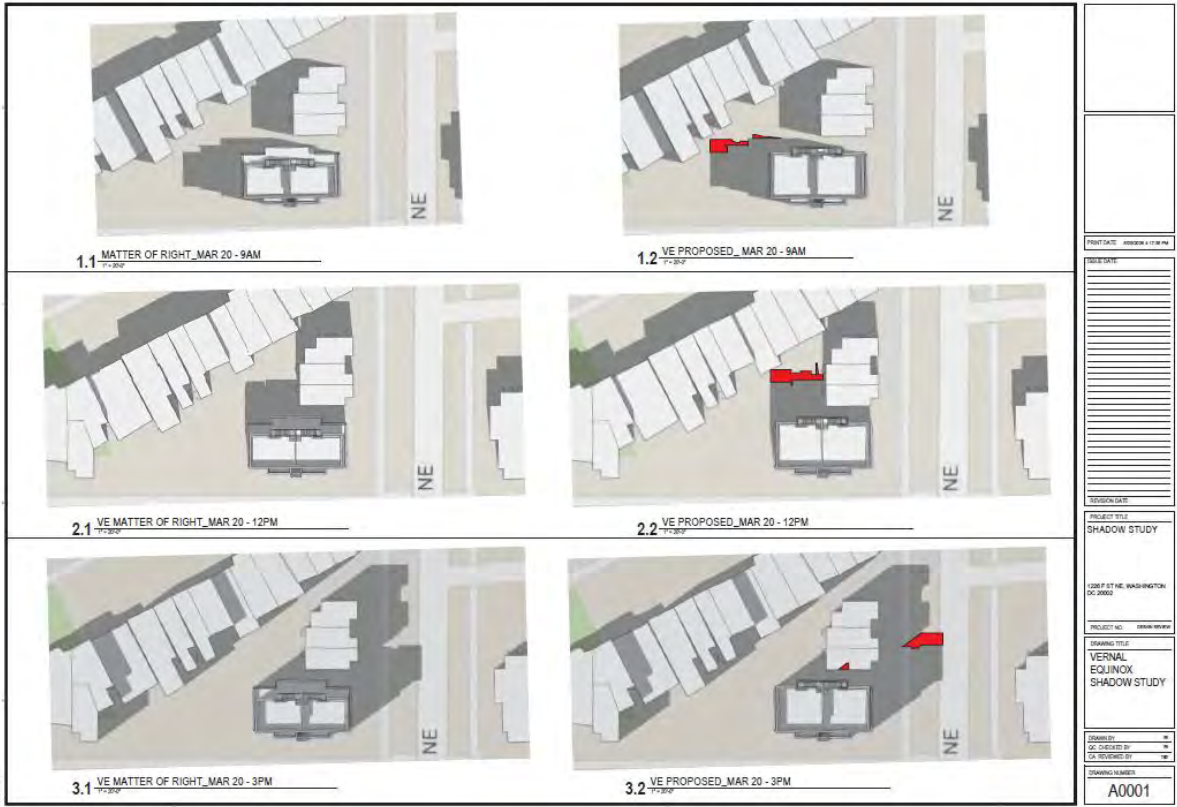


Consent Agenda



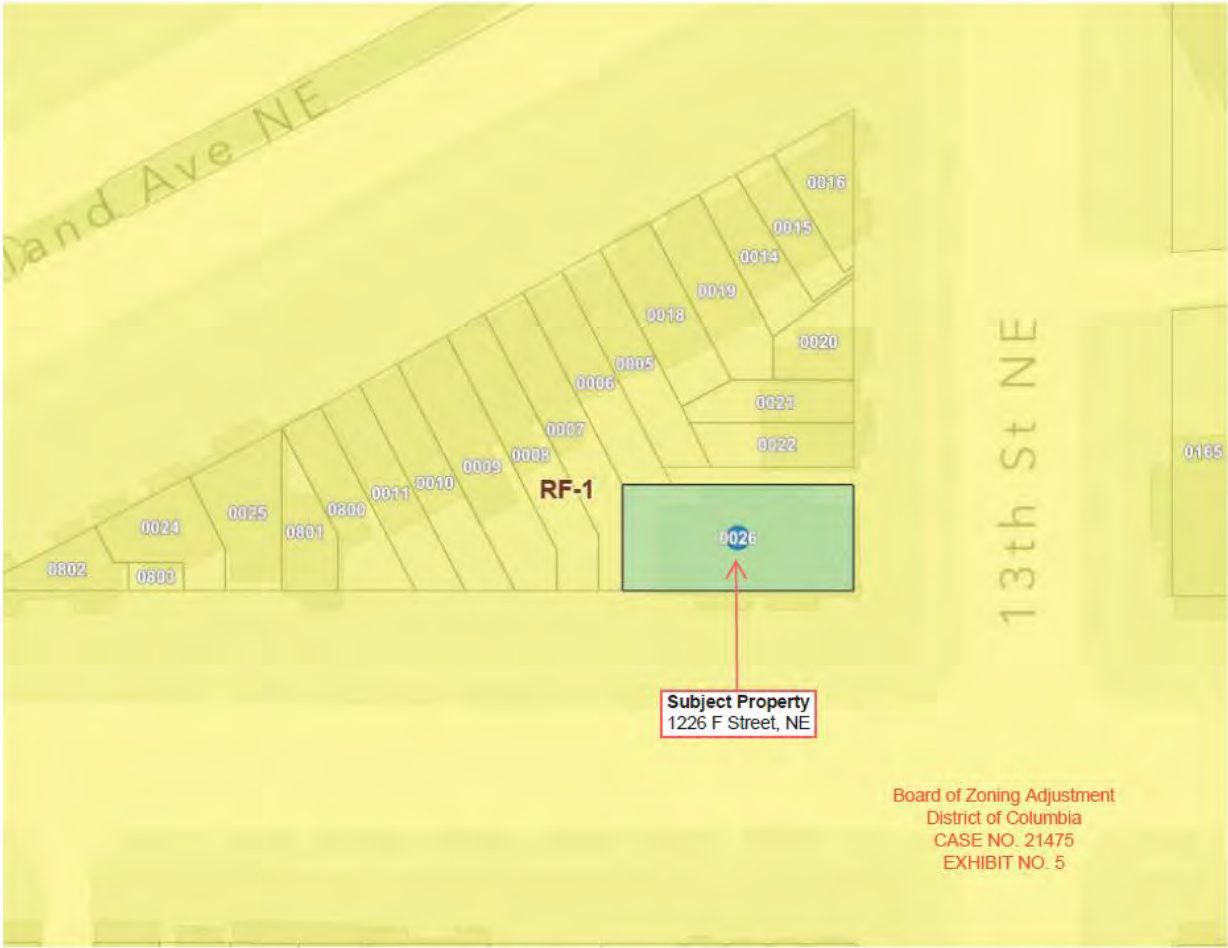


Consent Agenda





Consent Agenda





Consent Agenda





Consent Agenda





Officer Reports - Treasurer



TO: ANC6A

FROM: Roberta Shapiro, Commissioner 6A03, Treasurer

Date: September 1, 2026

Subject: Treasurer's Report for July and August, 2026 for September 2026 ANC Meeting

Current Financial Status

1. As of the end August, 2026, the ANC 6A available funds balance reported by OANC was \$32,512.36 down from \$32,787.36 at the beginning of the month. The decrease reflects the recent payment of \$275 for August notetaking services. This end of August 2026 balance (\$32,512.36) compares with a July 1, 2026 OANC of \$29,409.28. The change reflects recorded debits of \$1246.69 for administrative, notetaking and web services, plus a credit of \$4624.97 for the full Q4 DC Allotment. (See details below)
2. The NCB cash balance (See below) on August 31, 2026 was \$32,787.35 . The \$275.01 difference between OANC's and NCB's balance is due to one recently issued uncashed check for August 2026 notetaking services and the mysterious reappearance of the \$0.01 discrepancy between OANC and NCB.
3. Per the motion approved by the ANC on May 14, 2026, NCB signature card status has been updated.
4. A motion is requested to approve the July/August 2026 Treasurer's report.



Officer Reports - Treasurer



NB NATIONAL CAPITAL BANK
316 Pennsylvania Avenue, SE
Washington, DC 20003
Return Service Requested

Account Number
Statement Date
Statement Thru Date
Check/Items Enclosed
Page

XXXXXX2432
07/31/2026
08/02/2026
6
1

UNRECORDED
BY NCB
DATE
BY NCB
DATE

00002153 MNCBWD080126004714 01 00000000 0002153 004

ADVISORY NEIGHBORHOOD COMMISSION 6A
ADVISORY NEIGHBORHOOD COMMISSION 6A
ATTN: MIA NEWMAN BANKING SERVICES
1101 4TH STREET SW STE 800
WASHINGTON DC 20024-4461

Customer Service Information

Online: www.nationalcapitalbank.bank
Email: eservices@nationalcapitalbank.bank
eServices:
(202) 546-6200
Anytime Telephone Banking:
(202) 546-3456
Engage with us!

