



Executive Director's Recommendation

Commission Meeting: October 1, 2026

PROJECT RFK Campus New Stadium Parking Garages RFK Campus, Washington, DC	NCPC FILE NUMBER 8812
SUBMITTED BY Mayor of the District of Columbia, RFK Stadium Project Management Office	NCPC MAP FILE NUMBER 8.40(49.00)46271
REVIEW AUTHORITY District Projects Outside the Central Area per 40 U.S.C. § 8722(b)(1)	APPLICANT'S REQUEST Approval of comments on concept plans
	PROPOSED ACTION Approve comments on concept plans
	ACTION ITEM TYPE Staff Presentation

PROJECT SUMMARY

The District of Columbia's RFK Stadium Project Management Office, in partnership with the Washington Commanders, has submitted concept plans for two new structured parking garages at the RFK Stadium Campus. The planned new stadium will accommodate 65,000 people and will host year-round activities and entertainment. To support the stadium, the campus redevelopment will include 8,000 parking spaces on opening day, approximately 6,000 structured and approximately 2,000 existing surface parking spaces. Garage G1 is a 2,400-space parking structure located south of the stadium along Independence Avenue, SE that includes nine parking levels. At buildout, Garage G1 will be surrounded on three sides by mixed-use development. Garage G2 is a 3,600-space parking structure located north of the stadium along the east side of the reconfigured 22nd Street, NE, that includes eight parking levels. At buildout, mixed-use development will be constructed between the G2 Garage and the adjacent Kingman Park neighborhood.

Under the National Capital Planning Act, NCPC has advisory authority for District projects outside the Central Area. The Commission previously reviewed the new stadium project at the April 2026 meeting and provided recommendations and requests for additional information regarding the proposed parking garages to ensure their appropriateness for the site as a prominent gateway. The applicant has responded to several of the Commission's requests as part of the current submission, and outstanding issues are highlighted throughout this report. The applicant anticipates submitting the stadium for final review in November 2026 and the parking garages for future review in 2027.

KEY INFORMATION

- The 2025 D.C. Robert F. Kennedy Memorial Stadium Campus Revitalization Act allowed the transfer of administration of the RFK Stadium Campus from the National Park Service (NPS) to the District and allows mixed-use development of the campus.

- In June 2026, the DC Office of Planning (DCOP) released the Draft Master Plan for the RFK Campus. The campus redevelopment is envisioned to include a mix of uses with approximately 5,000-6,500 new housing units, the new stadium, a SportsPlex, retail, restaurants, hotels, and 30% of the campus as parks and open space.
- The new roofed stadium for the Washington Commanders National Football League (NFL) Team will have a 65,000-seat capacity and will serve as a venue for year-round activities including sports, arts, and cultural events.
- Approximately 60% of visitors are estimated to arrive by Metrorail and other non-auto modes, with the remaining 40% expected to arrive by private vehicle.
- On opening day, two proposed parking garages and surrounding surface lots will provide up to 8,000 parking spaces (6,000 structured and 2,000 surface).
- The proposed Garage G1 located south of the stadium includes nine levels of parking with 2,400 spaces, and the proposed Garage G2 located north of the stadium contains eight levels of parking with 3,600 spaces.
- Under the National Capital Planning Act, NCPC has advisory authority for District projects outside of the Central Area. The applicant anticipates submitting the parking garages for further NCPC review in 2027.

RECOMMENDATION

The Commission:

Approves the following comments on concept plans for two new structured parking garages at the Robert F. Kennedy (RFK) Stadium Campus in Washington, DC.

Notes the proposed RFK Campus redevelopment along the Anacostia River waterfront is a prominent Capital Gateway into the L'Enfant City identified in the Federal Urban Design Element of the Comprehensive Plan for the National Capital.

Notes the District of Columbia Office of Planning (DCOP) is currently developing a master plan for the entire RFK Campus. The garage locations and maximum heights have been identified in the draft master plan, with existing surface parking lots planned to be redeveloped over time into mixed-use areas.

Notes both parking garages are intended to be completed and in operation for opening day of the new RFK Stadium in 2030. The surrounding mixed-use development is anticipated to be implemented within a 13-year timeline identified in the Robert F. Kennedy Campus Redevelopment Amendment Act of 2025.

Parking and Transportation

Notes the applicant provided the stadium parking demand analysis in response to Commission requests, which estimates a transportation mode split of approximately 32,000 Metrorail riders and 8,000 other visitors using non-auto modes. This results in the remaining approximately 25,000

visitors arriving via private vehicle, which generates a parking demand of 8,000 spaces on opening day.

Requests the applicant include the transportation analysis from the National Environmental Policy Act (NEPA) process for the RFK Campus redevelopment with the next submission to identify any potential impacts to the local roadway network resulting from the garages' locations and capacity.

Garage Design

Notes that with a capacity of 2,400 and 3,600 parking spaces and at 110 feet in maximum height, the proposed G1 and G2 garages on the RFK campus will be substantial in scale and highly visible prior to buildout of surrounding mixed-use development.

Recommends the applicant plan the garages with sensitivity to the surrounding context and aim to minimize potential impacts on the public realm, surrounding neighborhoods, and the image of the monumental core beyond.

Notes the applicant submitted alternative locations, orientations, and configurations for the proposed parking garages that were evaluated and dismissed due to inefficiency, infrastructure constraints, impacts to the Kingman Park and Hill East neighborhoods, and pedestrian connectivity concerns, among other reasons.

Requests additional information in the next submission on whether phased garage construction or the provision of additional underground or podium parking levels is feasible to reduce the height and bulk of the proposed garages on opening day.

Requests additional information in the next submission that describes how the proposed garages conform with the Height of Buildings Act.

Requests additional information in the next submission regarding measures to minimize lighting impacts to the surrounding context and established neighborhoods.

Garage G1

Notes the proposed 2,400-space G1 parking structure is nine levels and 444 feet in length along Independence Avenue by 240 feet in depth.

Notes the applicant provided two options for the design of the G1 garage in response to federal review agency staff consultation.

Finds Option 1 has a monumental architectural massing and character reflective of the stadium that increases the perceived scale of the garage. However, the slender perimeter columns and facade treatment add a visual lightness to the design.

Finds Option 2 includes modulated facade articulation and lower perceived height, that help to visually break down the scale of the garage. This approach aligns with the draft master plan guidance for future mixed-use development.

Recommends the applicant consider advancing an option that combines the modulation of the facade and massing of Option 2 with the lightness of the screening and detailing of Option 1.

Recommends continued articulation of the ground level façade treatment and enhanced streetscape elements along Independence Avenue, SE to improve pedestrian functionality and comfort.

Garage G2

Notes the proposed 3,600-space G2 parking structure is eight levels and 780 feet in length along the new 22nd Street, NE by 248 feet in depth.

Finds the modulated facades help to reduce the overall perceived bulk of the structure from the 22nd Street side of the garage, which will be consistent with the scale of planned residential mixed-use development in the Kingman Park District.

Recommends the applicant consider reducing the height of the southeast façade to decrease the perceived scale of the garage structure; and continue to refine the scale of the façade design details throughout the building.

Requests the applicant provide additional information and views of the pathway to the tunnel under C Street leading to the stadium, pedestrian entries and circulation around the garage building, and the planned wayfinding strategy in the next submission.

Finds the human scale elements, such as overhangs along the 22nd Street façade, the proposed bike valet at the ground floor adjacent to the park, and planned placemaking efforts, could help to improve pedestrian comfort and activation around the garage; and **recommends** the applicant further develop these elements as well as any additional opportunities for ground floor active uses as part of the next submission.

Landscape and Environmental Considerations

Requests the following additional landscape design information with the next submission:

- Locations, type, and quantity of tree replacement, and conformance with District policies; and
- More detailed landscape plans for the G1 and G2 garages.

Requests the applicant continue coordination with the National Park Service regarding pedestrian and bicycle connections and transitions to the broader Anacostia Park system.

PROJECT REVIEW TIMELINE

Previous actions	– Concept review of the New Stadium at RFK Campus. – Preliminary approval of the New Stadium at RFK Campus.
Remaining actions (anticipated)	– Review of preliminary and final site and building plans.

PROJECT ANALYSIS

Executive Summary

The RFK Campus, near the banks of the Anacostia River, has long been considered an important location within the District. The site serves as a gateway to the L'Enfant City and is a direct link between Capitol Hill and adjacent neighborhoods along the river. NCPC has recognized the area as a significant site, identified in the Legacy Plan, Monumental Core Framework Plan, and the agency's 2006 "RFK Stadium Site Redevelopment Study." Of particular interest to NCPC is the project's potential impacts to the system of streets, public spaces, and important viewsheds within the L'Enfant City. In addition to urban design and character considerations, impacts on NPS lands and adjacent federal facilities were evaluated along with general consistency with policies set forth in the Federal Elements of the Comprehensive Plan for the National Capital. The following comments are intended to support consistency with the policy guidance in the Federal Elements of the Comprehensive Plan. As such, staff recommends **the Commission approve the following comments on concept plans for two new structured parking garages at the Robert F. Kennedy (RFK) Stadium Campus in Washington, DC.** The applicant is expected to return with preliminary and final site and building plans for the garages in 2027.

Background

In June 2026, the DC Office of Planning (DCOP) released the Draft Master Plan for the RFK Campus. The campus redevelopment is envisioned to include a mix of uses with approximately 5,000-6,500 new housing units, the new stadium, a SportsPlex, retail, restaurants, hotels, and 30% of the campus as parks and open space. The campus will be comprised of five districts: the Stadium District, the Plaza District, the Riverfront District, the Kingman Park District, and the Recreation District as well as the Anacostia Commons, a 30-acre riparian area.

The master plan aims to prioritize multimodal access to the stadium, including Metrorail, Metrobus, and upgraded pedestrian and bicycle infrastructure. A new dedicated two-way Bus Rapid Transit (BRT) transitway proposed by Washington Metropolitan Transit Authority (WMATA) would expand transit access to the RFK Campus. WMATA has also proposed extending the Stadium-Armory Metrorail Station mezzanine to accommodate the anticipated stadium crowds. A Festival Plaza is planned outside of the project site at the East Capitol Street entry to the stadium. The plaza is phased to open at the same time as the stadium and to provide the primary connection to the existing Stadium-Armory Metrorail Station. Secondary pedestrian

connectivity will be provided to the Stadium Armory south entrance as well as the new BRT station. The existing tunnels under C Street and Independence Avenue will be upgraded to provide safe and efficient pedestrian-friendly access to the stadium without conflicting with vehicular traffic. The parking garage locations and maximum heights have been identified in the draft master plan, with existing surface parking lots planned to be redeveloped over time into mixed-use areas. Both parking garages are intended to be completed and in operation for opening day of the new RFK Stadium in 2030. The surrounding mixed-use development is anticipated to be implemented within a 13-year timeline identified in the Robert F. Kennedy Campus Redevelopment Amendment Act of 2025. The development, led by the Commanders in the Plaza and Riverfront Districts, must be delivered within the timeline identified in the Act, which includes predefined milestones nearly every year to ensure consistent growth and investment across the RFK Campus.

Analysis

Parking and Transportation

The District's transportation principles for the stadium and overall campus from opening day are to minimize the space occupied by stadium parking; right-size transportation infrastructure to maintain human scale; prioritize modes that work best on both game days and non-game days; reuse transportation infrastructure that worked well in the past; and be a good transportation neighbor. During previous reviews of the new stadium, the Commission requested more information on the overall parking strategy to understand the need for the number of structured parking spaces proposed on opening day of the stadium. The applicant provided the stadium parking demand analysis in response to Commission requests, which estimates a transportation mode split of approximately 32,000 (49.2%) Metrorail riders and 8,000 (12.3%) other visitors using non-auto modes. This results in the remaining approximately 25,000 (38.5%) visitors arriving via private vehicle, which generates a parking demand of 8,000 spaces on opening day (assumes an average of 3.125 people per vehicle).

The applicant notes the RFK Site is located in a residential neighborhood with high-capacity transit and numerous mobility options, but with limited access to shared parking. They indicate that there are no other NFL stadiums located in a comparable setting and with similar transportation alternatives. Other NFL stadiums are in residential neighborhoods but have limited to no transit service; suburban settings with significant dedicated surface parking but with limited access to shared parking, such as Kansas City; or urban settings with high-capacity transit and access to shared parking, such as Seattle. The Kansas City Chiefs Arrowhead Stadium provides more than 19,000 dedicated spaces with no third-party parking spaces. The Seattle Seahawks Lumen Stadium provides 3,000 dedicated spaces with 10,000 third-party spaces in existing office garages. Also, for comparison, the former RFK stadium had a 54,454-seat capacity for football games and the site originally included approximately 8,000 surface parking spaces prior to construction of the Fields at RFK Campus.

The Commission requested the transportation analysis from the National Environmental Policy Act (NEPA) process for the RFK Campus redevelopment be included with any future parking garage submissions to understand the stadium's potential impacts to the surrounding neighborhood

street network. The applicant noted traffic analysis for the stadium and surrounding redevelopment will be conducted as part of the broader campus redevelopment National Environmental Policy Act (NEPA) compliance, which is anticipated to be released for public comment in 2027. Therefore, staff recommends **the Commission request the applicant include the transportation analysis from the National Environmental Policy Act (NEPA) process for the RFK Campus redevelopment with the next submission to identify any potential impacts to the local roadway network resulting from the garages' locations and capacity.**

Garage Design

At 2,400 and 3,600 parking spaces and 110 feet maximum height, the proposed G1 and G2 garages on the RFK campus will be substantial in scale and highly visible prior to buildout of surrounding mixed use development. The Comprehensive Plan's Transportation Element encourages parking structure design to be sensitive to the surrounding context and provide opportunities for integrating other uses where possible (T.C.15). Therefore, due to the scale of the proposed structures and the prominence of the proposed sites, staff recommends **the Commission recommend the applicant plan the garages with sensitivity to the surrounding context and aim to minimize potential impacts on the public realm, surrounding neighborhoods, and the image of the monumental core beyond.**

In line with this guidance, at preliminary review of the new stadium the Commission requested that the applicant evaluate alternative orientations and lower heights for the garages to reduce visual impacts; and consider active uses lining the ground floors to improve the pedestrian experience and create opportunities for community serving uses. In response, the applicant submitted alternative locations, orientations, and configurations for the proposed parking garages. These were evaluated and dismissed due to inefficiency, infrastructure constraints, impacts to the Kingman Park and Hill East neighborhoods, and pedestrian connectivity concerns, among other reasons. The applicant also responded that retail uses are prohibited within the garages under the parking garage lease; however, the ground floors of each garage and the surrounding public spaces are designed to host temporary events such as farmers markets, bicycle meetups, food festivals and movie screenings.

The Commission also requested that the applicant evaluate phasing the stadium garages as surrounding surface lots are developed. Phasing options could potentially include adding additional floors at a later date, or garage expansion. Additionally, while the Transportation Element recommends parking structures over surface parking, it encourages parking structures to be located below ground in the interest of efficient land use and good urban design (T.C.13). As such, staff recommends **the Commission request additional information in the next submission on whether phased garage construction or the provision of additional underground or podium parking levels is feasible to reduce the height and bulk of the proposed garages on opening day.**

The submission notes that the garage proposals are consistent with the Height of Buildings Act and includes the measuring point elevation in submitted drawings, but supporting information on the location of the measuring point for each garage and the regulating street width is not provided.

