

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

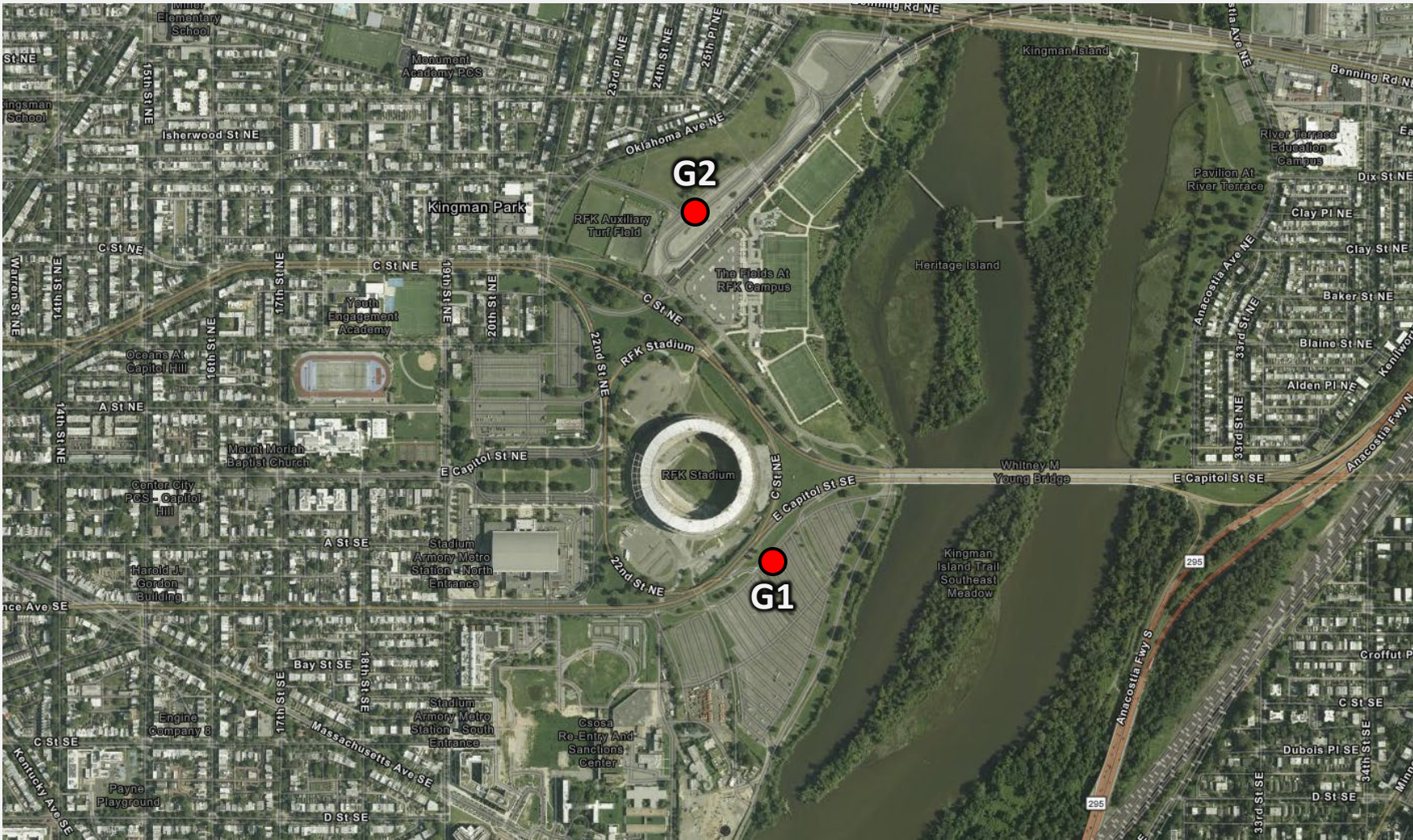
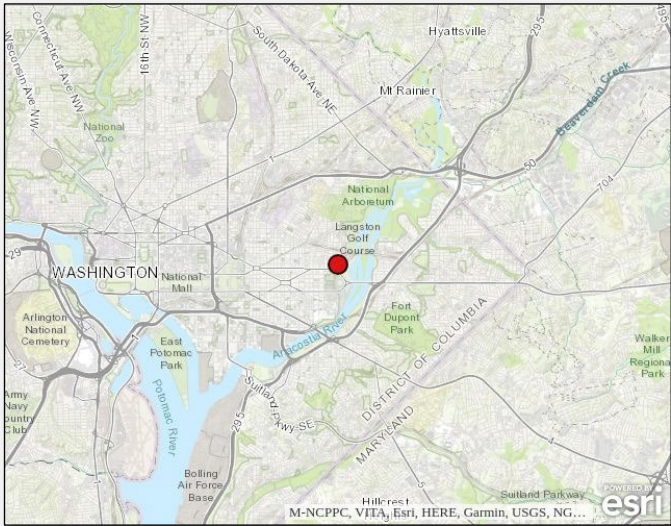
NCPC Review Officer: Laura Shipman