IMPORTANT MESSAGE(S)

Effective August 1, 2026, we will no longer participate in the Visa Alerts program. Be sure to protect your debit card with Visa Debit Card Controls - a simple and secure way to manage your debit card with instant alerts. Sign up for Card Controls today in the NCB mobile app!

Relationship Summary

Account Type	Balance
CHECKING	\$32,787.35
SAVINGS	\$0.00

Asset Allocation



COMMUNITY CHECKING

Account Number: XXXXXX2432

UNRECORDED
BY NCB
DATE
BY NCB
DATE

Balance Summary

Beginning Balance as of 07/01/2026	\$31,101.45
+ Deposits and Credits (1)	\$4,624.97
- Withdrawals and Debits (6)	\$2,939.07
Ending Balance as of 07/31/2026	\$32,787.35
Service Charges for Period	\$0.00
Minimum Balance for Period	\$28,287.00



Officer Reports - Treasurer



Account Number XXXXXX2432
 Statement Date 07/31/2026
 Statement Thru Date 08/02/2026
 Page 2

MISCELLANEOUS DEBITS & CREDITS

Date	Description	Deposits	Withdrawals	Balance
Jul 01	BEGINNING BALANCE			\$31,101.45
Jul 01	CHECK #37		846.19	30,255.26
Jul 01	CHECK #39		846.19	29,409.07
Jul 07	CHECK #40		275.00	29,134.07
Jul 17	CHECK #41		846.19	28,287.88
Jul 24	DISTRICT OF COLU/EDI PYMNTS ANC-6A	4,624.97		32,912.85
Jul 29	CHECK #42		26.00	32,886.85
Jul 29	CHECK #43		99.50	32,787.35
Aug 02	ENDING BALANCE			\$32,787.35

CHECKS PAID

* Indicates a Skip in Check Number(s)

Date	Check No.	Amount	Date	Check No.	Amount	Date	Check No.	Amount
Jul 01	37	846.19	Jul 07	40	275.00	Jul 29	42	26.00
Jul 01	*39	846.19	Jul 17	41	846.19	Jul 29	43	99.50

DAILY BALANCE SUMMARY

Date	Balance	Date	Balance	Date	Balance
Jul 01	29,409.07	Jul 17	28,287.88	Jul 29	32,787.35
Jul 07	29,134.07	Jul 24	32,912.85		

BUSINESS SAVINGS

Account Number: XXXXXX2738

Balance Summary

Beginning Balance as of 07/01/2026	\$0.00
+ Deposits and Credits (0)	\$0.00
- Withdrawals and Debits (0)	\$0.00
Ending Balance as of 07/31/2026	\$0.00
Service Charges for Period	\$0.00
Minimum Balance for Period	\$0.00



Officer Reports - Treasurer



00002162 MNCBWDD63126235619 01 000000000 0002162 003
ADVISORY NEIGHBORHOOD COMMISSION 6A
ADVISORY NEIGHBORHOOD COMMISSION 6A
ATTN: MIA NEWMAN BANKING SERVICES
1101 4TH STREET SW STE 800
WASHINGTON DC 20024-4461

Customer Service Information

Online: www.nationalcapitalbank.bank

Email: eservices@nationalcapitalbank.bank

eServices:

(202) 546-6200
Anytime Telephone Banking:
(202) 546-3456

Engage with us!

Relationship Summary

Account Type	Balance
CHECKING	\$32,787.35
SAVINGS	\$0.00

Asset Allocation



COMMUNITY CHECKING

Account Number: XXXXX2432

Balance Summary

Beginning Balance as of 08/01/2026	\$32,787.35
+ Deposits and Credits (0)	\$0.00
- Withdrawals and Debits (0)	\$0.00
Ending Balance as of 08/31/2026	\$32,787.35
Service Charges for Period	\$0.00
Minimum Balance for Period	\$32,787.00





ANC 6A Monthly Treasurer's Report

Month: July 2026

Opening Report Balance:

\$29,409.08

Closing Report Balance:

\$32,787.36

Change:

\$3,378.28

Transactions

Check/Dep ↑↓	Date ↑↓	Payee/Payor	Cat ↑↓	Income	Expense
	2026-07-01	Anna Tsaur	7		\$275.00
	2026-07-06	Irene Dworakowski	7		\$846.19
	2026-07-22	Hostgo	3		\$99.50
	2026-07-22	Hostgo	3		\$26.00
	2026-07-24	DC OANC	D-A	\$4,624.97	

ANC 6A Monthly Treasurer's Report

Month: August 2026

Opening Report Balance:

\$32,787.36

Closing Report Balance:

\$32,512.36

Change:

(\$275.00)

Transactions

Check/Dep ↑↓	Date ↑↓	Payee/Payor	Cat ↑↓	Income	Expense
	2026-08-27	Anna Tsaur	7		\$275.00



Officer Reports - Treasurer



To: ANC Commissioners, Jeff Giertz, Ashley Blake (COC)

From: Roberta Shapiro, ANC6A03, Treasurer

Subject: Proposed ANC6A FY 27 BUDGET

Date: September 1, 2026

As you are aware, the DC FY starts October 1st. Accordingly, ANC6A must have an approved FY 27 Budget by October 1, 2026.

Just a few technical points:

- a) There will be no change in the OANC per capita allotments for FY 27.
- b) I have budgeted a small inflation increase in the cost of the Hill Rag ads
- c) There is also a small budgeted inflation increase in the cost of reserving the domain name and website. Depending on the Commissions decision in CY 27 regarding use of OANC's website platform, this expense may be (partially) eliminated in FY 27. However, during at least the first year of any migration to a new site and domain name, the legacy site may be retained with a pointer to the new site.
- d) There is also a small budgeted inflation increase in the cost of utilizing Adobe software
- e) The budget for grants or direct ANC events is tentatively raised by \$500 from the FY FY t allotment. It is noted that these grant/event expenditures will require a case-by-case approval in FY 27, and, as for FY 26, not all budgeted amounts may be allocated by the Commission.
- f) A 5% increase is budgeted for administration and note-keeping services. The total for this line item also changed because I separated out software charges that were traditionally aggregated with the administrative services.
- g) The miscellaneous budget can be used to reimburse for unanticipated marketing or other supplies, to compensate personnel for staffing special meetings/tasks, to pay for bank stop payment fees for lost checks, etc. This amount has been increased for FY 27 to cover potential expenses associated with potential migration and updating of the ANC's website.
- h) It is anticipated that we will start the fiscal year with approximately \$31,000 in retained surplus and end with approximately \$26,300, with a potential FY 27 operating deficit of \$3615.



Officer Reports - Treasurer



		DRAFT FY 27 BUDGET	FY 26 BUDGET	EST FY 26 Actual
Draft 2027				
Receipts	District Allotment	\$ 18,500	\$ 18,450	\$18,500
	Interest	\$ -		
	Deposit Other	\$ -		
	Transfer from Savings			
	TAF/EAF Reimbursement Funds	\$ -		
	Refunds	\$ -		
Total Receipts		\$ 18,500	\$ 18,450	\$18,500
Disbursements	1. Personnel	\$ -		
	a. Staff Salaries (W2 Employees)	\$ -		
	b. Benefits (Payroll taxes)	\$ -		
	c. Payroll Contractor Fees (3rd party payroll services)	\$ -		
	2. Direct Office Cost	\$ -		
	a. Office Rent/ Meeting Space	\$ -		
	b. Durable Goods	\$ -		
	3. Communications	\$ -		
	a. Telecommunications	\$ 3,300	\$ 3,173	\$ 3,173
	b. Website Hosting/Advertising	\$ 175	\$ 125	\$ 126
	c. Business Management Software	\$ 325	\$ 300	\$ 254
	4. Office Supply	\$ -		
	a. Supplies	\$ -		
	b. Printing	\$ -		
	5. Grants	\$ -		
	a. Direct Expenditures for Public Purposes	\$ -		
	b. Grants for Public Purpose	\$ 3,500	\$ 3,000	\$ 1,981
	6. Local Transportation/Childcare	\$ -		
	a. Rideshare		\$ 200	\$ -