Staff recommends **the Commission request additional information in the next submission that describes how the proposed garages conform with the Height of Buildings Act.**

The submission includes a variety of conceptual lighting elements to improve visitor use of the garages and pedestrian safety. Staff recommends **the Commission request additional information in the next submission regarding measures to minimize lighting impacts to the surrounding context and established neighborhoods.**

Garage G1

The proposed G1 parking structure is nine levels and 444 feet in length along Independence Avenue by 240 feet in depth. Pedestrians enter the garage from Independence Avenue or from the level 1 pathway, which connects the garage to the tunnel under the avenue, leading to the Stadium. There is one vehicular entry to the garage from Independence Avenue, and two at the rear of the structure, at a lower level due to the slope of the site. At buildout of the Riverfront District, the garage's first level will be surrounded by a large podium of parking. The applicant presented design concepts for the G1 garage in pre-submission meetings with federal review agency staff. In response to staff comments, two design options were submitted based on staff recommendations to reduce the garage scale and bulk.

The first option is intended to be a complimentary form to the stadium. The design includes a roof canopy structure, large corner pillars at the stair towers, and exposed columns. The cladding is a perforated metal screen with an abstract pattern reflecting the wild rice native to the Anacostia River landscape. The second option is intended to establish a relationship with future mixed-use buildings that will be developed in the surrounding area. The facade is broken up with a series of pavilions that are separated by vertical reveals clad in the same decorative perforated metal screening as option 1. Punched openings in the facade, similar to windows, include decorative spandrel panels to conceal the structure and vehicles.

The proposed option 1 design has several elegant architectural qualities including the slender perimeter columns and visual lightness of the facade treatment; however, the roof canopy and large corner pillars act to increase the perceived scale of the structure, which, as mentioned previously, is already of substantial size when compared to other above-ground garages in the District. As such, staff recommends **the Commission find Option 1 has a monumental architectural massing and character reflective of the stadium that increases the perceived scale of the garage. However, the slender perimeter columns and facade treatment add a visual lightness to the design.**

While the architecture of the future surrounding development has not been established, the design of option 2 reflects the draft master plan design guidelines for surrounding future mixed-use development. This guidance recommends vertical facade articulation, such as recesses or projections, that break down scale and create depth and relief along the building's facade. Option 2 also removes the roof canopy, and the stepped-back raised green roof is less visible from the sidewalk, creating a lower perceived height of the building similar to the step backs that are recommended for mixed-use development in the master plan. As such, staff recommends **the**

Commission find Option 2 includes modulated facade articulation and lower perceived height, that help to visually break down the scale of the garage. This approach aligns with the draft master plan guidance for future mixed-use development. Considering the elements of each option that work well in this site context, staff proposes **the Commission recommend the applicant consider advancing an option that combines the modulation of the facade and massing of Option 2 with the lightness of the screening and detailing of Option 1.**

As Garage G1 is developed, human scale design elements along the ground floors will be important to increase pedestrian comfort along a frontage without retail or other active uses on a daily basis. As noted in the Comprehensive Plan Urban Design Element, development should enhance the pedestrian experience and reinforce the human scale along Special Streets including Independence Avenue (UD.B.3.5.4). As such, staff recommends **the Commission recommend continued articulation of the ground level facade treatment and enhanced streetscape elements along Independence Avenue, SE to improve pedestrian functionality and comfort.**

Garage G2

The proposed G2 parking structure is eight levels and 780 feet in length along the new 22nd Street, NE by 248 feet in depth. The garage site is located along the WMATA viaduct and intended to create a buffer between the Kingman Park neighborhood and the Metrorail tracks. The garage structure is designed to reflect the scale of its primary exposures, including the Kingman Park neighborhood to the north, and the stadium, the Fields, and long views from the Whitney Young Memorial Bridge to the south. As noted in the draft master plan, residents expressed a desire for new construction that uses building breaks, projections, and/or recesses to break down scale. The 22nd Street facade includes this articulation with a rhythm of pavilions along the façade, and an overall height of 91.5 feet to the upper-level parapet. Staff recommends **the Commission find the modulated facades help to reduce the overall perceived bulk of the structure from the 22nd Street side of the garage, which will be consistent with the scale of planned residential mixed-use development in the Kingman Park District.**

The southeast side of the garage will still be visible after full buildout of the campus redevelopment. The design of this long facade is also modulated with larger frames that reach above the upper-level parapet on the 22nd Street side to a height of approximately 102 feet. It appears this height could be lowered without impacting the number of parking spaces, and staff suggests **the Commission recommend the applicant consider reducing the height of the southeast facade to decrease the perceived scale of the garage structure; and continue to refine the scale of the facade design details throughout the building.**

Vehicular entries to the garage are located on the northwest, northeast, and southwest sides of the building at the first level, with a vehicular bridge connecting from C Street to the second level. The southwest facade, facing C Street, serves as a primary entry point for pedestrians connecting to and from the stadium. The southeast facade facing the WMATA tracks and The Fields includes a pedestrian bridge running the length of the garage, above the WMATA tracks, providing circulation and gathering space with views to the Fields and the Anacostia River. Additional information is needed regarding other pedestrian access points and how visitors walk to and around

the large structure. As such, staff recommends **the Commission request the applicant provide additional information and views of the pathway to the tunnel under C Street leading to the stadium, pedestrian entries and circulation around the garage building, and the planned wayfinding strategy in the next submission.**

As noted earlier, retail uses are not permitted along the ground floor of the proposed garages. However, the applicant has noted that other programming and uses will be incorporated for activation. The driveway entry on the northeast of the garage is also designed as a larger plaza for community uses such as farmers markets and other gatherings. If carefully designed and managed, these ground floor design elements and programming could help add interest to what would otherwise be a long and inactive public realm around the building. As such, staff recommends **the Commission find the human scale elements, such as overhangs along the 22nd Street façade, the proposed bike valet at the ground floor adjacent to the park, and planned placemaking efforts, could help to improve pedestrian comfort and activation around the garage; and recommends the applicant further develop these elements as well as any additional opportunities for ground floor active uses as part of the next submission.** With the planned activities and influx of event day visitors, the project should provide amenities to support the visitor experience as noted in the Visitors and Commemoration Element guidance.

Landscape and Environmental Considerations

The applicant provided an inventory of trees to be preserved and replaced on the garage development sites, and conceptual landscape plans. As the design is developed, staff recommends **the Commission request the following additional landscape design information with the next submission:**

- **Locations, type, and quantity of tree replacement, and conformance with District policies; and**
- **More detailed landscape plans for the G1 and G2 garages.**

According to the applicant, the proposed RFK Parking Garages are located within FEMA Special Flood Hazard Area (SFHA) Zone AE floodplain areas. All parking garage entrances and the finished floor elevation for each parking garage, will be designed in accordance with District Department of Energy and Environment (DOEE) standards, which require design flood elevation for non-residential structures to be a minimum of two feet above the 100-year water surface elevation or higher than the 500-year floodplain, whichever is greater.

As the site and building designs are developed, staff recommends **the Commission request the applicant continue coordination with NPS regarding pedestrian and bicycle connections and transitions to the broader Anacostia Park system.**

CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

Comprehensive Plan for the National Capital

The comments on the concept plans noted above are intended to support consistency with the *Comprehensive Plan for the National Capital*. Staff have considered policies set forth in the Urban Design, Transportation, and Visitors and Commemoration Elements, among others as highlighted throughout this report.

National Historic Preservation Act

Under the National Capital Planning Act, NCPC has advisory authority for District projects outside the Central Area and therefore does not have an independent responsibility to comply with the National Historic Preservation Act (NHPA).

National Environmental Policy Act

Under the National Capital Planning Act, NCPC has advisory authority for District projects outside the Central Area and therefore does not have an independent responsibility to comply with the National Environmental Policy Act (NEPA).

CONSULTATION

Coordinating Committee

On September 9, 2026 the Coordinating Committee forwarded the proposed comments on concept plans to the Commission with the statement that the proposal was coordinated with some, but not all, participating agencies. The District Department of Energy and Environment (DOEE) coordination is ongoing for stormwater management and floodplain requirements. The DC State Historic Preservation Office coordination is subject to completion of Section 106 and Section 9b, as applicable. The participating agencies included NCPC, the Commission of Fine Arts, the National Park Service, DOEE, the District Office of Planning, DC SHPO, the Washington Metropolitan Area Transit Authority, the General Services Administration, and the District Department of Transportation.

U.S. Commission of Fine Arts

The Commission of Fine Arts (CFA) reviewed concept designs for the stadium parking garages at its September 17, 2026 meeting and did not take an action. A copy of the Commission letter is attached.

ONLINE REFERENCE

The following supporting documents for this project are available online at www.ncpc.gov:

- Submission Package

Prepared by Laura Shipman
09/24/2026

POWERPOINT (ATTACHED)

RFK Campus New Stadium Parking Garages

400 Oklahoma Avenue, NE, Washington, DC

Approval of Comments on Concept Plans

Mayor of the District of Columbia

Project Summary

Commission Meeting Date: October 1, 2026

NCPC Review Authority: 40 U.S.C. § 8722(b)(1)

Applicant Request: Approval of Comments on Concept Plans

Session: Staff Presentation

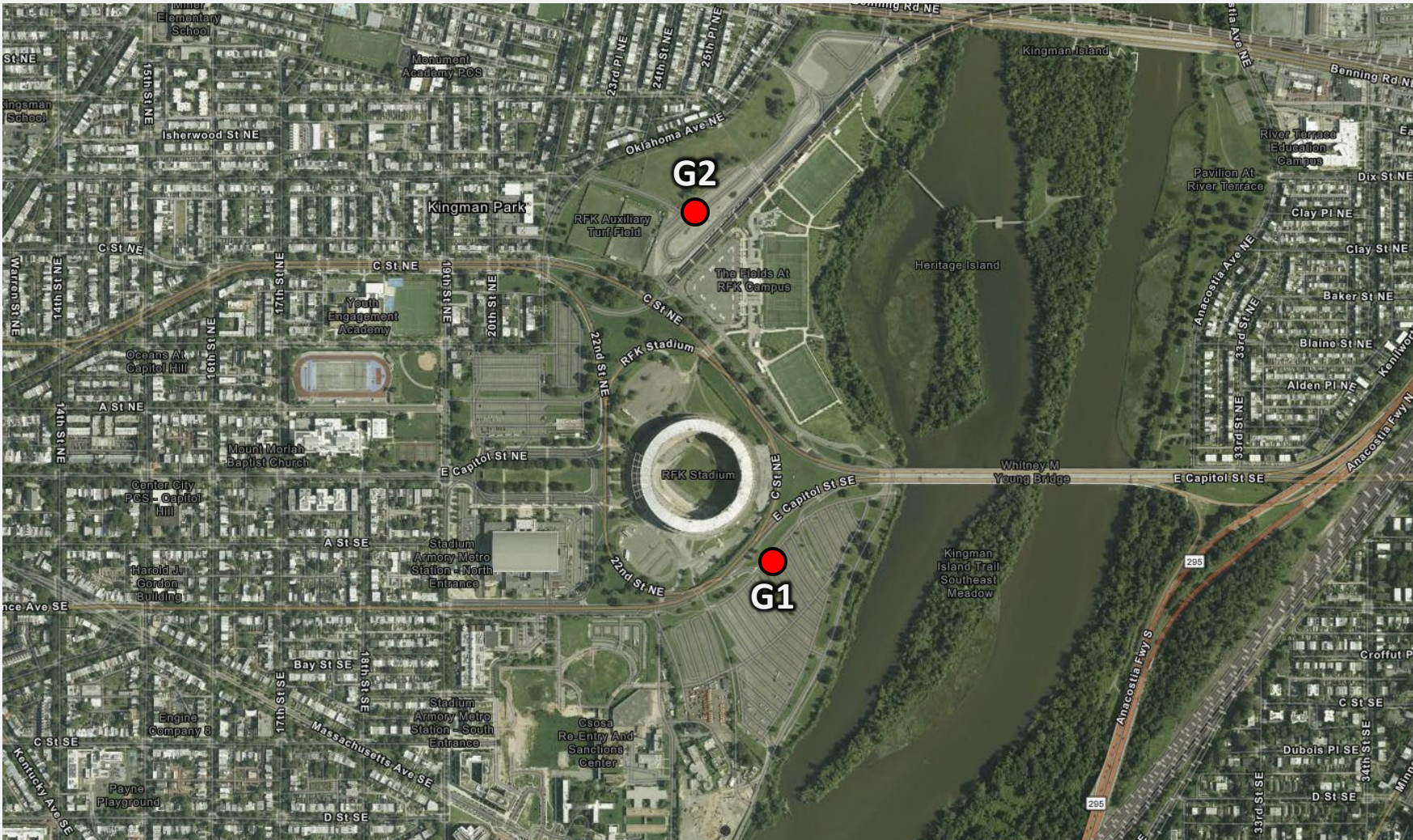
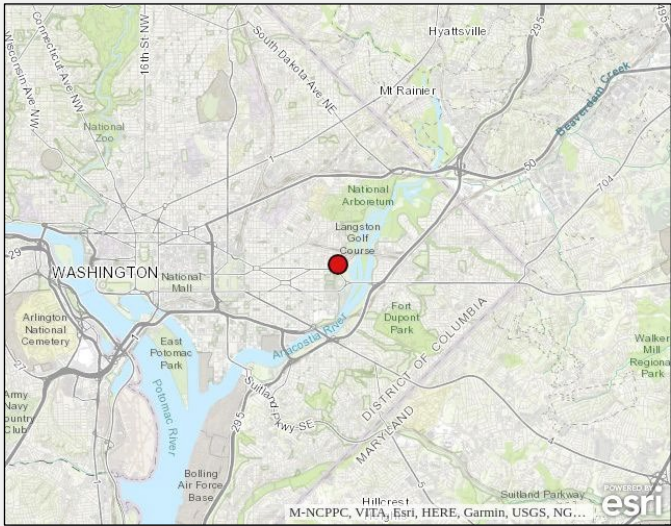
NCPC Review Officer: Laura Shipman

NCPC File Number: 8812

Project Summary:

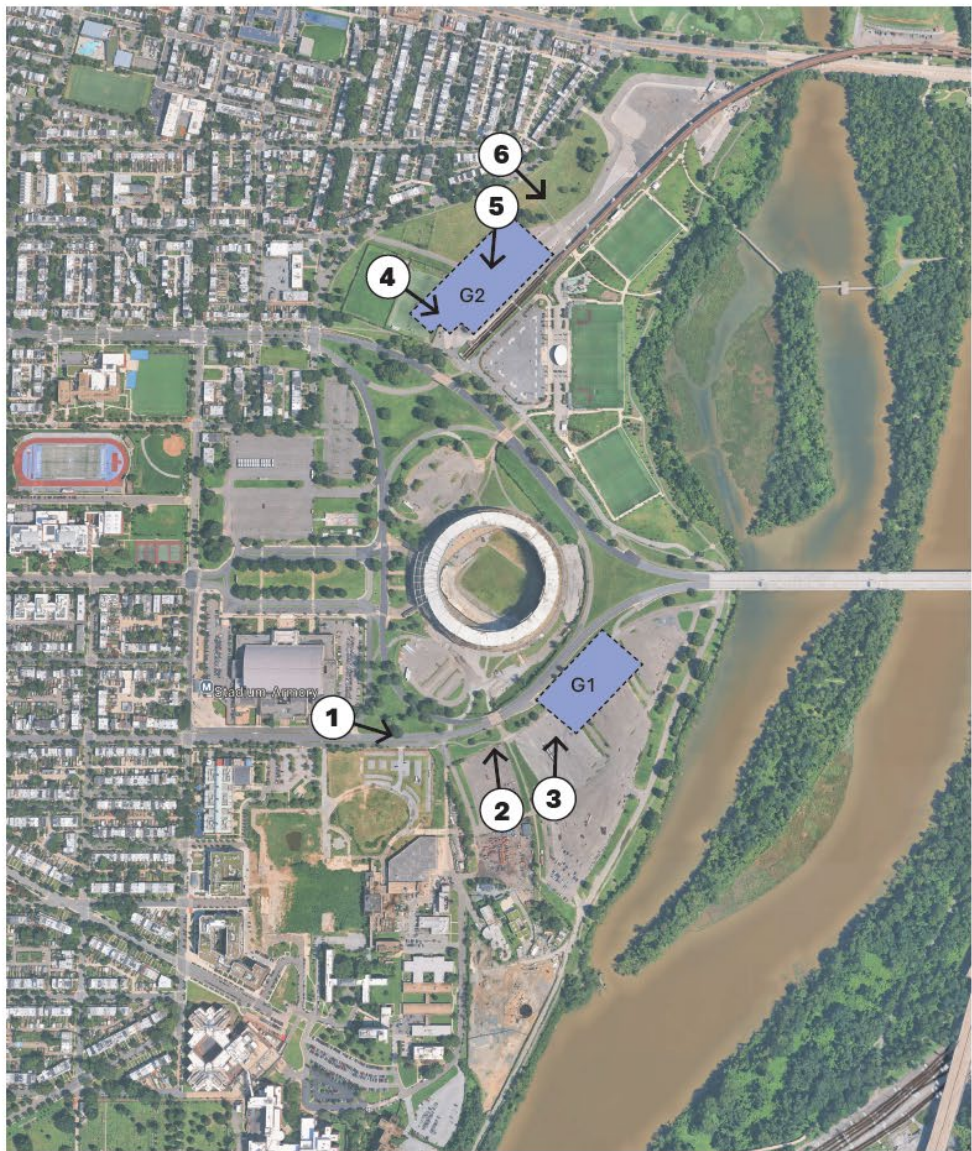
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Site Location



Location Map

Existing Conditions Photos



Illustrative Site Plan Stadium and Garages Day One



Master Plan Background



Draft Master Plan June 2026

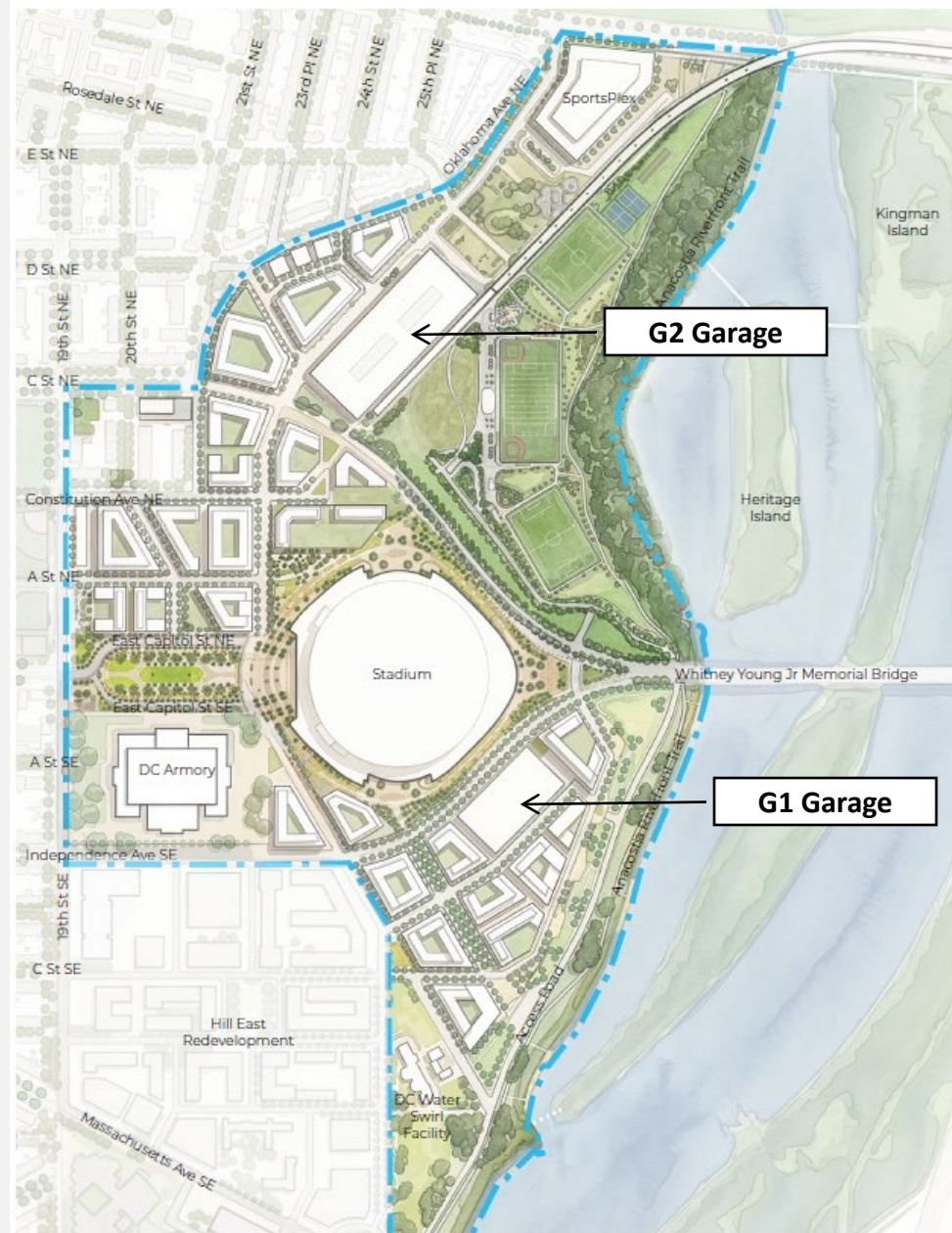
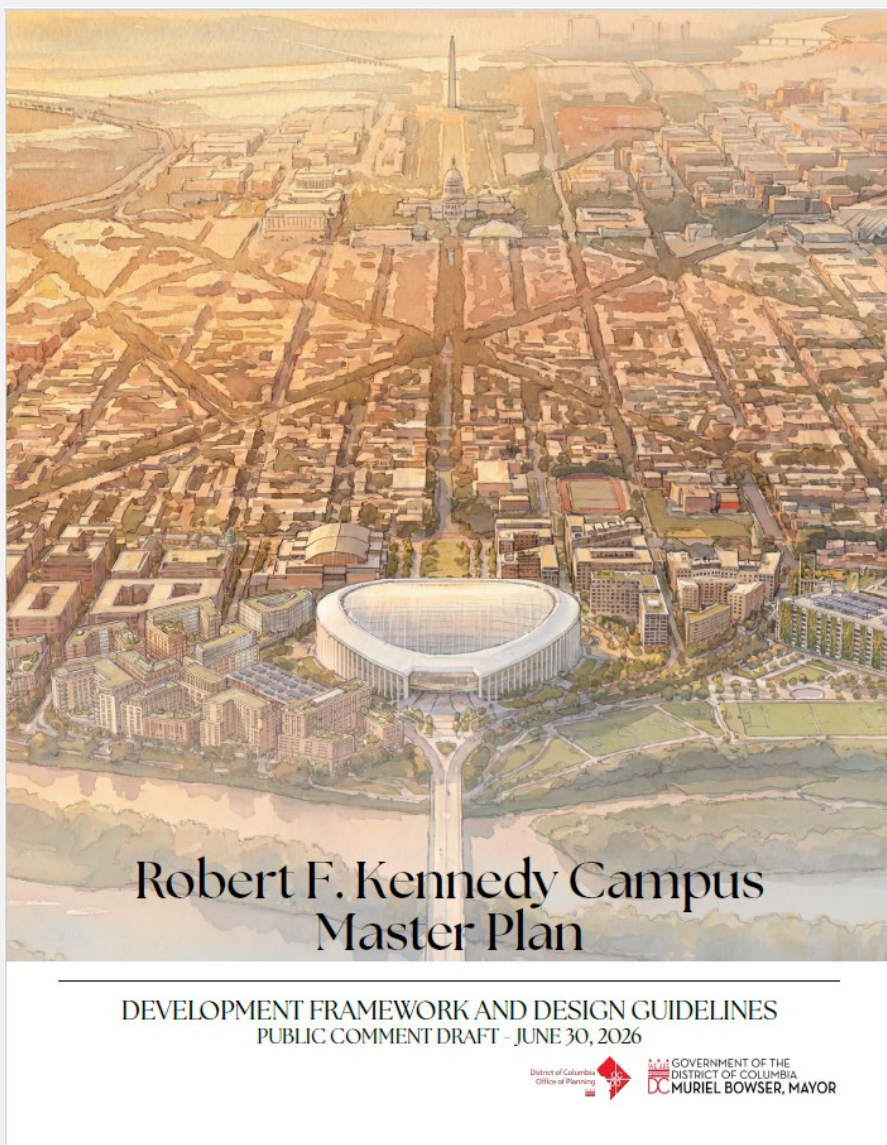
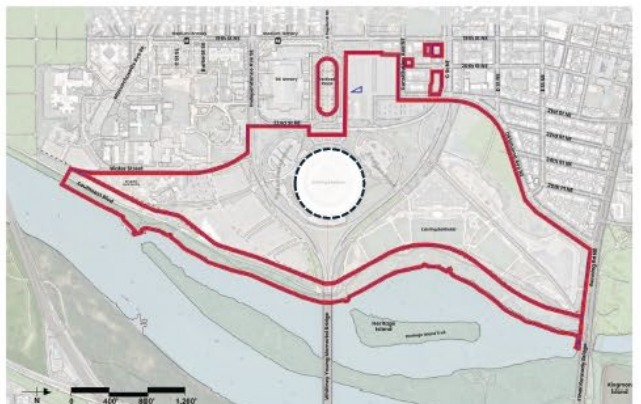


Figure 1.5: Illustrative plan of RFK Campus area

Key Site Givens

1.

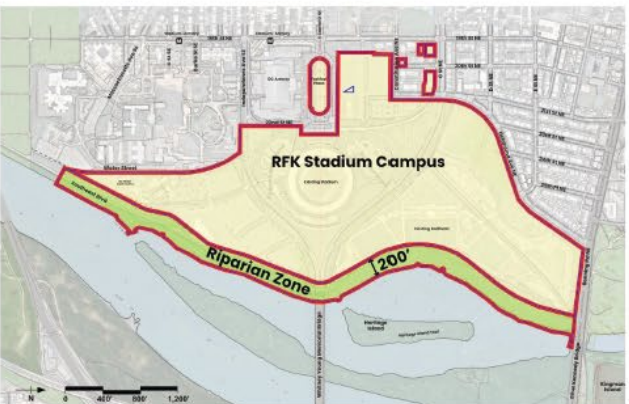
TOJ Boundary and Stadium Location



The area of the RFK Campus is 180 acres and the Stadium will be located in generally the same location as the original stadium footprint.

2.

Riparian Zone (30 acres)



The 200' deep Riparian Area along the Anacostia River (30 acres) must be maintained with its current uses only.

3.

Existing Infrastructure & Ballfields



The WMATA retaining wall and viaduct, three underpasses, the ballfields, and underground DC Water infrastructure will all remain on the RFK Campus.

4.

Existing Streets



Independence Avenue SE and C Street NE will retain their original alignments and orientation, with improvements within the right-of-ways.

5.

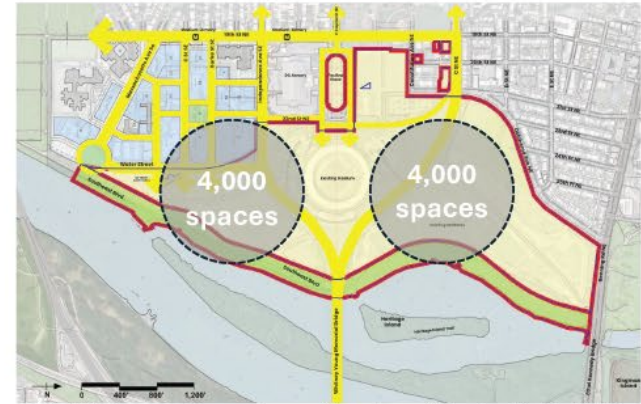
Future Hill East



The Office of Planning's RFK Master Plan takes into account the streets and blocks of the future (approved) Hill East master plan.

6.

Stadium Parking Requirement



The Stadium parking requirement has been determined to be 8,000 spaces on event-days. These spaces should generally be dispersed equally on the two sides of the Stadium.

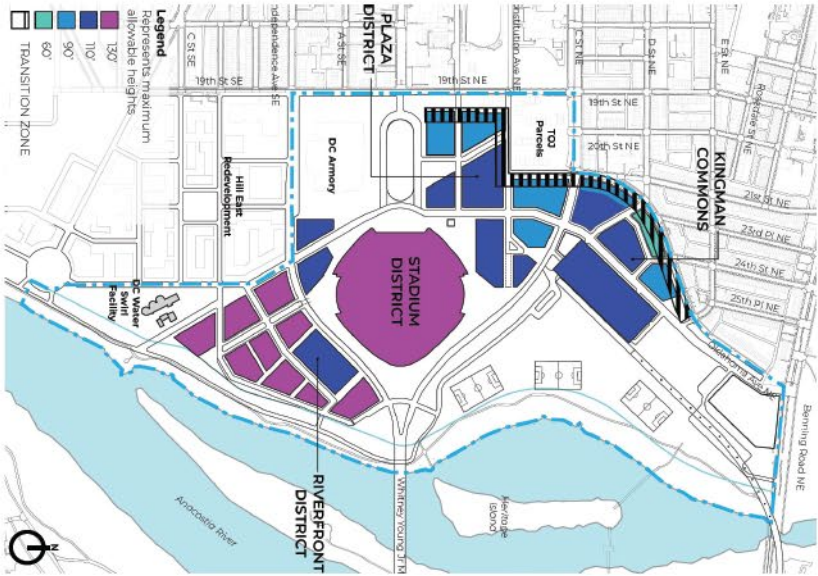


Garage Site Considerations



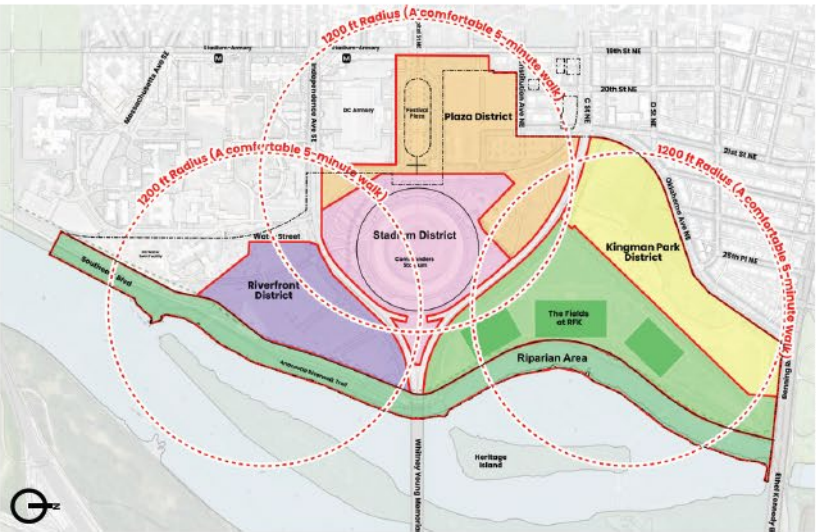
Parks and Open Space

The RFK Campus is required to set aside 30% (approx. 45 acres) for parks and open space, in addition to the 30 acres of Riparian Area. The size of the garage footprints must accommodate this requirement.



