

Agenda
Advisory Neighborhood Commission 6A
Community Outreach Committee (COC)
July 27, 2026 7:00–8:30 pm
Virtual Meeting via Zoom
For those attending via Zoom use this link: <https://dc-gov.zoom.us/j/82470022547>
Call-in Number: +1 301 715 8592
Webinar ID (access code): 824 7002 2547
One tap mobile: +13092053325,,82470022547#

Public Meeting - All are welcome

7:00-7:01 pm	Agenda Adoption
7:01-7:15 pm	Introductions and Icebreaker: What Does Community Mean to You?
7:15-7:30 pm	Community Resource Round Robin
7:30-8:00 pm	Presentations: Community Spaces • DC Creative Institute; Raji Rankins • Third Space at Atlas; Molly Ryan and Claire Bengur
8:00-8:20 pm	Discussion: RFK Master Plan . (Draft letter attached.) Committee members and community will have the opportunity to provide additional comment before the letter is finalized. (Individuals can also submit their comments by August 14, 2026 at https://publicinput.com/rfkmasterplan). There will also be an opportunity for in-person testimony on August 1, 2026 at St. Coletta of Greater Washington (1901 Independence Avenue, SE) – 10 am – 2 pm.)
8:20-8:30 pm	Wrap Up

July xx, 2026

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

Re: ANC 6A Comments regarding RFK Master Plan

Dear Mr. Freedman:

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

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

A Note on Historical References

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

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

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

Our strongest and most consistent piece of feedback is that while the master plan presents an aspirational and attractive multi-generational vision, it remains largely speculative. Aside from

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*.

the stadium itself and immediate support operations, the plan lacks concrete timelines, funding streams, or clear governance structures for the housing, retail, and recreational components.

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

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

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

2. Housing, Density, and Multi-Generational Community

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

Current position—specific neighborhood requirements:

- **Prioritize the Metro Walkshed:** Housing construction must be aggressively prioritized within the immediate 0.5-mile walkshed of the Stadium-Armory Metro station.
- **Sequence Safeguards and Penalties:** There must be strict regulatory and contractual penalties for prioritizing stadium construction over the enduring mixed-use neighborhood. The stadium complex must not be permitted to outpace the delivery of housing and local retail.

- **Multi-Level Senior Care Housing:** The plan mentions senior housing, but fails to account for a market-rate, multi-level continuum of care facility (independent living, assisted living, and skilled nursing). Currently, our aging neighbors are forced to leave our community and the District entirely for these services. The plan must mandate these facilities so residents can age in place.

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

Claims that this will be a "transit-first" development will continue to ring hollow so long as 12-story parking garages and enormous surface lots remain core features of the master plan.

Investment in mass transit and non-vehicular upgrades must be prioritized over car-centric construction.

Current position—transit and infrastructure mandates:

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

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

4. Public Space, Streetscape, and Material Standards

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

Current position—public space enhancements:

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

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

5. Zoning, Riverfront Preservation, and Environmental Impact

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

6. Process & Next Steps

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

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

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A