Officer Reports - Treasurer



b. Taxi	\$	-		
c. Public Transport	\$	-		
d. Licensed Childcare	\$	-		
7. Purchase of Service	\$	-		
a. Legal Services	\$	-		
b. Office Support Consultants	\$	-		
c. TAF/EAF Vendors	\$	-		
d. Meeting Support Consultants	\$	13,315	\$ 13,200	\$12,595
8. Bank Fees	\$	-		
a. Account Maintenance Fees	\$	-		
b. Check Printing Fees	\$	-		
c. Stop Payment Fees	\$	-		
9. Miscellaneous	\$	1,500	\$ 700	\$ 191
T-O. Transfer to Savings	\$	-		
Total Expenses	\$	22,115	\$ 20,698	\$18,319
Gain or Loss	\$	(3,615)	\$ (2,248)	\$ 180



Committee Reports

Community Outreach Committee (COC)



Minutes

Advisory Neighborhood Commission 6A

Community Outreach Committee (COC)

July 27, 2026 7:00-8:15 pm

Present:

1. Commissioner Amber Gove
2. Chair Ashley Blake
3. Committee Members: Lorena Gil, Gail Sullivan
4. Presenters: Molly Ryan (Third Space at Atlas), Claire Bengur (Third Space at Atlas), Raji Rankins (DC Creative Institute)
5. Attendees: Mia Mathis, Brandon Shure, Daniel Aboagye

7:02 pm - Icebreaker

1. What does community mean to you?
 - a. Empowerment, survival, joy, connection, support, teamwork, seeing and being seen...

7:08 pm - Community Resource Round Robin

1. Gas in your home - public service commission testimony
2. Heads up for folks who have cleaners coming to their home, there has been a string of break-ins in their cars
3. Commissioner Shapiro recently shared a transportation survey and welcomes feedback
4. Sherwood Recreation Center is due for a rehab!

7:15 pm - Community Presentations

1. DC Creative Institute - Raji Rankins
 - a. DCCI is a third space that prioritizes youth focused events and also serves as a creative incubator/out of school time location. They also rent the space to community partners.
 - b. Upcoming events include:
 - i. Jazz concert (August 8 at 7pm)
 - ii. Community workforce development event (Aug 1 at 12pm)
 - iii. Monthly small business pop-up (every 4th Saturday)
 - iv. DC Cultural Week/Art All Night (Sept 12)
 - c. You can see more at DC Creative Institute on Instagram
 - d. *Comments and Questions*
 - i. Is DCCI connected to Marion Barry summer program?
 1. Yes! There is a number of opportunities that DCCI facilitate but they hone in on sewing and design
 - ii. Who are core partners for DCCI? DC Commission of Arts and Humanities and Events DC
 - iii. How much is the rental fee?
 1. Fee for 4-hour block is \$300
 2. Capacity is capped at 150 for indoor events



Committee Reports

Community Outreach Committee (COC)



- iv. How can seniors, who maybe do not have Instagram, stay connected to DCCI?
 - 1. Raji would be happy to connect with folks who have ideas on this
 - 2. Chair Blake recommended DCCI shared flyers with The Villages at Capitol Hill and/or Capitol Hill Towers
- 2. Third Space at Atlas - Claire Bengur and Molly Ryan
 - a. Third Space is an offshoot of Atlas Salon that leverages the space and focuses on community outreach and engagement opportunities/events that help to build connection and ensure folks have access to a “connection space”
 - i. Often Third Space donates profits from events to local non-profits
 - ii. Capacity is capped at 24
 - b. Upcoming or standing events include:
 - i. Meditation on Tuesday nights
 - ii. Sound bath on Sunday mornings
 - iii. Coffee pop-ups on Thursdays or Friday’s mornings
 - iv. “Unlearning book club”
 - v. Open mic/Poetry Obscura Sept 6 at 6pm
 - c. *Comments and Questions*
 - i. How many floors?
 - 1. Just one
 - ii. Is there onsite support during events?
 - 1. Yes!
 - iii. Any insight into the corner lot next to Third Space?
 - 1. Up for sale/looking for buyers
 - iv. How does Third Space promote their events?
 - 1. Typically on IG
 - 2. Chair and Committee members suggested looking into a sandwich board that sits at H and 11th corner and/or sharing flyers with Capitol Hill Villages and Capitol Hill Towers as well

8:00 pm - RFK Master Plan Community Discussion

- 1. Chair Blake highlighted the draft master plan for the new RFK Stadium
- 2. *Comments and Questions:*
 - a. Is BRT confirmed?
 - i. Not yet a final plan, but related recommendations are helpful if we have them
 - ii. Committee member shared that regular stops along H St would be helpful
 - b. It would be nice to see a regular donation of tickets to kids in the neighborhood
 - i. Agreed
- 3. Conversation was otherwise limited, but Commissioner Gove and Chair Blake asked those present to please share comments with Chair Blake by the weekend of 8/7 if wanting to ensure they are incorporated into the set of recommendations the 6A ANC is drafting.

8:15-pm - Adjourned



Committee Reports

Community Outreach Committee (COC)



- Chair Blake adjourned the meeting with a reminder about the August meeting and appreciation for engagement when choosing to attend a Community Outreach Committee meeting.



Committee Reports

Community Outreach Committee (COC)



Advisory Neighborhood Commission 6A Community Outreach Committee (COC) August 24, 2026 7:00-8:00 pm Meeting Minutes

Present:

1. Commissioners:
 - a. Kymberly Butler-Spires
2. Committee Members:
 - a. Lorena Gil
 - b. Gail Sullivan
3. Community Members:
 - a. Daniel Aboagye
4. Chair
 - a. Ashley Blake

7:08 pm - Introductions and Icebreakers: How do you get to know your neighbors?

1. Attendees kicked off with an ice breaker and round of introductions

7:13 pm - Community Input: Round Robin

1. JO Wilson is hosting an open house on Saturday, 8/29
2. [Free DC's Ward 6 meeting is on 9/3 at 7pm](#); location TBD
3. Reminder: Charles Allen shares a great newsletter - sign up if you have not already!
4. There is a March on Washington event this Friday, 8/28 and Seniors Defending Democracy will be meeting up to attend
 - a. This update kickstarted a couple of additional conversations, including a note from Commissioner Butler that she is planning a townhall for seniors - more to come!
5. The group discussed the desire for future in-person CoC meetings (starting in Sept and taking place quarterly), and brain-stormed potential space options:
 - a. Solid State Books
 - b. NE Library
 - c. AutoZone
 - d. Perhaps we host in someone's home!
6. A member raised the issue of people with out-of-state plates regularly parking in the neighborhood- is there a

7:30 pm - Community Input: 6A Website

1. Chair Blake shared that ANC 6A is exploring a transition to an Office of the ANC-sponsored website
2. Chair Blake noted that the migration was originally scheduled for this fall, but due to upcoming ANC elections and transitions, we are now looking at Q127/Q227



Committee Reports

Community Outreach Committee (COC)



3. Chair Blake asked the group for input related to what resources and links would be helpful to include.
4. *Comments and Questions:*
 - a. Important to ensure that any links included are up to date
 - b. We should be mindful of not overwhelming visitors with too many resources/links. To that point, we would like to see functioning and robust search option.
 - i. OANC rep noted that a prior ANC partner, Mark Friend, compiled a list of links and resources that we may be able to access
 - c. A Community Calendar would be helpful, particularly if it can showcase local events like Art All Night
 - d. We should consider including a more organized or categorized list of resources, i.e., for homeowners vs. renters
 - e. Ideas for additional links, i.e., links we do not see included in the current list:
 - i. Rat abatement
 - ii. Rent or utility assistance
 - iii. List of restaurants
 - iv. List of childcare centers

7:45 - Community Input: 6A Grants Program

1. Chair Blake provided context for the grants program and discussion at hand, specifically, whether the COC is interested in putting forth a formal recommendation to increase the allocation to the community grants program in the ANC 6A FY27 budget
2. Chair Blake shared the additional context that minimal grants have been awarded over the last few years, mainly due to limited applications
3. Unrelated, Chair Blake shared there is a pending discussion regarding the alignment of bylaws, but more discussion with ANCs is needed
4. *Comments and Questions*
 - a. Do we have wiggle room to adjust the structure of the application? It is quite tedious
 - i. Unfortunately, no
 - ii. Multiple members of the group noted the cumbersome process and discussed whether it may be discouraging applications
 - b. More money is helpful - could be an impetus for more people to apply
 - c. Important to note there are other grant resources out there that we can help direct folks to (if additional funding is needed due to our limited capacity)
 - d. Chair Blake put forth the formal motion to recommend that ANC 6A approve an increase to the annual grant budget by \$500:
 - i. Lorena Gilmoed
 - ii. Gail Sullivan seconded
 - iii. Commissioner Butler voted yes
 - e. Chair Blake reminded the group to please give thought to how we can spread the word about our community grants program!