Maximum Allowable Heights

Garage heights are limited to 110 ft. to reduce visibility from adjacent community and minimize impacts on important vistas.



Three Distinct Neighborhoods

The Master Plan stipulates a variety of mixed use and residential districts. Garage footprints are located so as to not concentrate parking in any one district and minimize the appearance of parking structures from existing neighborhoods.



Day One and Parking

The parking requirement determined for the Stadium is 8,000 spaces. Parking is distributed equally on the north and south sides of the Stadium. On Day One, approximately 6,000 spaces will be available at G1 and G2.

For the full build-out condition, the plan assumes 1,600 underground parking spaces at the Riverfront District. This underground garage will alleviate flood plain and feasibility concerns for the future Riverfront District.

Garage G1 Site Alternatives Studied



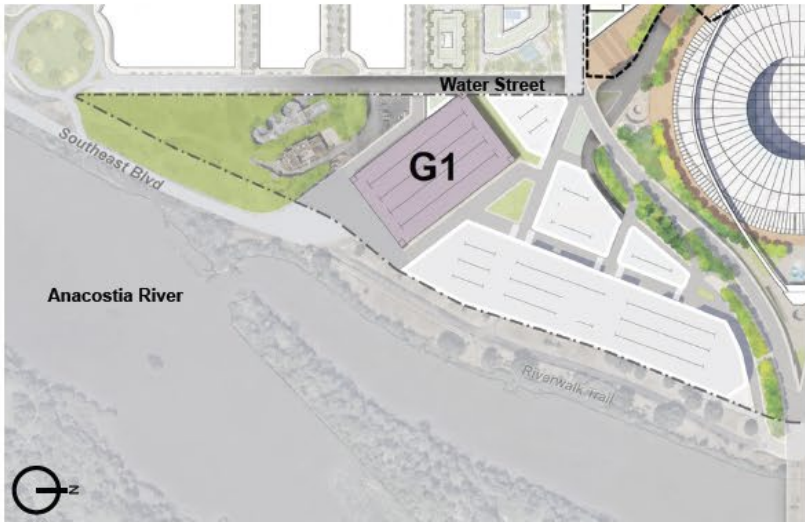
Approx. 1,000 surface parking Spaces, with no above-grade garage in Riverfront District.

Option not feasible because it precludes mixed-use development in Riverfront District.



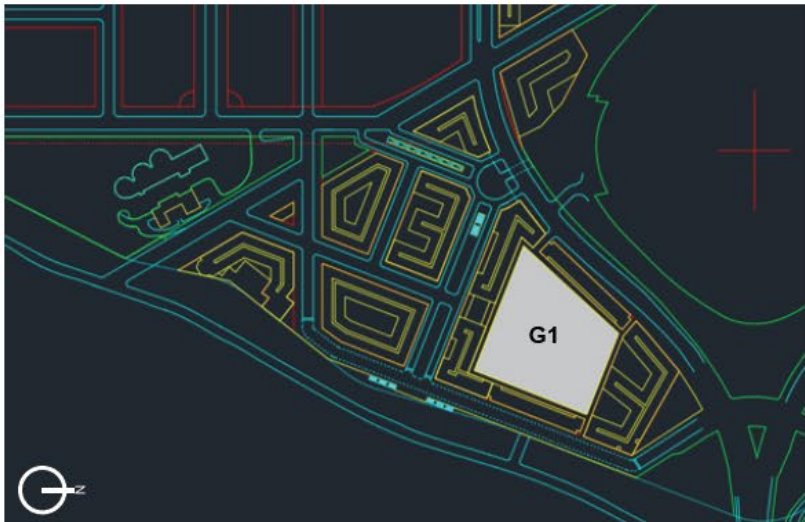
Two garages in Riverfront District with approx. 2,500 spaces.

Option not feasible because it is inefficient, and severely compromises developable area in Riverfront District and adversely affects connections to and views from Hill East.



One garage along Swirl Facility with approx. 3,700 spaces.

Option not feasible because it severely compromises developable area in the Riverfront District and adversely affects connections to and views from Hill East.



Deep garage configuration in Riverfront District with approx. 2,400 spaces.

Option not feasible because it severely compromises developable area in Riverfront District and creates inefficient residential footprints along the waterfront.

Garage G2 Site Alternatives Studied



One large garage with approx. 5,000 spaces.

Option not feasible due to community opposition to size, traffic impacts, and parking consolidation. Eliminates access and views to the waterfront and removes ballfields.



Two separate garages with approx. 4,900 spaces.

Option not feasible due to community opposition to providing two garages. Limits views to the waterfront.



Rotated garage orientation with approx. 3,500 spaces.

Option not feasible due to conflicts with WMATA infrastructure; inefficient ramping system.



Garage located at Benning Road with approx. 3,500 spaces.

Option not feasible due to distance from stadium.

Oklahoma Avenue Reconfiguration



Oklahoma Avenue Existing Alignment
Oklahoma Avenue is a residential street.
Residents are concerned about heavy traffic flows through their neighborhood on event days.



Oklahoma Avenue Proposed Re-Alignment
The Master Plan proposes a new street to go through the RFK Campus in order to access G2.
This alignment suggests a smaller residential street to maintain residents' access to their homes that can be closed to event-day traffic.

Small Linear Parks in Residential Neighborhoods



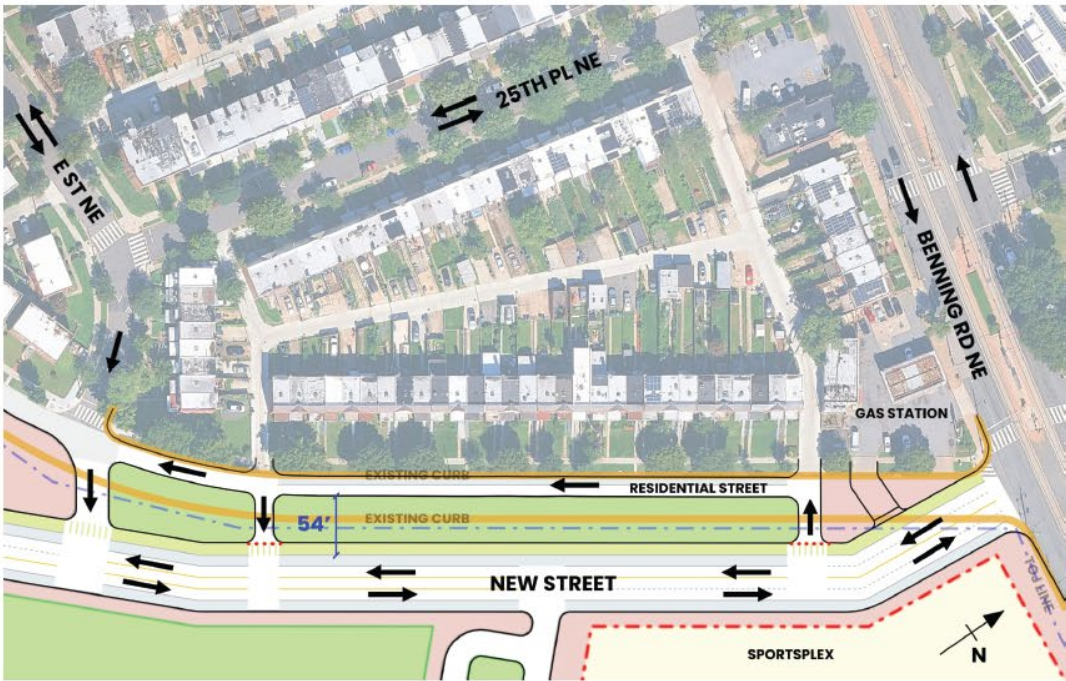
South Park, San Francisco



Union Park, Boston



Sonder Boulevard, Copenhagen



A New Linear Park
The reconfiguration of Oklahoma Avenue creates the opportunity for a new linear park as a front door for the Kingman Park community. This park would serve as a visual landscaped buffer to the stadium traffic and WMATA wall and viaduct.

Note: Roadways illustrated are preliminary and subject to change, including lane configurations, parking, intersection spacing, details, etc.

Transportation and Circulation



Day One Vehicle Parking

Parking for the stadium on Day One will be provided by a combination of Garages G1 and G2 and temporary surface parking lots.

On Day One, the split between structured and surface parking spaces will be around 75% structured and 25% surface, with the total number of Day One parking spaces not to exceed 8,000. There are several opportunities for future structured parking, if needed, as the surface parking lots are removed and vertical development moves forward. Garages associated with that future development will be guided by the Office of Planning's Master Plan process for the entire RFK Campus.



Day One Roadways

A supplemental network of streets will serve the parking garages and surface parking lots on Day One. The street network reuses many routes that were used for the prior stadium and parking lot access.

The supplemental roadways are intended to carry a large portion of parking garage traffic. As a result, future roads built as part of the Office of Planning's Master Plan do not need to accommodate game day traffic and can focus on serving new mixed-use development.

Garages G1 and G2 will rely on these supplemental roadways on game days with their access mimicking the old surface lots north and south of the stadium.



Day One Pedestrian Circulation

The pedestrian experience will be greatly improved as compared to existing conditions. Existing pedestrian routes are located along high-speed roadways, including some without sidewalks. All roadways on Day One will have, to the greatest extent possible, DDOT standard sidewalks with buffer/planter zones and more opportunities for safe crossings.

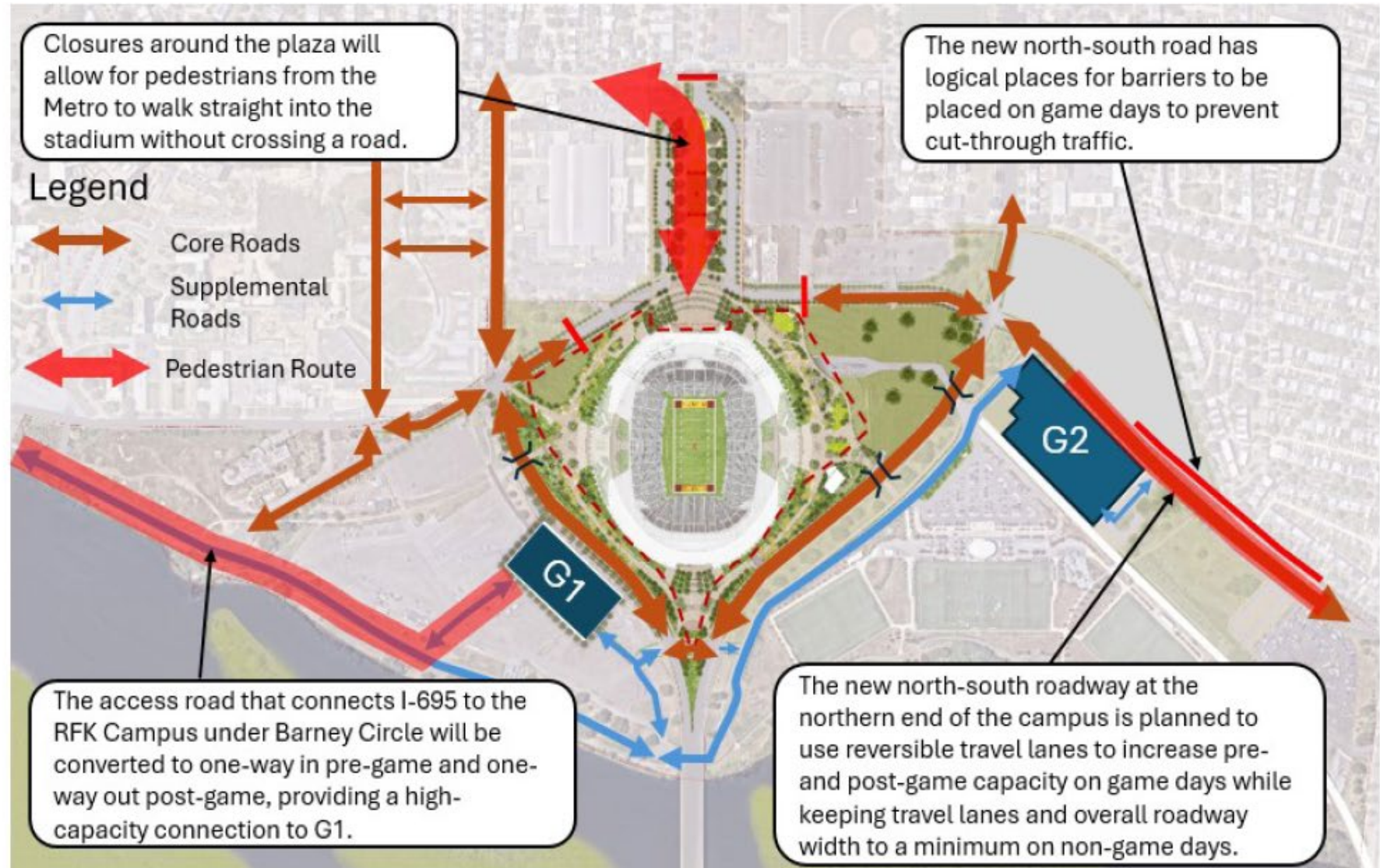
Pedestrian access to and from Garage G1 will be primarily through the existing underpass that previously connected the old RFK stadium to surface parking to the south. Pedestrian access to and from Garage G2 will be primarily through the existing underpass below C Street that previously connected the old RFK stadium to surface parking to the north.