NCPC File Number: 8812

Project Summary:

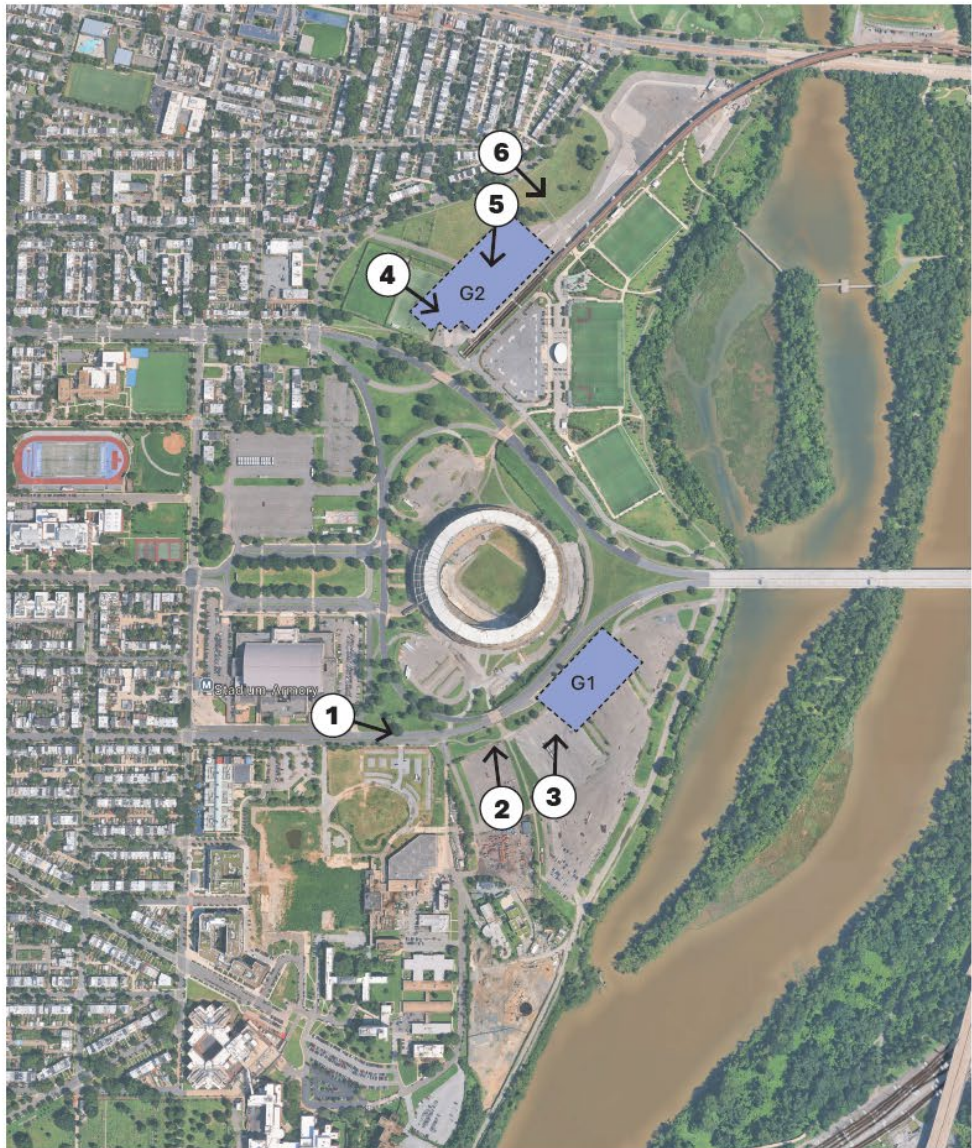
The District of Columbia's RFK Stadium Project Management Office in partnership with the Washington Commanders has submitted concept plans for two new structured parking garages at the RFK Stadium Campus. The planned new stadium will accommodate 65,000 people and will host year-round activity and entertainment. 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, the Garage G1 will be surrounded on three sides by mixed-use development in the Riverfront District, while its façade along Independence Avenue will remain exposed. 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.