Committee Reports

Community Outreach Committee (COC)



7:57 pm - Community Input: COC Membership

1. Chair Blake provided context for the discussion, highlighting that there has been some renewed interest from community members to join the CoC, and the Committee will be voting on one of those individuals this evening: Daniel Aboagye
2. Chair Blake invited Daniel Aboagye to share why he is interested in joining the COC:
 - a. Daniel noted his ongoing commitment to community; interest in leveraging civic engagement and community outreach to help define what community looks like and how it operates; the importance of diverse representation
3. Chair Blake invited other members of the committee and group to ask questions of Daniel - none cited
4. Chair Blake put forth the formal motion to recommend that ANC 6A approve the addition of new committee member, Daniel Aboagye
 - a. Lorena Gil moved
 - b. Gail Sullivan seconded
 - c. Commissioner Butler voted yes

8:09 pm - Adjourned



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



Minutes

Alcoholic Beverage and Cannabis (ABC) Committee

Advisory Neighborhood Commission (ANC) 6A

August 25, 2026 at 7:00 pm

Virtual Meeting—Held on Zoom

Pursuant to notice duly given, a meeting of the Alcoholic Beverage and Cannabis (ABC) Committee (“Committee”) of ANC 6A was held commencing at 7:01 pm ET on August 25, 2026, on a publicly posted Zoom connection.

Committee Members Present: Jeff Giertz (Chair)

Commissioners Present: Commissioner Shapiro, Commissioner Butler

Establishment Representatives Present: Jeffrey Jackson and Ha Ding (Indochine Cuisine and Lounge, LLC)

- I. Call to Order/Approval of Agenda/Approval of Minutes
 - Chair Giertz welcomed the Commissioners and establishment representatives and took attendance. The meeting agenda was approved by unanimous consent.
- II. Old Business
 - Chair Giertz gave an update on the status of Settlement Agreement negotiations with 618 Productions, LLC, dba Transmission, 1353 H Street NE. (ABRA-133331).
 - Chair Giertz noted that negotiations with Transmission had been continuing in good faith and reported a productive conversation the previous day with a representative from the establishment.
 - Chair Giertz complimented Transmission for being willing to engage in a process of community feedback on their operations, including hosting a community meeting earlier in August in partnership with ANC 6A06 Commissioner Ben Hammer.
 - Chair Giertz noted that there is one last area where the ANC and the establishment are trying to find agreement, and he is hopeful that an agreement can be reached before an upcoming status hearing in the case.
- III. New Business
 - The ABC Committee began discussion of the application for a New Retailer’s Class “C” Restaurant license for Indochine Cuisine and Lounge, LLC, 1025 H St NE, 1st Floor (ABRA-136346).
 - Attendees heard a presentation from Jeffrey Jackson and Ha Ding, representatives for the establishment.
 - Mr. Jackson explained that Indochine is an Asian restaurant and will have indoor seating in addition to a sidewalk cafe and summer garden.
 - Mr. Ding explained that he had been working in the restaurant business for 20 years, and Indochine on H Street is his fifth restaurant, second in Washington, and a new concept for him. The restaurant has been operating under a soft opening, and draws from Vietnamese, Cambodian, and southeast Asian cuisine influences.
 - In response to a question from Chair Giertz, Mr. Ding confirmed that the restaurant is a sit-down restaurant.



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



- Commissioner Shapiro spoke, and noted that she, her husband, and some friends recently dined at Indochine and very much enjoyed the experience. In response to a question from Commissioner Shapiro, Mr. Ding confirmed that the establishment has no plans for outdoor music or amplification because the restaurant is looking for a more relaxed vibe.
- At the conclusion of discussion, Mr. Jackson requested that the ANC write a letter of support to ABCA for a stipulated license for the establishment.
- **Chair Giertz moved and Commissioner Shapiro seconded a motion to recommend that ANC 6A protest a New Retailer's Class "C" Restaurant license for Indochine Cuisine and Lounge, LLC, 1025 H St NE, 1st Floor (ABRA-136346), unless a settlement agreement is reached, and if a settlement agreement is reached, ANC 6A write a letter of support for a stipulated license for the establishment. The motion carried 3-0.**

IV. Community Comment

- There were no community comments.

The next meeting is scheduled for Tuesday September 22, 2026 at 7:00 pm via Zoom.

The meeting was adjourned at 7:18 pm.

###



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



THE DISTRICT OF COLUMBIA ALCOHOLIC BEVERAGE AND CANNABIS BOARD

In the Matter of:	)		
	)		
Hit, LLC	)		
t/a DC Dank	)	Case No.:	N/A
	)	License No.:	ABRA-135138
	)	Order No.:	2026-594
Medical Cannabis Retailer License	)		
	)		
at premises	)		
712 15 th Street NE	)		
Washington, D.C. 20002	)		

BEFORE: Donovan Anderson, Chairperson
Silas Grant, Jr., Member
Teri Janine Quinn, Member
Ryan Jones, Member
David Meadows, Member
James Turner, Member

PARTIES: Hit, LLC t/a DC Dank, Applicant

Jeff Giertz, Chair, Advisory Neighborhood Committee (ANC) 6A

ORDER DENYING MOTION FOR RECONSIDERATION

On March 20, 2026, the Alcoholic Beverage and Cannabis Administration (ABCA) initially placarded Hit, LLC t/a DC Dank (Applicant), located at 712 15th Street NE (premises), for a Medical Cannabis Retailer License (ABRA License No. 135138). On May 4, 2026, ABCA notified the Applicant that it had rescinded the placard because the proposed location does not meet the minimum eligibility criteria, as it is within 400 feet of a school. *See* D.C. Official Code § 7-1671.06(q)(1)(A)¹. The Applicant filed a Motion for Reconsideration of the placard rescission,

¹ A retailer or internet retailer shall not locate within any residential district or within 400 feet of a preschool, primary or secondary school, or recreation center; except, that a license holder or an applicant who has applied prior to December 17, 2024 shall not be permitted to locate within 300 feet of a preschool, primary or secondary school, or recreation center.



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



asserting that the rescission conflicts with previous measurements conducted by ABCA. The Board denies the Motion for Reconsideration for the reasons set forth below.

22-C DCMR § 5000.2 states, that “If a boundary line measured by the Board touches upon any portion of a parcel or lot, the parcel or lot shall be within the area being identified by the Board.” ABCA’s records indicate that the initial measurements did not account for a plot of land that includes Miner Elementary School. Using the correct property line of Miner Elementary and referencing the District of Columbia Geographic Information System (GIS) map, ABCA determined that the premises is located 383 feet from the school.² Pursuant to D.C. Official Code § 7–1671.06(q)(1)(A), the Board may not grant a medical cannabis retailer license for a location within 400 feet of a school. Therefore, rescission of the placard at the premises is required.

ORDER

For these reasons, the Board, on this 8th day of July 2026, hereby **DENIES** the Applicant’s Motion for Reconsideration.

The ABCA shall deliver a copy of this order to the Parties.

District of Columbia

Alcoholic Beverage and Cannabis Board

eSigned via SeamblesDocs.com
Donovan Anderson
Key: ac430b93c09d5f0e4b730060d1dccc08

Donovan Anderson, Chairperson

Silas Grant, Jr., Member

Teri Janine Quinn

Teri Janine Quinn, Member

Ryan Jones, Member

² When measuring the distance between the premises and Miner Elementary School, “the distance shall be measured linearly by the Board and shall be the shortest distance between the property lines...” 22-C DCMR § 5000.1. The shortest distance is 383 feet, as reflected in the GIS map.



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



David Meadows

David Meadows, Member

James Turner

James Turner, Member

Any party adversely affected may file a Motion for Reconsideration of this decision or other motion permitted by law within ten days of service of this Order. If a motion is filed, the opposing party may file a response within seven days. If a response is filed, the movant may file a reply within three days. All filings should be served on all parties to the matter and delivered to the Alcoholic Beverage and Cannabis Administration, 899 North Capitol Street, N.E., Suite 4200-A, Washington, D.C. 20002, or sent by email to abca.legal@dc.gov. Parties are further advised that the failure to properly serve the other parties or to present all matters of record that have allegedly been erroneously decided in a motion for reconsideration may result in the waiver of those matters being considered by the Board. The Board also reserves the right to summarily deny or not consider multiple and repetitive motions.