Game Day Special Operations

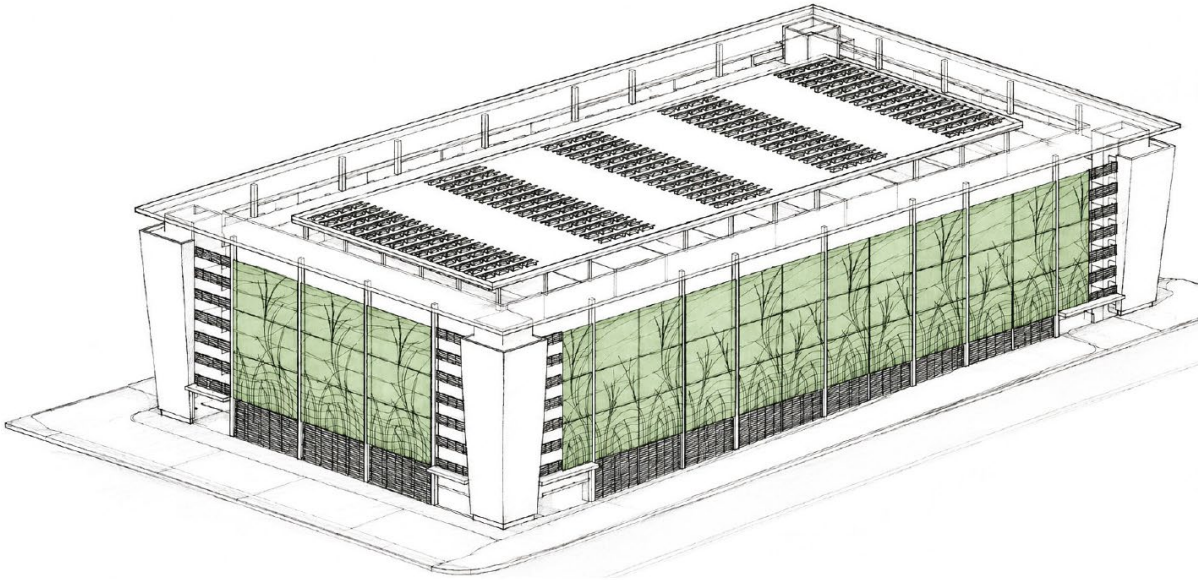
Special operations are planned to complement the overall traffic strategy. The major approach routes to Garages G1 and G2 are planned to have special operations on game days to encourage drivers to use high-capacity links to nearby highways. Road closures will also be employed to minimize pedestrian conflicts and discourage cut-through traffic.

A Transportation Operations and Parking Plan (TOPP) for the new stadium is being developed, which will confirm these infrastructure choices and develop operational measures to support them, including where traffic control officers will be placed and detailing how roads can be blocked off or changed to one-way traffic on game days to protect the local, neighborhood streets.

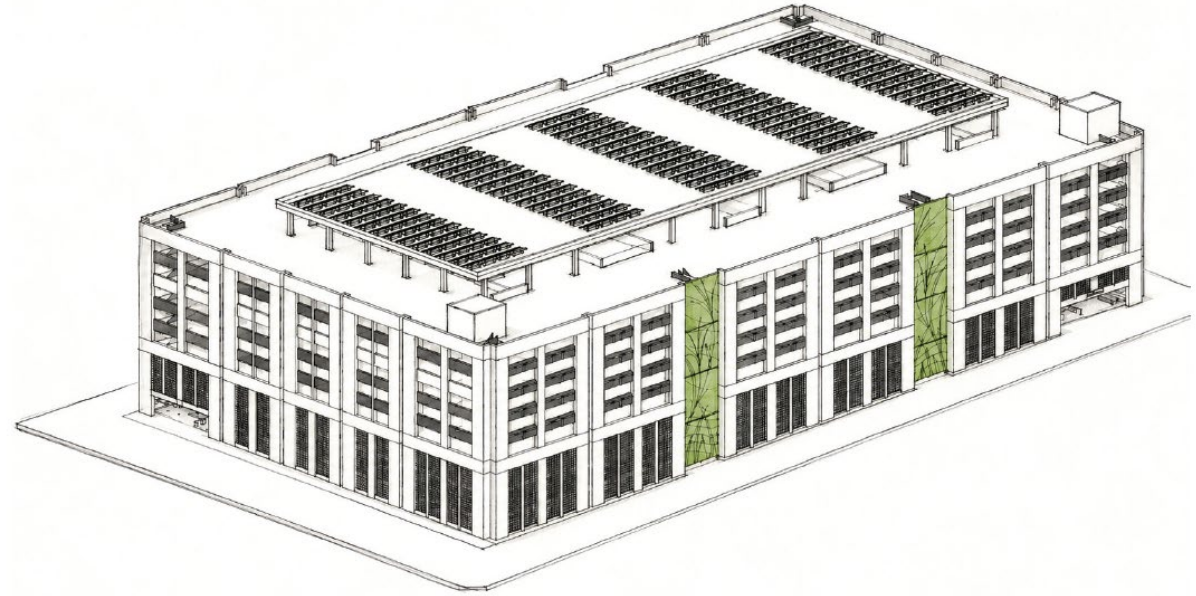


Garage G1 Concept Design

G1 Garage Options

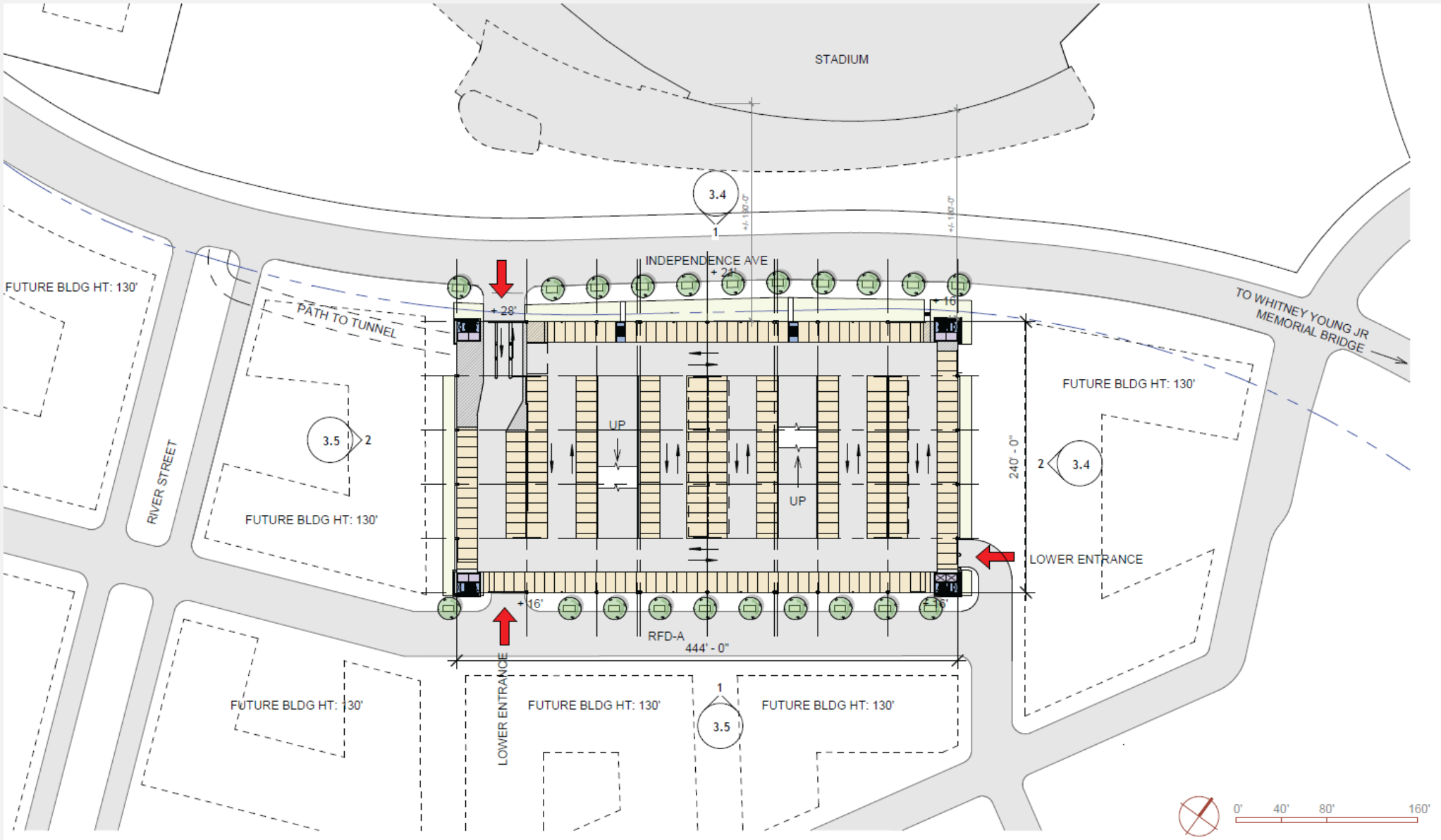


Option 1

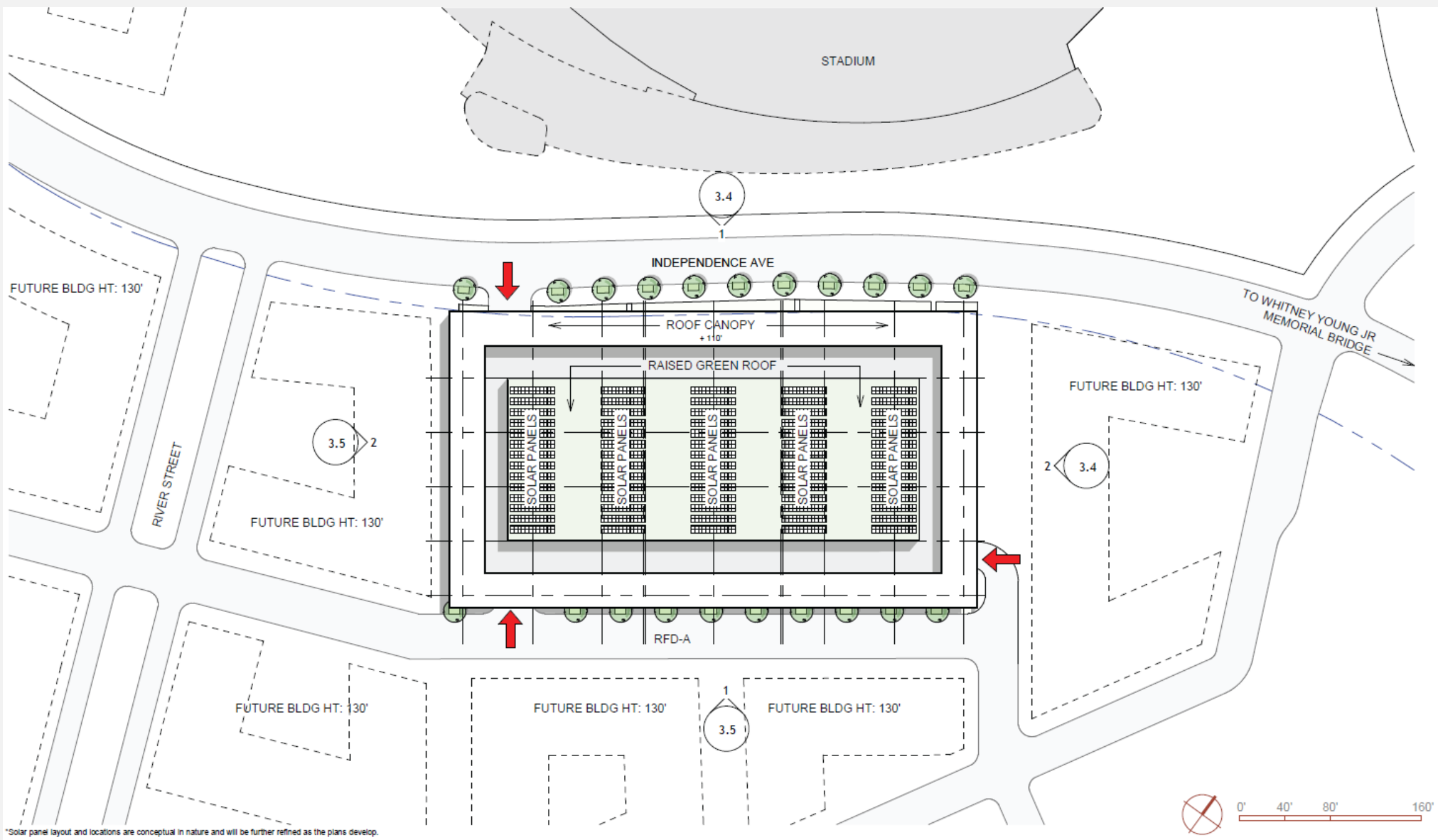


Option 2

[Opt. 1] Ground Floor Plan

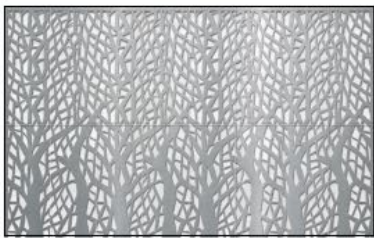


[Opt. 1] Roof Plan



*Solar panel layout and locations are conceptual in nature and will be further refined as the plans develop.

[Opt. 1] Façade Imagery



Wild Rice

One of the amazing plant species in the Anacostia watershed is Wild Rice. Wild Rice (*Zizania aquatica*) is a type of grass that is native to North America. It is an annual plant that grows in a moist, aquatic habitat as the name suggests. The genus *Zizania* has 4 species, 3 of which are on this continent. Historically, Native Americans harvested the grain for hundreds of years. Although still abundant in the wild, we cultivate it in America for cereal and other sources of carbohydrates. Wild rice plants are about 3.3 to 10 ft tall and are topped with a large open flower cluster. While the cultivated North American species are both annual plants, the other two species are perennials. The ripened grains, dark brown to purplish black, are slender rods 0.4 to 0.8 in long. The U.S. species of wild rice plants can be found in Canada, parts of the Great Lakes, Texas, Florida, and the Gulf and Atlantic coasts. Wild rice grows in streams, river, or lakes. They prefer shallow water with a slow current and muddy substrate. Rice reproduces sexually, producing bisexual flowers that develop into fruits after pollination and fertilization. During reproduction, the stigma catches pollen from the stamens and conducts it down to the ovary, when it contacts with the ovule and fertilization occurs. Rice is self-fertile as fertilization occurs by the pollen of the same flower. The grain is the seed of the rice plant, a fertilized and ripened ovule containing a live embryo capable of germinating to produce a new plant. The grain of this grass is a food source for humans and animals alike. Birds are the main beneficiaries of the nutrient-rich grains in the wild. The grain is also eaten by dabbling ducks and other aquatic wildlife.