Site Location



Location Map

Existing Conditions Photos



Illustrative Site Plan Stadium and Garages Day One



Master Plan Background



Draft Master Plan June 2026

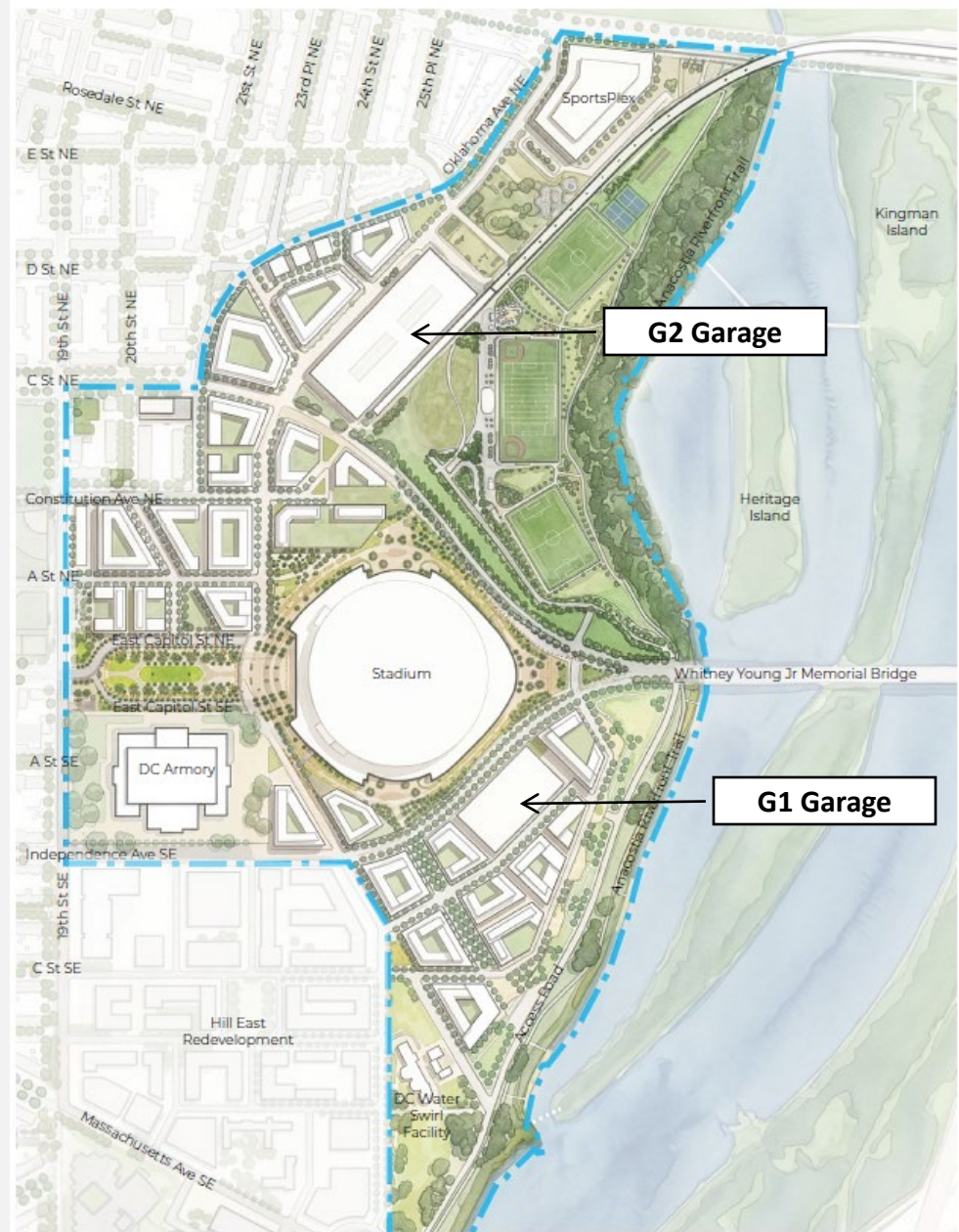
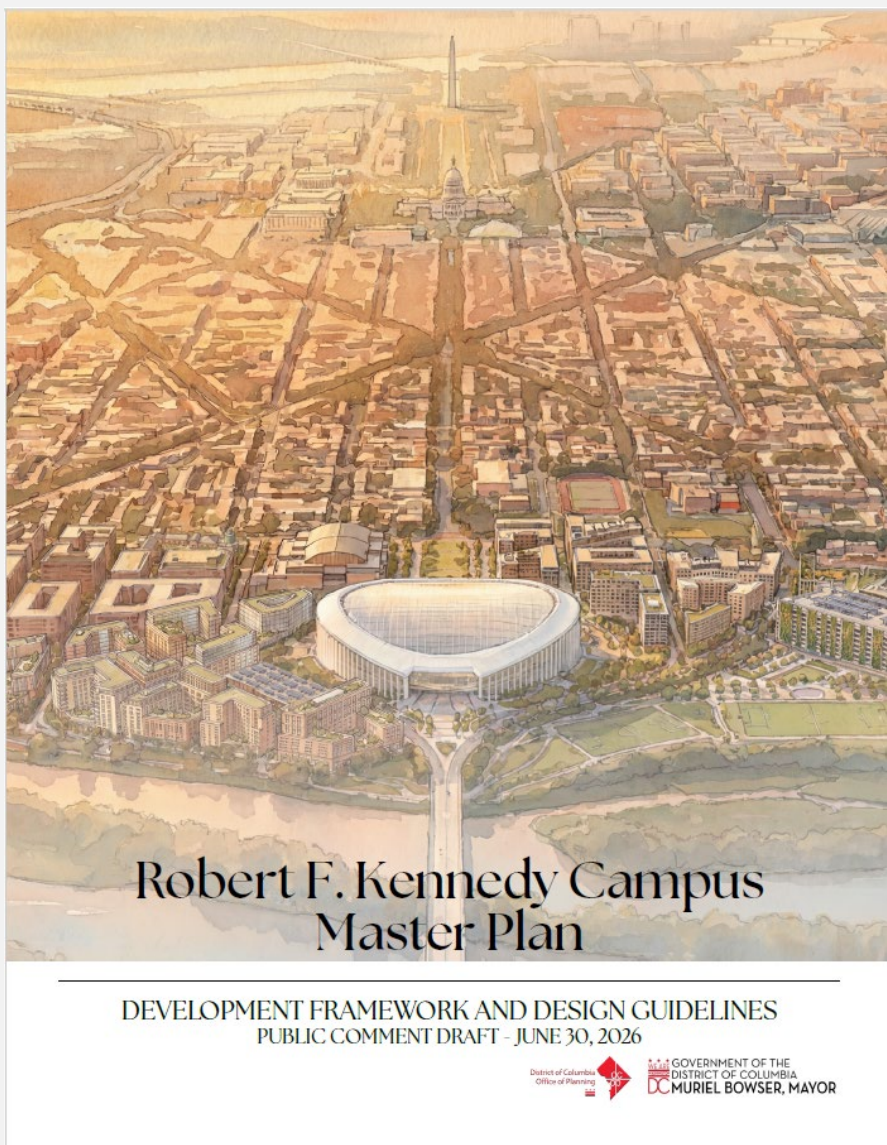
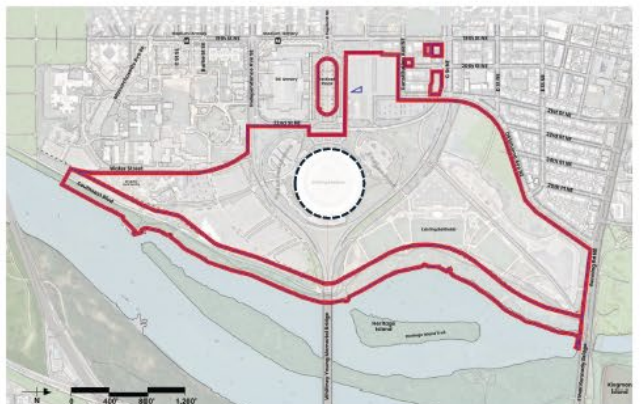


Figure 1.5: Illustrative plan of RFK Campus area

Key Site Givens

1.