In addition to filing a Motion for Reconsideration, pursuant to § 11 of the District of Columbia Administrative Procedure Act, Pub. L. 90-614, 82 Stat. 1209, D.C. Official Code § 2-510 (2001), and Rule 15 of the District of Columbia Court of Appeals, a party that is adversely affected may have the right to appeal this Order by filing a petition for review, within 30 days of the date of service of this Order, with the District of Columbia Court of Appeals, located at 430 E Street, N.W., Washington, D.C. 20001. Parties are advised that the timely filing of a Motion for 4 Reconsideration stays the time for filing a petition for review in the District of Columbia Court of Appeals until the Board rules on the motion. *See* D.C. App. Rule 15(b) (2004).

Parties are also advised that the Superior Court of the District of Columbia may have jurisdiction to hear appeals in non-contested cases or in matters where that court is specifically provided jurisdiction by law. Finally, advisory neighborhood commissions (ANCs) are advised that their right to appeal or challenge a decision of the Board may be limited by the laws governing ANCs. *See e.g.*, D.C. Code § 1-309.10(g).



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



THE DISTRICT OF COLUMBIA ALCOHOLIC BEVERAGE AND CANNABIS BOARD

In the Matter of:

The Hall on H St, LLC
t/a The Hall on H St

Applicant for a New
Retailer's Class CR License

at premises
1250 H Street, NE
Washington, DC 20002

License No.: ABRA-135899
Order No.: 2026-621

The Hall on H St, LLC, t/a The Hall on H St, Applicant

Jeff Giertz, Chairperson, Advisory Neighborhood Commission (ANC) 6A

BEFORE: Donovan Anderson, Chairperson
Silas Grant, Jr., Member
Teri Janine Quinn, Member
Ryan Jones, Member
David Meadows, Member
James Turner, Member

ORDER ON SETTLEMENT AGREEMENT

The official records of the Alcoholic Beverage and Cannabis Board (Board) reflect that The Hall on H St, LLC, t/a The Hall on H St (Applicant), and ANC 6A have entered into a Settlement Agreement (Agreement), dated July 2, 2026, that governs the operations of the Applicant's establishment.

The Agreement has been reduced to writing and has been properly executed and filed with the Board. The Applicant and Chairperson Jeff Giertz, on behalf of ANC 6A, are signatories to the Agreement.



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



Accordingly, it is this 15th day of July 2026, **ORDERED** that:

1. The above-referenced Settlement Agreement submitted by the parties to govern the operations of the Applicant's establishment is **APPROVED** and **INCORPORATED** as part of this Order; and
2. Copies of this Order shall be sent to the Parties.



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



District of Columbia
Alcoholic Beverage and Cannabis Board

esigned via StreamSign.com
Donovan Anderson
Kep: ac432a9d9d9d5f1b646730060d1cccd8

Donovan Anderson, Chairperson

Silas Grant, Jr., Member

Teri Janine Quinn

Teri Janine Quinn, Member

Ryan Jones, Member

David Meadows, Member

James Turner

James Turner, Member

Any party adversely affected may file a Motion for Reconsideration of this decision or other motion permitted by law within ten days of service of this Order. If a motion is filed, the opposing party may file a response within seven days. If a response is filed, the movant may file a reply within three days. All filings should be served on all parties to the matter and delivered to the Alcoholic Beverage and Cannabis Administration, 899 North Capitol Street, N.E., Suite 4200-B, Washington, D.C. 20002, or sent by email to abca.legal@dc.gov. Parties are further advised that the failure to properly serve the other parties or to present all matters of record that have allegedly been erroneously decided in a motion for reconsideration may result in the waiver of those matters being considered by the Board. The Board also reserves the right to summarily deny or not consider multiple and repetitive motions.



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



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Parties are also advised that the Superior Court of the District of Columbia may have jurisdiction to hear appeals in non-contested cases or in matters where that court is specifically provided jurisdiction by law. Finally, advisory neighborhood commissions (ANCs) are advised that their right to appeal or challenge a decision of the Board may be limited by the laws governing ANCs. *See e.g.*, D.C. Code § 1-309.10(g).



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



Made this 2nd day of July, 2026
by and between

The Hall on H Street, LLC (ABCA – 135899)
1250 H Street 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



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



Settlement Agreement between The Hall on H Street and ANC6A

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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".

2. As Required by ANC 6A:

2.1. Noise and Odor Mitigation:

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 a comprehensive security plan. Applicant is encouraged to share the security plan with the ANC upon request.

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.



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



Settlement Agreement between The Hall on H Street and ANC6A

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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.

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

2.4. Other: Applicant shall:

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.

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.



Committee Reports

Alcoholic Beverage and Cannabis (ABC)



Settlement Agreement between The Hall on H Street and ANC6A

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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.

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 Street, LLC, (ABRA License No. 135899), and ANC 6A.

Applicant:

Jeremy Canlas

07 / 02 / 2026

By: _____ Date: _____

Signature: _____

ANC 6A Representative:

Jeff Giertz, Chair,

By: ANC 6A ABC Committee Date: July 10, 2026

Signature: _____



Committee Reports

Transportation and Public Space (T&PS)



Minutes

ANC 6A Transportation & Public Space Committee Meeting

Monday, July 20, 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: Roberta Shapiro (6A03), Morgan Conley (6A05), Jeremiah Foxwell (6C)
 - b. Committee Members Present: Chair Patrick Bloomstine (6A01), Jeff Fletcher (6A07), Shaun Lynch (6A01), Malcolm Laskowski (6A05), Mark Sussman (6A04)
 - c. Rachael Loper, Chair ANC 6A EDZ Committee
 - d. Lime: Erica Duthley and Nana Amoakoh-Richards
 - e. Veo: Alex Posorske
- III. Old Business
 - a. Micromobility - Representative from Lime and Veo joined the committee to discuss issues related to dockless shared use micromobility devices.
 - i. Chair Bloomstine recapped prior meetings' discussions of micromobility issues including those with DDOT and CM Allen's staff.
 - ii. Reps from Veo and Lime shared initial thoughts on issues with their devices and some of the ways they are working to address them. Including new technologies to recognize sidewalk vs street riding and more pinpoint geofencing abilities.
 - iii. Commissioner Shapiro shared concerns from herself and her constituents about the unsafe operation of these devices at sometimes high speeds on narrow sidewalks, issues with illegally parked devices clogging limited sidewalk space, and underage operation
 - iv. Industry reps provided an overview of their efforts to combat the problems.
 - v. Committee member Sussman raised issues with scooters being limited to only 10 mph, the Lock-To rule, massive gaps in safe cycling infrastructure, and the older lime bikes which had taller wheels and encourages unsafe riding. He also pointed out that pedal assist devices do not seem to have the same unsafe operation issues that throttle bikes do.
 - vi. Committee Member Lynch asked Lime and Veo what tech can be deployed to deal with these issues. Reps pointed to their camera recognition tech.
 - vii. Chair Loper posited gamifying good behavior by awarding points in the app toward free rides for continued proper operation of the devices.
 - viii. Commissioner Foxwell asked about curfews. Lime stated that those can be instituted but the decision falls on the regulators not the companies.
 - ix. Committee member Sussman also encouraged the companies to explore learn to ride safely programs at DC schools similar to driver's ed.
 - b. H Street Land Use Study - the committee engaged in a brief discussion of the draft letter to DC Office of Planning from ANC 6A.



Committee Reports

Transportation and Public Space (T&PS)



- c. RFK Master Plan - The committee engaged in a brief discussion of the draft letter to DC OP from ANC 6A. Phil Coppage from H Street BID joined to share major points from the BID's comment on the RFK plan. Committee member Sussman said the plan should include bike valet, protected bike lanes, and connections of those lanes to the rest of the network in the city.

IV. New Business

- a. N/A

- #### V. Additional community comment (time permitting).
- a. Chair Bloomstine informed the meeting that Councilmember Charles Allen would join the committee at its September 2026 meeting to discuss the potential Gold Line BRT.

VI. Adjourned meeting.



Committee Reports Economic Development and Zoning Committee



Minutes

ANC 6A Economic Development & Zoning Committee

7:00 - 9:00 pm, Wednesday July 15, 2026

Virtual Meeting via Zoom

Attending:

*Rachael Loper EDZ Chair, Mike Cushman, Becca Buthe, Russ Greenfield
Scott Burger (6A04), Roberta Shapiro (6A03)*

7:00 pm Welcome/Introductions

7:05 pm Resolution of previously heard cases/Old Business

Old Business:

1. **628 15th Street NE** (Square 1051, Lot 113) ([BZA 21349](#)).

We received notification that the alley does not meet the 10' requirement. No changes from the original plan supported by ANC in September 2025. EDZ acknowledges the 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.