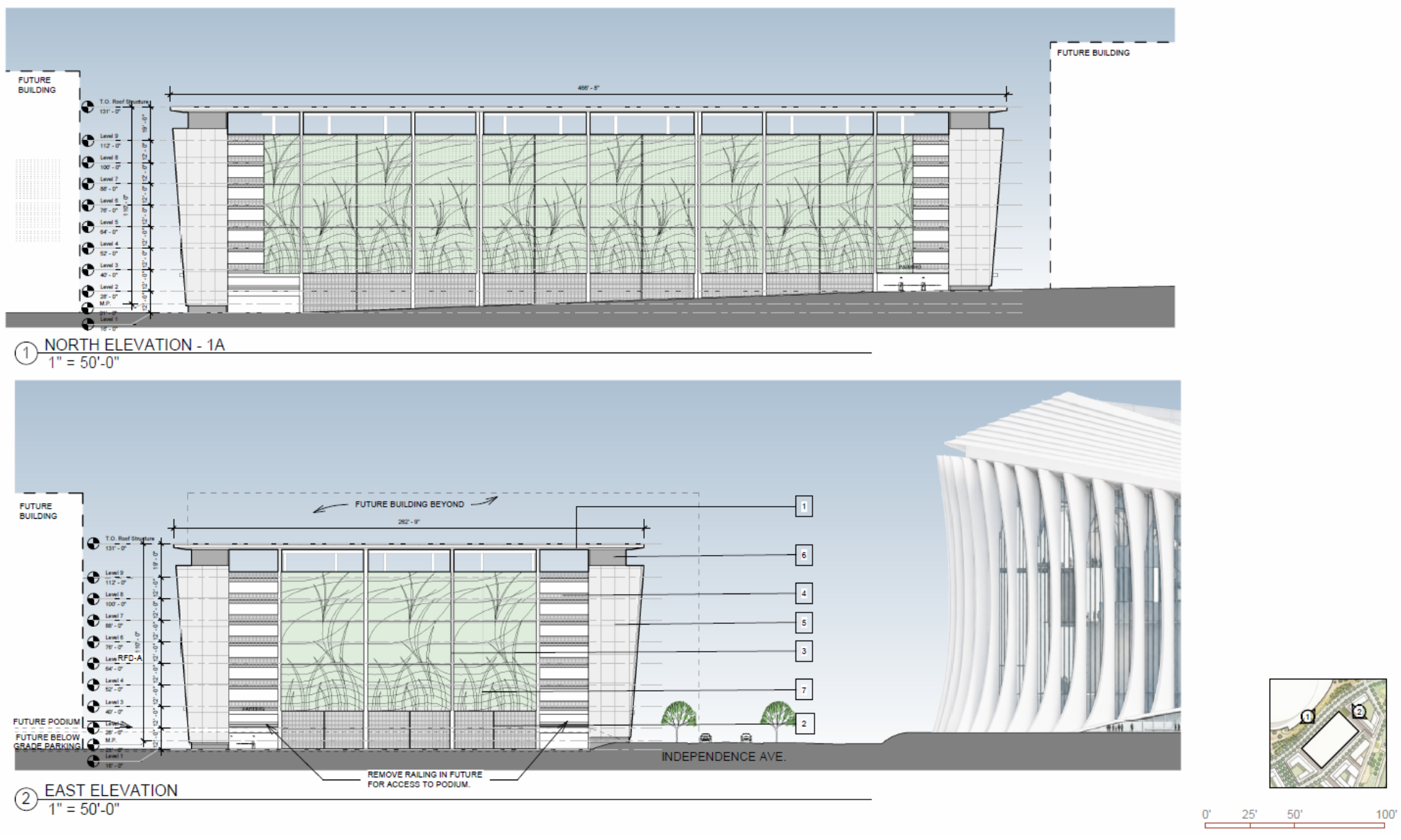
<https://www.nps.gov/leaq/learn/nature/freshwaterplants.htm>



Wild Rice



[Opt. 1] Elevations



[Opt. 1] Rendered View Looking East on Independence Ave.



LOOKING EAST ON INDEPENDENCE



[Opt. 1] Rendered View from Bridge



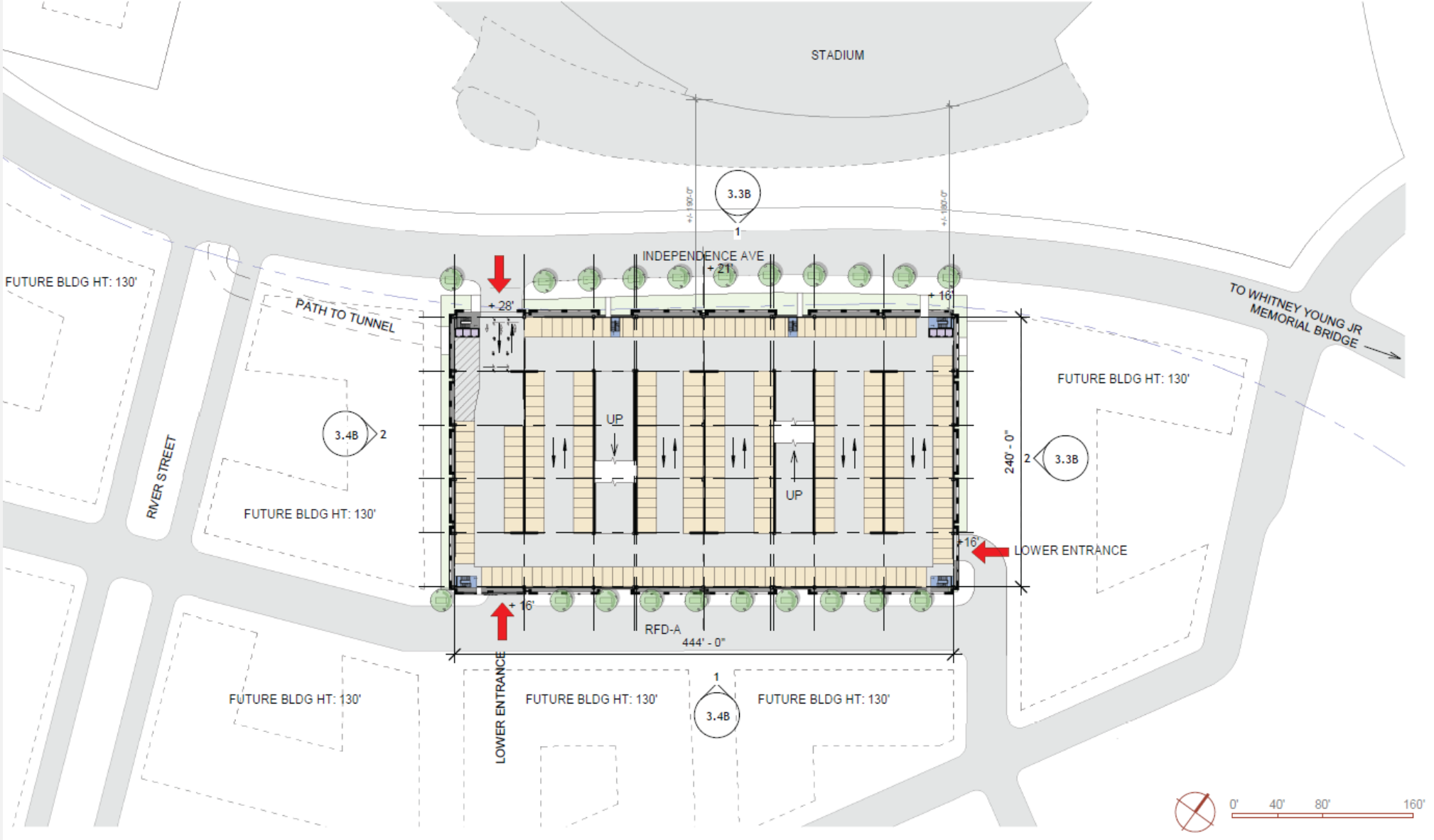
BRIDGE VIEW - EAST OF KINGMAN ISLAND



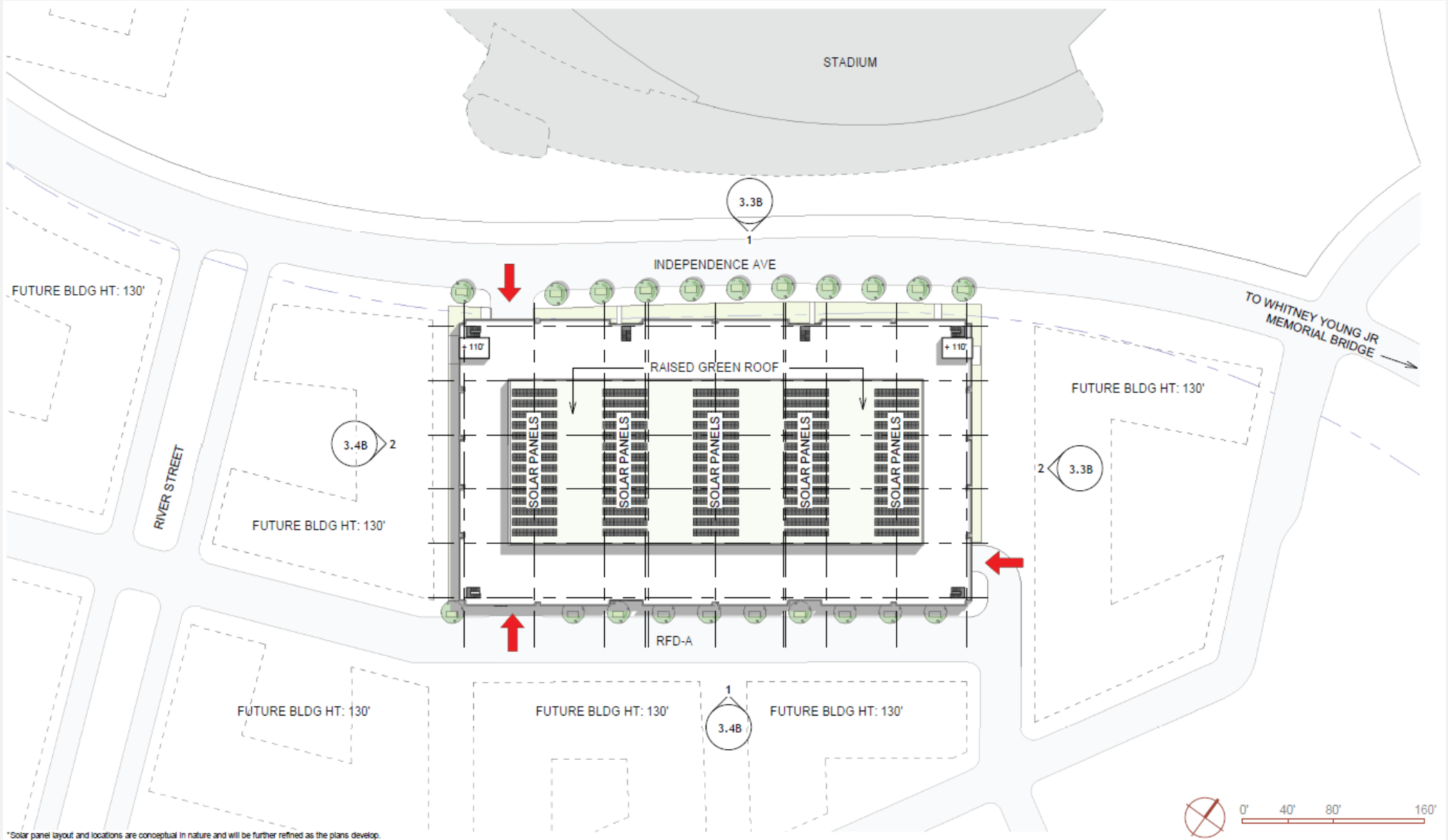
[Opt. 1] Rendered Aerial Views Day One and Buildout



[Opt. 2] Ground Floor Plan

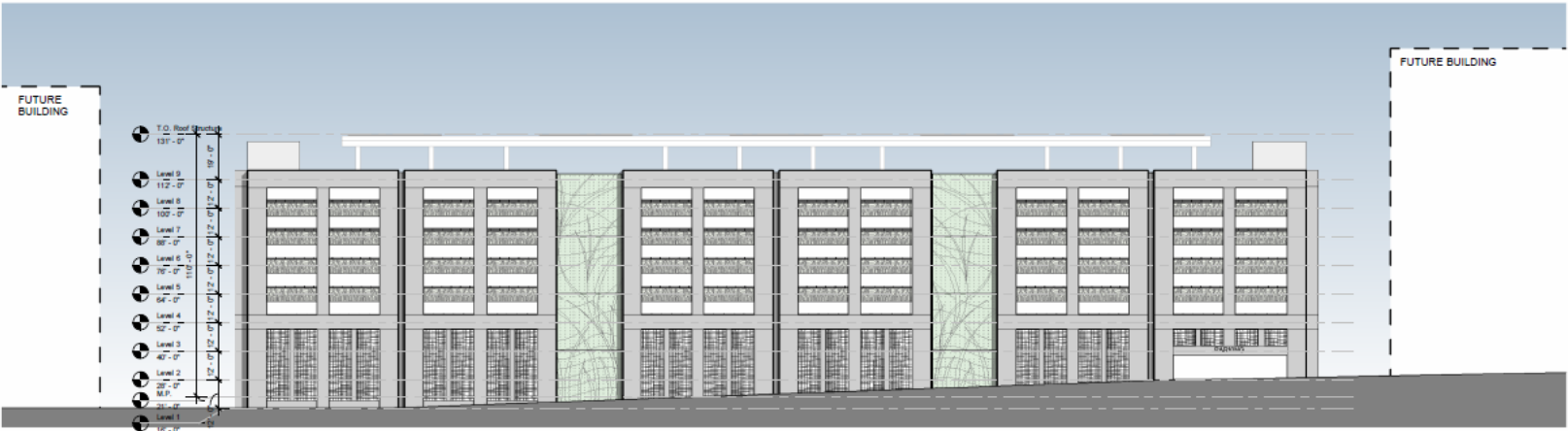


[Opt. 2] Roof Plan



*Solar panel layout and locations are conceptual in nature and will be further refined as the plans develop.

[Opt. 2] Elevations

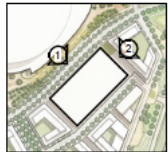


① NORTH ELEVATION - OPT 2
1" = 50'-0"



② EAST ELEVATION - OPT 2
1" = 50'-0"

REMOVE GRILL AND PANELS IN FUTURE FOR ACCESS TO PODIUM



0' 25' 50' 100'

[Opt. 2] Rendered View Looking East on Independence Ave.