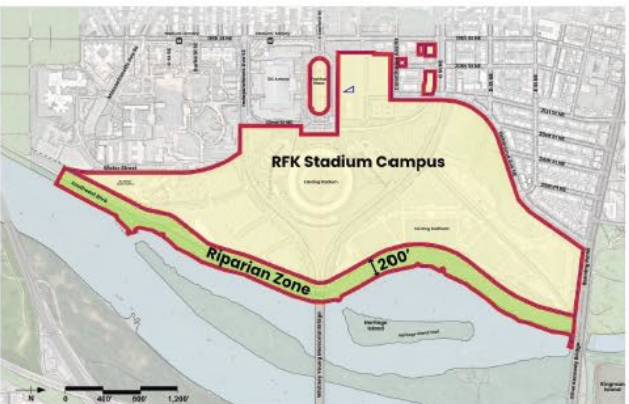
TOJ Boundary and Stadium Location



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.

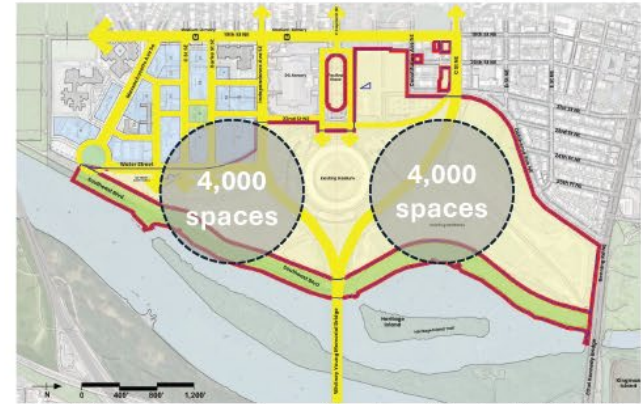
Future Hill East



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.