BZA requested more info, hearing continuation scheduled for September 2.

Comments:

- Mike Cushman - This had been going for a variance and the self-assessment for zoning has changed many times. They do not meet the special exception for variance - this will come back up in September.
- 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. Neighbors and architect/attorney in negotiations. BZA hearing postponed by applicant request from Sept 2, 2026 to September 16, 2026.
 - Martin Sullivan & Barry Rodgers - Shared new renderings. They added a privacy feature on the roof.
 - Commissioner Roberta Shapiro: Expressed confusion and requested explanation about the rear yard setback and what the back of the building gets as an addition? Why can they not just comply with "by-right" with the 60% occupancy for the 3rd story? Is it being built for purchase or rent?
 - Response: Rear relief for the portion that adds the stairs.
 - Follow up question: Why can't it be internal to the existing?
 - Response: Clarified that they are not actually taking more rear space.
 - Response: The area that neighbors are concerned about is the area closest to them in the back. The 10% represents a slice of the bedrooms and it would impact on the size and quality of available housing. They are rentals.
 - Chair Rachael Loper: Where are the AC units?
 - Response: They are on the side where the trash already exists. The bottom floor would have a mini split AC, right now it is all window boxes.
 - Mike Cushman: The choice to add the AC units on the pad instead of the roof adds the noise to neighbors, not their own. The privacy panels are just furniture and would just easily be removed.
 - Response: If someone tried to remove them the BZA could enforce it.
 - Russ Greenfield: Did the developer/project planner actually reach out to the neighbors?



Committee Reports

Economic Development and Zoning Committee



- Response: Yes, to Ms. Grifka who had concerns about light and air. Applicants did not reach out to neighbors with concerns about existing tenant behavior.

Neighbor comments:

- Michelle Grifka: Still has significant concerns. There is still a standard the matter of right project would have to meet. Still concerned about light, air, and privacy. It will impact how they use their backyards. The AC is very close to her backyard, only separated by a fence. These AC units would be very noisy. The neighborhood character of this area is a unique open roof lined area, on a triangle block with a low roofline area.
- Blair Pitcairn: From last month, architectural graphics did not show nearby neighbors to show the difference in character. He spoke with many neighbors and has had a fair number voice their opposition. There are no letters of support for the project. He was not contacted. Misleading to say there is barely any more sunlight blocked vs. a matter of right, because the comparison he is concerned about is the existing conditions in comparison.
- Chair Loper: There are 13 letters of opposition.
- Commissioner Shapiro: ANC does not meet in August, so we would need a recommendation from this meeting at the Sep meeting for the ANC to make its recommendation for the next BZA. The height in the area is not unprecedented. This committee has had success in asking the developer and the community to work it out. Absent some agreement, we could say we withhold approval, and give that as the recommendation to the ANC.
- Stacey Swanson: Flags that the side with windows into the interior significantly impact her property. She is part of the shared driveway with Michelle's property and sent a letter of opposition. The proposed new windows would look directly into a bedroom and her kitchen.
 - Response: They made sure not to have windows in the back and the privacy screening is all around.

Motion:

- Commissioner Shapiro moved that the committee and neighbors come to a compromise that can be presented to ANC 6A at its meeting. In the interim the EDZ would not recommend approval of the exception requested by the developer. The motion passed unanimously.

3. DC 2050 ANC Roundtable - Becca

- The recent meeting on Small Area Plans in DC focused on improving neighborhood planning efforts and making them more equitable across the city. Small Area Plans provide more detailed planning than the city's Comprehensive Plan, but there is confusion around the different types of planning efforts, inconsistent terminology, and no clear mechanism for tracking implementation of plan recommendations. Discussion also noted that planning efforts have historically been concentrated in high-growth areas rather than covering the entire city.

4. H Street Plan - comments due to ANC.

- Comments from H Street BID Association (BID is in formative stage):
 - Mike Formant is on the board (Phil Coppage is spearheading it). Mr. Formant is a real estate property broker and developer and board member of the Atlas Performing Arts Theater. There is a lot to talk about for the H St Study. The city has been breaking the corridor into smaller segments and meeting with people. The biggest thing for H St is getting more people back down there. Can be accomplished through zoning, removing red tape for retailers and developers. The study shows that we have lost 1M people coming to H St. The people coming are just a 1-mile radius vs. much farther away. The goal is what is going to bring investment and people back. The question is what brings healthy activity to



Committee Reports

Economic Development and Zoning Committee



the corridor. The Office of Planning (OP) said if the lot is larger than 6k sq ft they automatically have to go through BZA approval and they are thinking of bumping this up. The plan right now does not include anything really bold. The study gives the basics so maybe the ANC could have more bold ideas. The retailers really struggle. When you study the corridor, the AVEC on H Apartments is a great example of good residential occupancy, but retail tenancy came much later and there are still multiple vacancies. It is harder to get people to want to live there if the retail is vacant. There could be tax incentives for retail. Nike is a good example - their lease ends in January because they do not have enough people coming - so how do you fill this space? If the building is older than a certain year - they ask you to preserve some of the facade which can be challenging.

- Transportation - the news of the WMATA Gold Line Bus Rapid Transit (BRT) came right after. This could be the backbone for transportation. This will bring vibrancy to H St. OP also said they are interested in increasing heights along H St, but they have not talked about the restrictions inside the buildings - the retail requirements, the facade requirements, The buildings need to have cool amenities. He would push back on the first-floor retail requirements and they could be apartment amenities instead.
- Russ Greenfield- What is the BID focus? Who is cleaning up the streets?
 - Response: Right now, just 2-3 people, also removing snow, etc. It is a self-taxing entity and hard to get more businesses to buy in when they are already struggling.
- Commissioner Shapiro: Clarified the retention of the historic facades is not a requirement but adds a FAR bonus. Also, not a mandate for first floor retail. The draft wanted to remove the requirement that it is just for arts. The ANC is very excited about the BID and the vacancy and trash pick-up needs. She would like to see taking some of the vacant and blighted money and earmarking it for helping new businesses on H St, even getting a TIF. We do need to be realistic about the needed incentives.
- Commissioner Scott Berger: Commissioner Shapiro and others have drafted comments on the H Street Plan Study. They are directionally supportive but it does not go far enough. This is a plan that proposes tinkering around the edges but without investment identified. They excluded the transportation aspect but there is Gold Line BRT potential, just not a lot of consideration for streetscape, use of lanes and those issues that need to be considered. There was a lot of consideration in the previous bus lane plan and they do not know how much will be common to the Gold Line BRT proposal.
- Chair Loper: H St needs more “third spaces.”
- Mike Formant: 1101 H St parcel of land is back on the market at a reduced price that is diagonal from the Douglas church. Whenever he passes the site he thinks that it could be a good “third space” like the Swampoodle Park. Logan Circle has a dog days park with a small inside enclosure as another example. Specific bold ideas is what the city would need to hear
- Becca Buthe: If the AVEC residential units leased quickly while the retail space did not, is the primary challenge attracting more residents to H Street, or identifying alternative ground-floor uses that can better activate the street where retail demand is limited?
 - Response: Residents feel like their buildings have become a value play and residents do not actually stay there for recreation. You need more of a reason to be there.
- Becca Buthe: Additional funding tools, such as tax increment financing (TIF), land banking and the creation of parks or other community spaces along the corridor. In regard to the question in the chat, planning charrettes remain a useful engagement tool, though their effectiveness depends on who leads them and how they inform the planning process.



Committee Reports

Economic Development and Zoning Committee



Community benefits and development incentives could be better structured to encourage developers to provide more shared public spaces and other neighborhood amenities.

- Russ Greenfield: Need to have a clear understanding for how to hold existing businesses accountable for their activities, such as selling weapons. Holding them accountable in a systemic way. Does not know if the BID would be involved in this?

- Chair Loper: Motions to make a draft letter to the ANC, finalize and send it in. Passed unanimously.

5. RFK Master Plan - comments due to ANC.

<https://ourrfk.dc.gov/page/rfk-campus-master-plan>

8:18 pm New Business

1. **800 10th Street NE** (Square 1035, Lot 065) ([BZA# 21502](#)) To construct a rear three-story plus penthouse and cellar addition, and convert to a flat, an existing semi-detached, three-story plus cellar, principal dwelling unit in the RF-1 zone.

Presentation by owner Sami Satouri and representative Eric DeBear.

- Four areas of relief are all special exceptions
- Lot occupancy addition is almost entirely from the rear balconies which are open.
- The penthouse exceeds the max building height and would be 8'2" above the 35ft threshold.
- They have letters of support from two different business owners and then 807 10th St residence
- The neighboring property to the north has indicated their support, though it has not been uploaded yet.