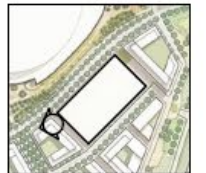
LOOKING EAST ON INDEPENDENCE



[Opt. 2] Rendered View of Path to Pedestrian Tunnel



VIEW WALKING TO INDEPENDENCE TUNNEL



[Opt. 2] Rendered View from Bridge



BRIDGE VIEW - EAST OF KINGMAN ISLAND



[Opt.2] Rendered Aerial Views Day One and Buildout

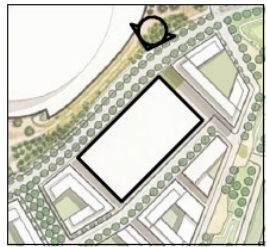


Garage G1 Options

Option 1

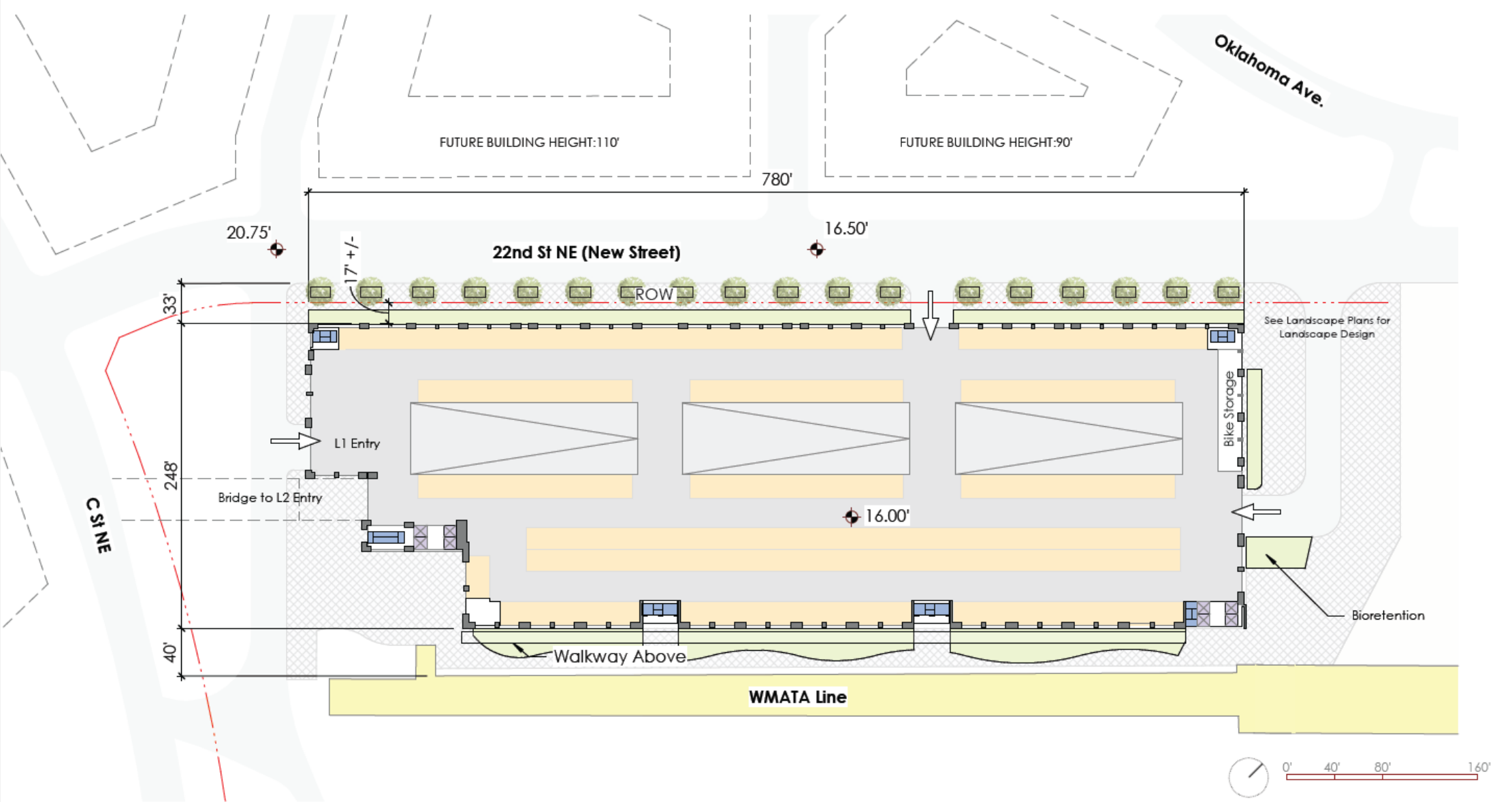


Option 2

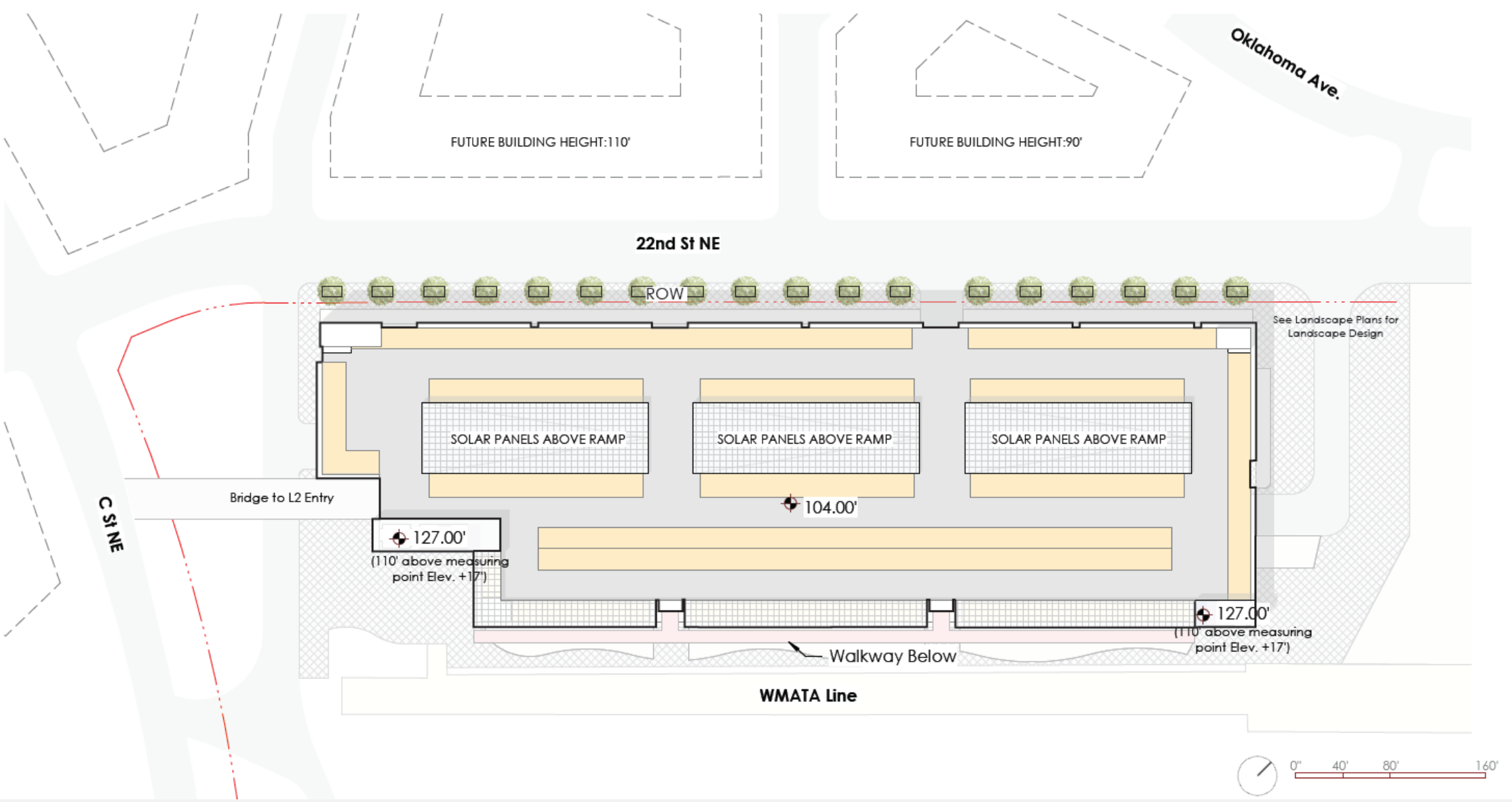


Garage G2 Concept Design

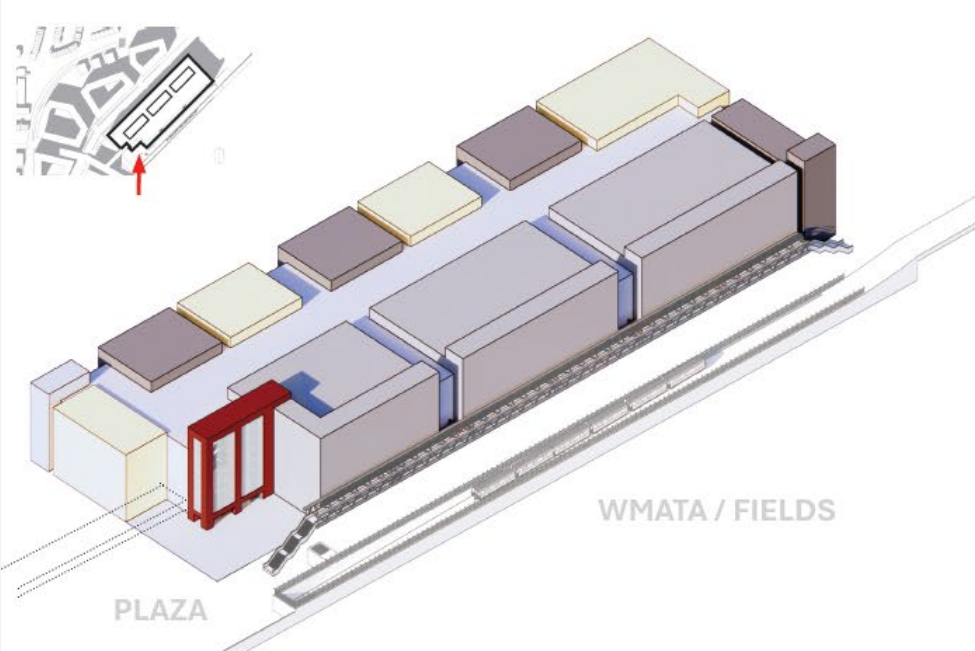
Ground Floor Plan



Roof Plan

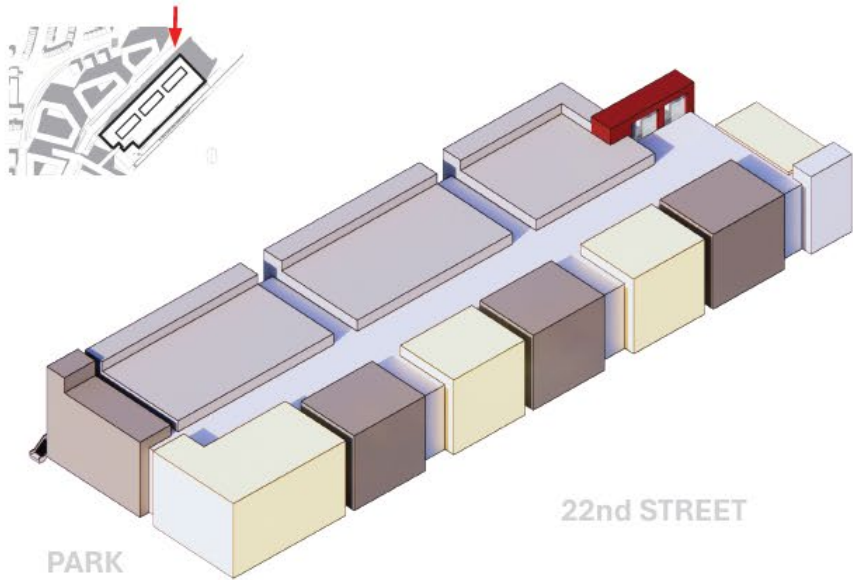
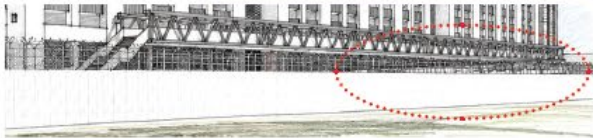


Massing Diagrams



PARKSIDE / SOUTHEAST

- Approach from Stadium
- Industrial and Federal Character
- WMATA switches from above-grade to below-grade in front of building

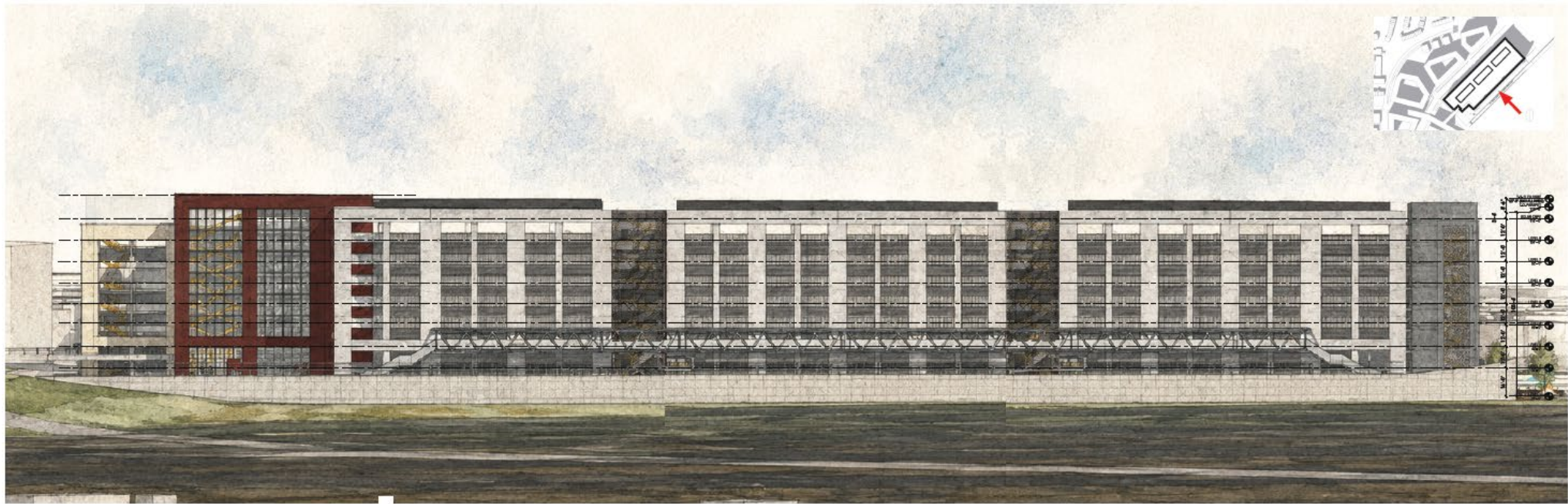


22nd STREET / NORTHWEST

- Approach from Kingman Park
- Residential and Retail Character
- Future development creates transition from existing neighborhood



Southeast Elevation (Stadium Side)



Northwest Elevation (22nd Street Side)



Southwest and Northeast Elevations



Southwest / C St Side



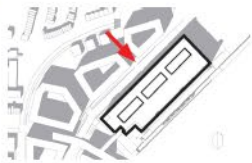
Northeast / Park Side



Rendered View from Fields Day One



Rendered View from Kingman Park Day One



Rendered View from Bridge Day One



Rendered Aerial Views Day One and Buildout



Rendered View of Stair Tower from Stadium Side



Rendered View 22nd & C Street Day One



Note: Roadways illustrated are preliminary and subject to change, including lane configurations, parking, intersection spacing, details, etc.



Rendered View from 22nd Street with Future Development



Note: Roadways illustrated are preliminary and subject to change, including lane configurations, parking, intersection spacing, details, etc.