Comments/Discussion

- Commissioner Burger: Thought there was a recent zoning text amendment that decks no longer counted towards occupancy?
 - Did not recall this (Mike Cushman)
- Chair Loper: Isn't this already built?
 - Response: Yes, it is already built including the penthouse. It was submitted as a by right and then changes happened in the field. They are needing to make this compliant vs. tearing it down.
- Mike Cushman: Does the neighbor to the north have a penthouse too? Did they need relief?
 - Yes, but it was before the requirement was
- Eric DeBear: It was submitted by right and then changes happened in the field.
- Sami Satouri:
 - Spiral stairs were a fire exit necessity.
- Commissioner Shapiro: Does not believe it is an appropriate action for the EDZ.
 - Response: DOB did issue the infraction and now they have to get relief from the BZA. If they do not grant the relief he would have to try to figure out how to bring the relief to compliance.
 - Roberta: Thinks it is a dangerous precedent to set to take any action here and would encourage people to come and ask forgiveness after doing a project.
- Commissioner Burger: Does not think it would be a precedent.
 - Mike Cushman: Disagrees and agrees with Roberta.

Commissioner Shapiro moved to take no action on the request, either to support or oppose it.



Committee Reports

Economic Development and Zoning Committee



Motion passed unanimously.

Administrative and Planning Updates

Other Business / Announcements

- None.

The meeting was adjourned at 9:00 pm.

The next scheduled EDZ meeting is September 16, 2026 at 7:00 pm.

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Committee Reports Economic Development and Zoning Committee



BEFORE THE BOARD OF ZONING ADJUSTMENT OF THE DISTRICT OF COLUMBIA

FORM 120 - APPLICATION FOR VARIANCE AND/OR SPECIAL EXCEPTION

GIS INFORMATION

Square	Lot(s)	Zone	ANC
933	54	RF-1	6A02

Address of Property: 800 10th Street NE

ZONING INFORMATION

Relief from section(s): E-204.1, E-210.1, C-1501.1(c), C-1506.1

Type of Relief: Special Exception

Brief description of proposed project: Renovation of single-family home into two-unit flat with rear and upper level addition

Present use of Property: Single-family home

Proposed use of Property: Two-unit flat

CONTACT INFORMATION

Owner Information

Name: SSDS1 LLC

E-mail: edebear@cozen.com

Address: 2001 M Street NW Washington, DC 20036

Phone No.s: (202)747-0769

Phone No. Alternate:

Authorized Agent Information

Name: Eric DeBear

E-mail: edebear@cozen.com

Address: 2001 M Street NW Washington, DC 20036

Phone No.s: (202)747-0769

Phone No. Alternate:

WAIVERS

- **Solar:**
- Pursuant to Subtitle D § 208.1/E § 206.3, I hereby certify there is no solar energy system on an abutting property

FEE CALCULATOR

SIGNATURE

Date

Eric DeBear

6/9/2026

District of Columbia Office of Zoning 441 4th Street, N.W., Ste. 200-S, Washington, D.C. 20001
(202) 727-6311 * (202) 727-6072 fax * www.dcoz.dc.gov * dcoz@dc.gov

Board of Zoning Adjustment
District of Columbia
CASE NO. 21502
EXHIBIT NO. 1B



Committee Reports

Economic Development and Zoning Committee



LAS
LAZZARI
ARCHITECTURAL
SERVICES

Washington, DC
(202) 699-4871

Project:
RetroSpec

1000 14th Street, NW
Washington, DC 20005



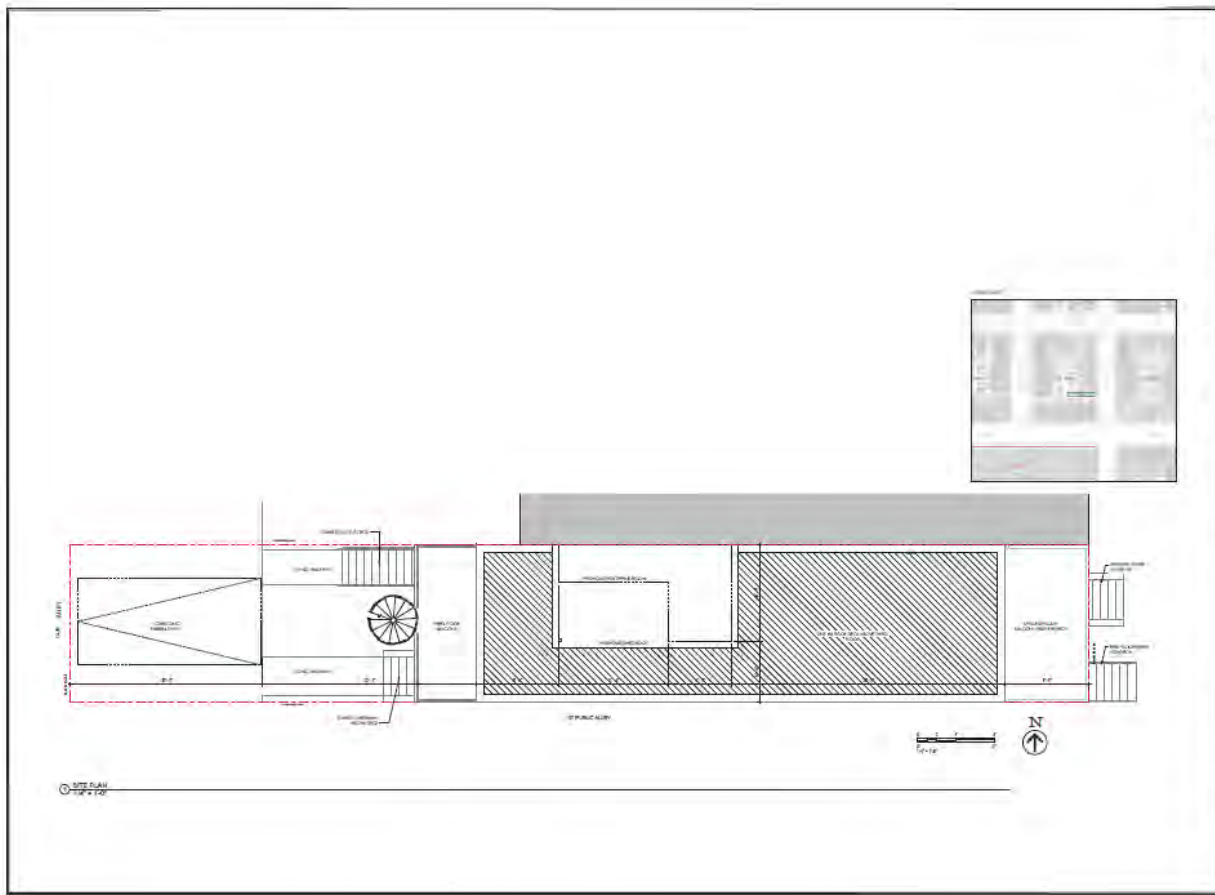
Architect:
RESIDENTIAL RENOVATIONS

1000 14th Street, NW
Washington, DC 20005

Project:
SITE PLAN

Client: A. Smith
Date: 1/1/2018
Sheet: 17/21/2018

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LAS
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Washington, DC
(202) 699-4871

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RetroSpec

1000 14th Street, NW
Washington, DC 20005



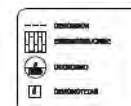
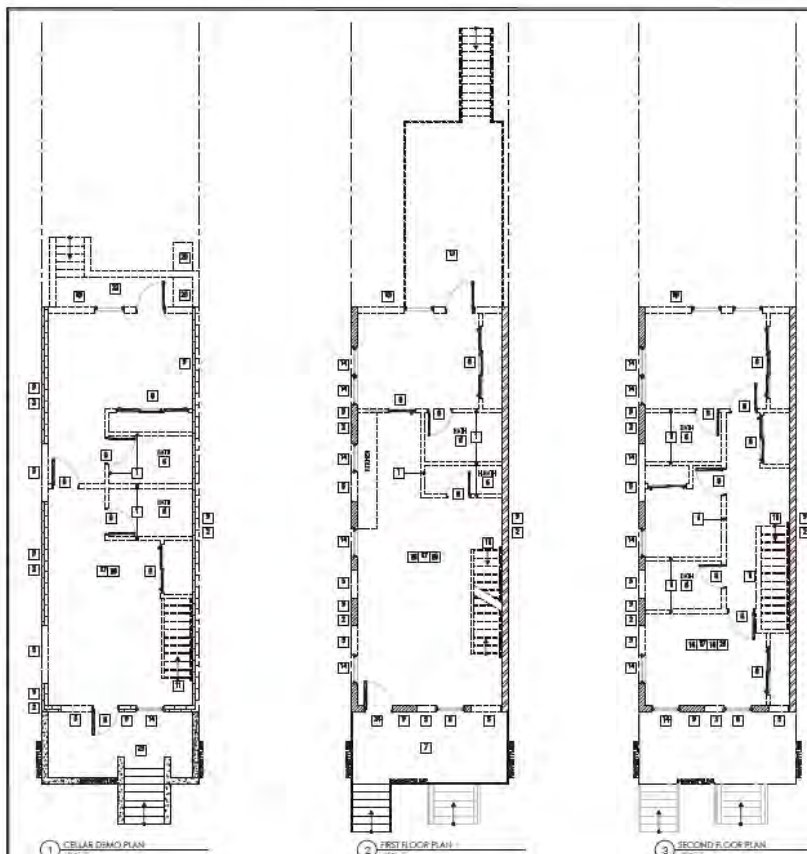
Architect:
RESIDENTIAL RENOVATIONS

1000 14th Street, NW
Washington, DC 20005

Project:
DEMOLITION PLANS

Client: A. Smith
Date: 1/1/2018
Sheet: 17/21/2018

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- 1. EXISTING WALLS
- 2. EXISTING DOORS
- 3. EXISTING WINDOWS
- 4. EXISTING STAIRS
- 5. EXISTING ELEVATORS
- 6. EXISTING ROOFS
- 7. EXISTING FLOORS
- 8. EXISTING CEILINGS
- 9. EXISTING LIGHTING
- 10. EXISTING MECHANICAL
- 11. EXISTING ELECTRICAL
- 12. EXISTING PIPING
- 13. EXISTING PLUMBING
- 14. EXISTING HVAC
- 15. EXISTING FURNITURE
- 16. EXISTING FIXTURES
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- 18. EXISTING MATERIALS
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- 21. EXISTING STRUCTURE
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- 36. EXISTING HEALTH
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3 SECOND FLOOR PLAN

2 FIRST FLUIDE PLAIN

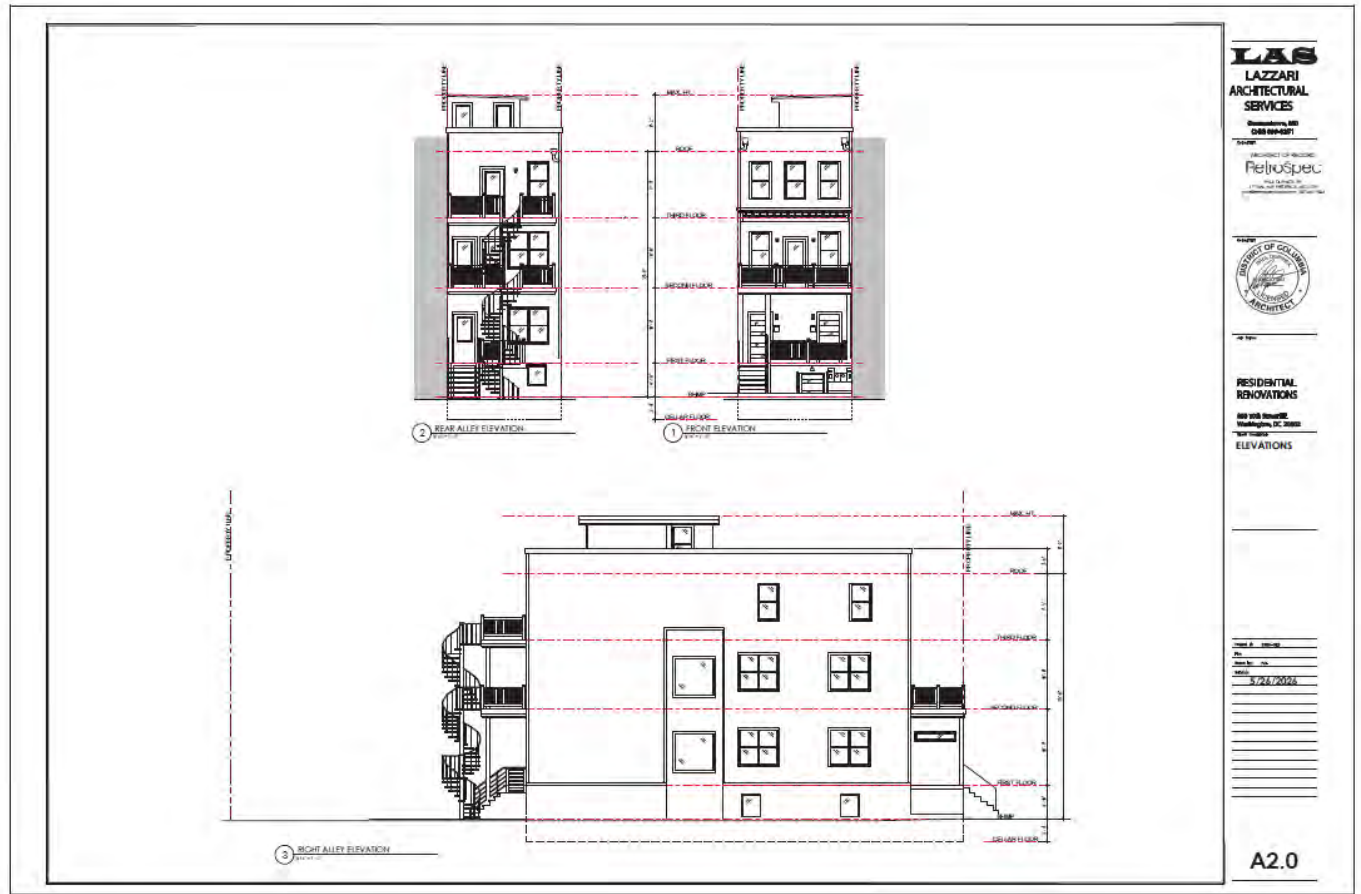
CELLAR LEVEL

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Committee Reports

Economic Development and Zoning Committee





Committee Reports
Economic Development and Zoning Committee





Committee Reports Economic Development and Zoning Committee





New Business



Report - 2026 Mobility Survey (Shapiro)

Suggested Motion: ANC 6A send a letter to the Greater H Street BID Association, with copies to Councilmember Charles Allen, Phil Coppage, Deputy Mayor for Planning and Economic Development Nina Albert and Director Rosemary-Suggs Evans, Department of Small and Local Business Development, in support of formation of an H Street Business Improvement District (BID). (Shapiro)

Recommendation: ANC 6A approve the appointment of Daniel Aboagye to the Community Outreach Committee (COC). (Hammer)



New Business



September xx, 2026

Greater H Street BID Association
631 Acker Place NE
Washington, DC 20002-5211

Re: ANC 6A Letter of Support for the Greater H Street BID Association

Dear Mr. Copping and Members of the Board of the Greater H Street Bid Association:

At a regularly scheduled and properly noticed meeting on September 10, 2026, Advisory Neighborhood Commission 6A voted ____-____-____ (with four (4) Commissioners required for a quorum) to send this letter in support of the Greater H Street BID Association's efforts to establish a Business Improvement District (BID) along the H Street NE corridor.

We understand that The Greater H Street BID Association is working toward formal certification of a BID through the Department of Small and Local Business Development (DSLBD), including an application for a feasibility study grant from the Office of the Deputy Mayor for Planning and Economic Development (DMPED). We understand and strongly support the concept that a BID would allow property owners along the corridor to fund supplemental services such as corridor cleaning, public safety ambassadors, streetscape improvements, and business support that build on, and are coordinated with, existing services provided by the District.

A well-organized and adequately funded BID has the potential to strengthen H Street's commercial vitality, support businesses, and enhance the experiences of area residents and of visitors alike. We believe that the services and advantages offered by a BID will become even more critical with the redevelopment of the RFK Stadium area.

For the above reasons, ANC 6A supports the Greater H Street BID Association's formation efforts.

We are sharing copies of this letter with relevant DC government entities, and invite you to do so as well, and ask that these entities give "great weight" to the recommendations of this Commission. I can be contacted at 6A04@anc.dc.gov.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

cc: Councilmember Charles Allen callen@dccouncil.gov
Phil Copping (phil@hstreetbid.com)
Deputy Mayor for Planning and Economic Development Nina Albert, (nina.albert@dc.gov)
Director Rosemary-Suggs Evans, Department of Small and Local Business Development (DSLBD) (dslbd@dc.gov)