Landscape

Tree Preservation and Replacement Plan

G1 Garage Site



G2 Garage Site

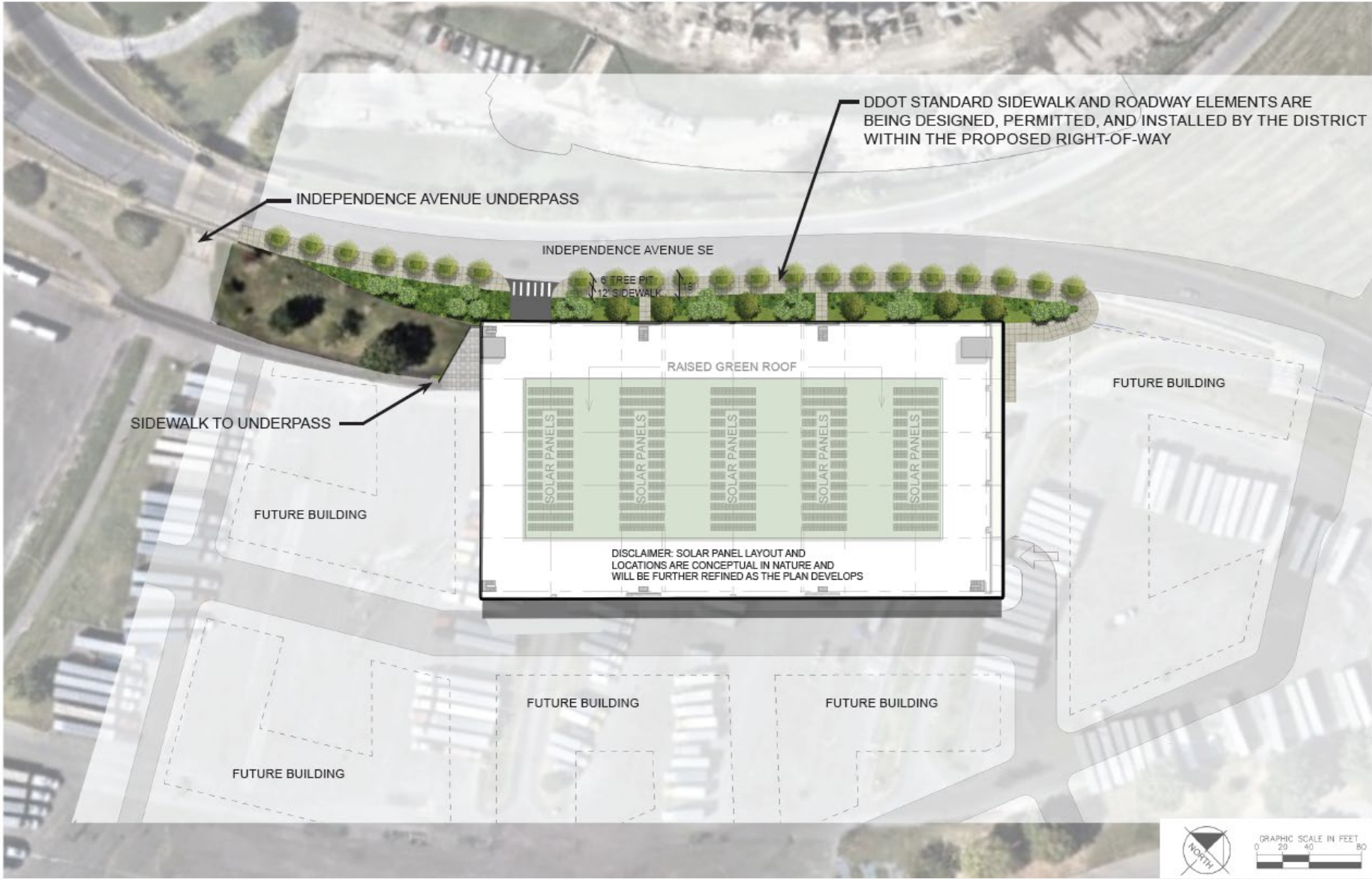


LEGEND

PRESERVATION 

REPLACEMENT 

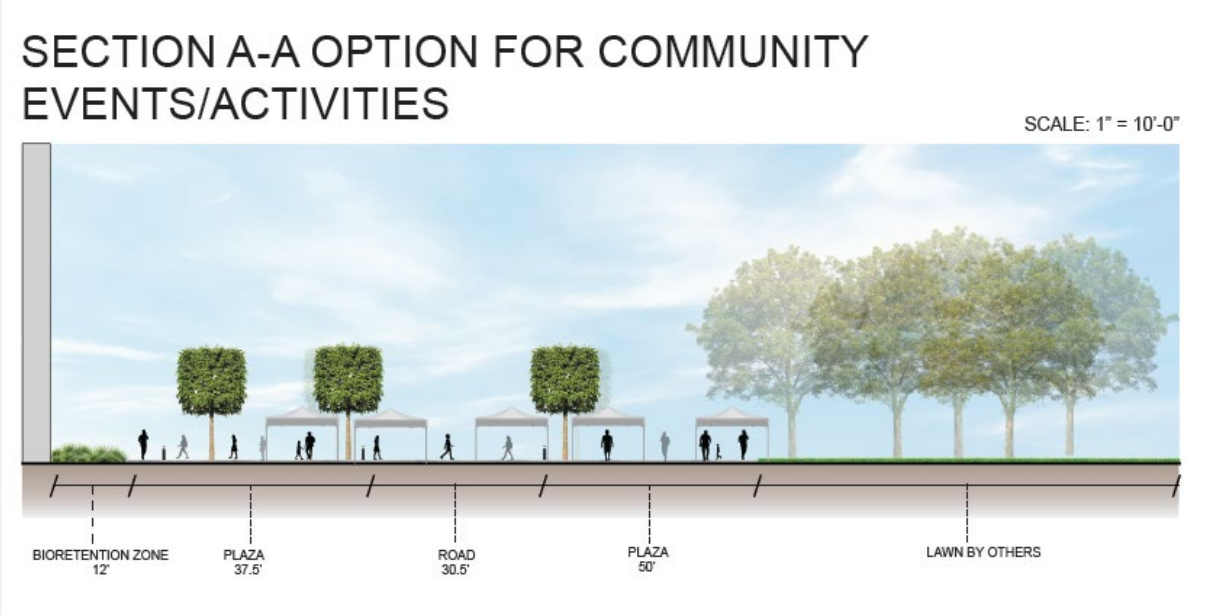
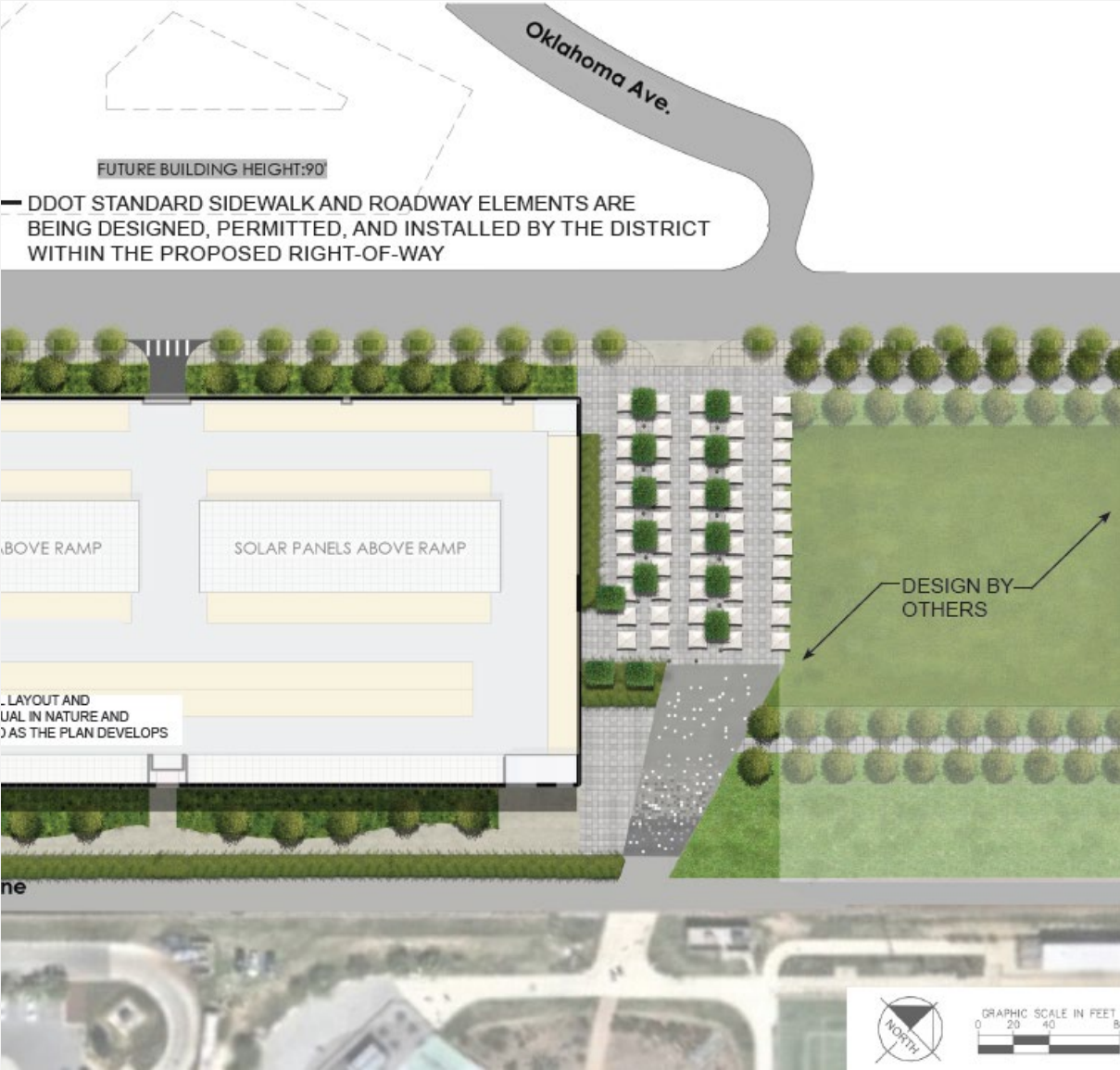
G1 Garage Landscape Design



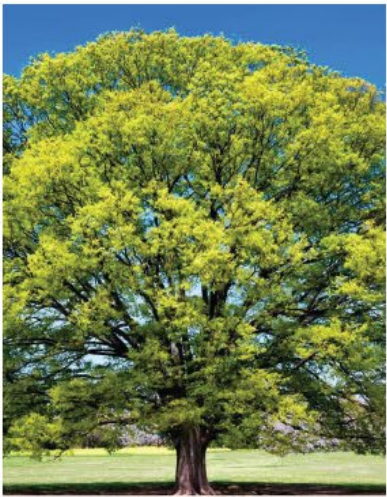
G2 Garage Landscape Design



G2 Garage Plaza Option for Community Events/Activities



Planting Palette



Fagus grandifolia
American Beech



Nyssa sylvatica
Black Gum



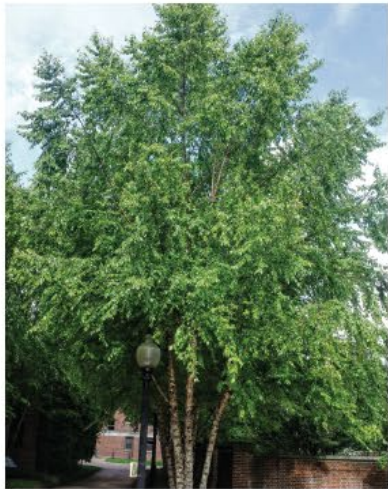
Taxodium distichum
Bald Cypress



Acer rubrum
Red Maple



Liquidambar styraciflua
Sweet Gum



Betula nigra
River Birch



Liriodendron tulipifera
Tulip Tree



Quercus coccinea
Scarlet Oak

Planting Palette



Hydrangea arborescens 'Annabelle'
Annabelle Hydrangea



Viburnum dentatum 'Blue Muffin'
Blue Muffin Arrowwood Viburnum



Abelia x grandiflora 'Little Richard'
Little Richard Glossy Abelia



Juniperus horizontalis 'Plumosa'
Plumosa Creeping Juniper



Clethra alnifolia 'Hummingbird'
Hummingbird Summersweet



Viburnum obovatum 'Mrs. Schiller's Delight'
Mrs. Schiller's Delight Walter's Viburnum



Vaccinium corymbosum 'Ivanhoe'
Ivanhoe Highbush Blueberry



Ilex verticillata 'Red Sprite'
Red Sprite



Kalmia latifolia
Mountain Laurel



Ceanothus americanus
New Jersey Tea



Aronia arbutifolia 'Brilliantissima'
Brilliant Red Chokeberry



Lobelia cardinalis
Cardinal Flower



Rhus aromatica 'Gro-Low'
Gro-Low Fragrant Sumac



Carex pensylvanica
Pennsylvania Sedge



Chasmanthium latifolium
Northern Sea Oats



Ilex glabra 'Shamrock'
Shamrock Inkberry Holly



Morella cerifera 'Don's Dwarf'
Don's Dwarf Wax Myrtle



Cephalanthus occidentalis 'Sugar Shack'
Sugar Shack Buttonbush



Schizachyrium scoparium
Little Bluestem



Sporobolus heterolepis
Prairie Dropseed



Eragrostis spectabilis
Purple Love Grass



Panicum virgatum
Switchgrass



Deschampsia cespitosa
Tufted Hairgrass



Sorghastrum nutans
Indian Grass

U.S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

25 September 2026

Dear Mr. Hanlon:

In its meeting of 17 September, the Commission of Fine Arts reviewed a concept design submission for a new parking garage, G1, to be located southeast of the new stadium proposed for the site of the former Robert F. Kennedy stadium, along the Anacostia River at East Capitol Street. The Commission did not take an action, providing the following recommendations for the development of the design.

In their discussion, the Commission members provided comments on the two alternatives presented for the facades and requested further development of both alternatives. They found that Option 2, articulated as a series of pavilions to break down its large scale, appears more aligned with the goals of the proposed master plan and would more successfully integrate into the surrounding development. They expressed appreciation for the artistic motif of native wild rice proposed for decorative panels as part of the building's cladding, and they recommended that the scale of this motif be applied consistently across the facades. However, noting that it might not be possible to incorporate the finer details on exposed concrete as proposed for the precast barriers at the spandrels, they recommended exploring alternative materials such as metal or glass panels in lieu of concrete. Finally, they recommended that the proposed light fixtures illuminate the building without themselves becoming design features; sources should be fully hidden and should avoid producing hot spots, and the interior lighting of the parking decks should be as unobtrusive as possible from the exterior.

In their discussion of Option 1, the Commission members commented that its design is visually more similar to the proposed stadium and would be more appropriate for a greenfield site, and therefore it could present a stronger architectural presence on opening day before the surrounding development is completed. However, they recommended several changes to make it more compatible with future development: adding repetitive vertical elements to break down the large facades in a similar way to Option 2; reshaping the proposed tapered corners to make them more vertical and grounded; and considering the use of uplighting for the floating roof.

The Commission looks forward to reviewing further development of the facade alternatives for this project. Please coordinate the next submission with the staff which, as always, is available to assist you.

Sincerely,



Thomas E. Luebke, FAIA
Secretary

Brian Hanlon
RFK Project Executive
1350 Pennsylvania Avenue, NW, Suite 317
Washington, DC 20004

cc: Maurice Walters, Maurice Walters Architects
Matthew Bell, Perkins Eastman
Jen Nersessian, National Park Service
Diane Sullivan, National Capital Planning Commission

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25 September 2026

Dear Mr. Hanlon:

In its meeting of 17 September, the Commission of Fine Arts reviewed a concept design submission for a new parking garage, G2, to be located north of the stadium proposed for the site of the former Robert F. Kennedy stadium, along the Anacostia River at East Capitol Street. The Commission did not take an action, providing the following comments for the development of the design.

In their discussion, the Commission members expressed general support for the proposed design, located along the Metrorail viaduct and adjacent to existing and proposed recreational facilities. However, they found that the design for this garage has a heavier architectural treatment than the alternatives proposed for G1, and they recommended making its elements lighter and incorporating decorative spandrels in the G2 facades to make it more similar to G1. They also suggested adding fenestration or using a lighter gray color to relieve the heavy appearance of the stair towers on the north and south facades. In addition, they suggested adding an architectural feature to the top of the building in order to articulate the massing of the long facade. Finally, regarding the proposed exterior lighting, they observed that outlining the building with surface-mounted fixtures was not appropriate, and they instead recommended uplighting the vertical piers from the pedestrian bridge.

The Commission looks forward to further review of the concept design for this project. Please coordinate the next submission with the staff which, as always, is available to assist you.

Sincerely,



Thomas E. Luebke, FAIA
Secretary

Brian Hanlon
RFK Project Executive
1350 Pennsylvania Avenue, NW, Suite 317
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