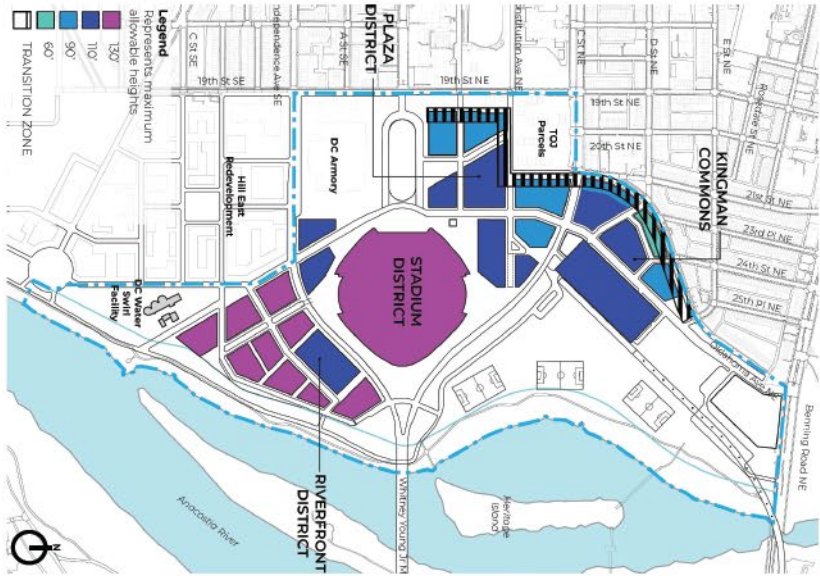


Garage Site Considerations



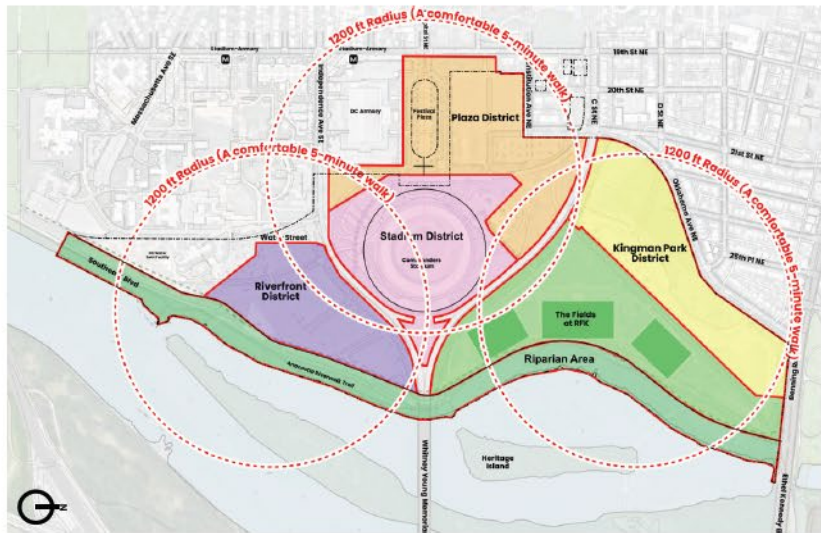
Parks and Open Space

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



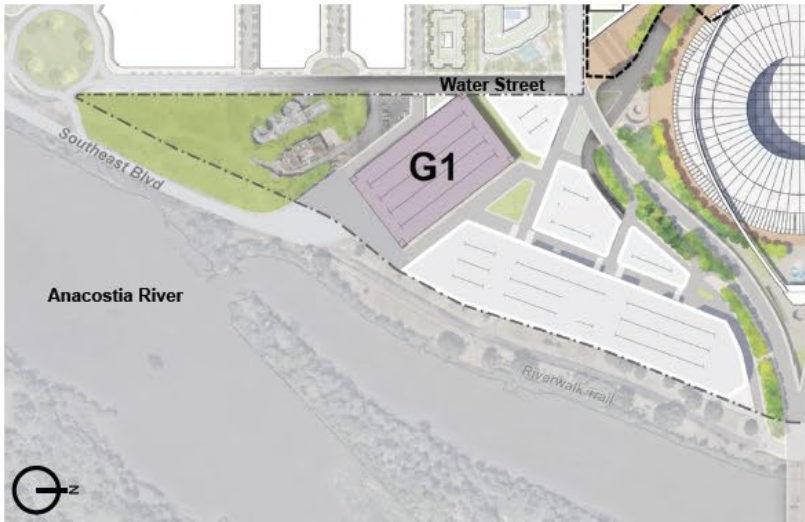
Approx. 1,000 surface parking Spaces, with no above-grade garage in Riverfront District.

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



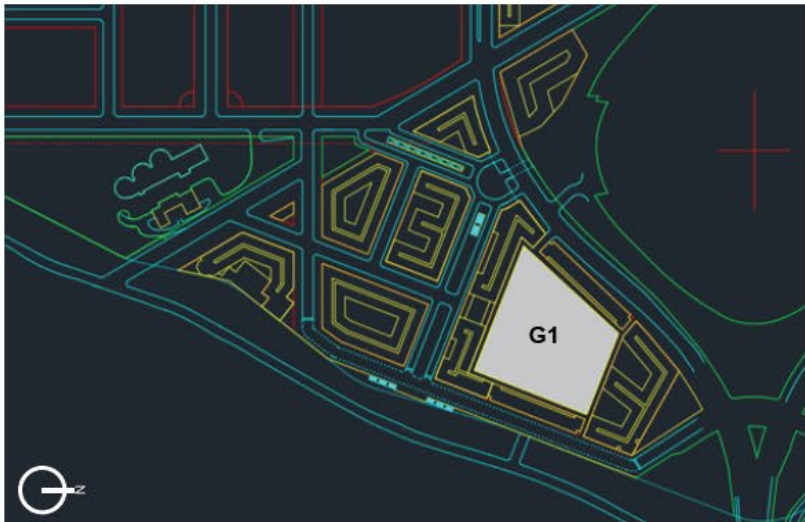
Two garages in Riverfront District with approx. 2,500 spaces.

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



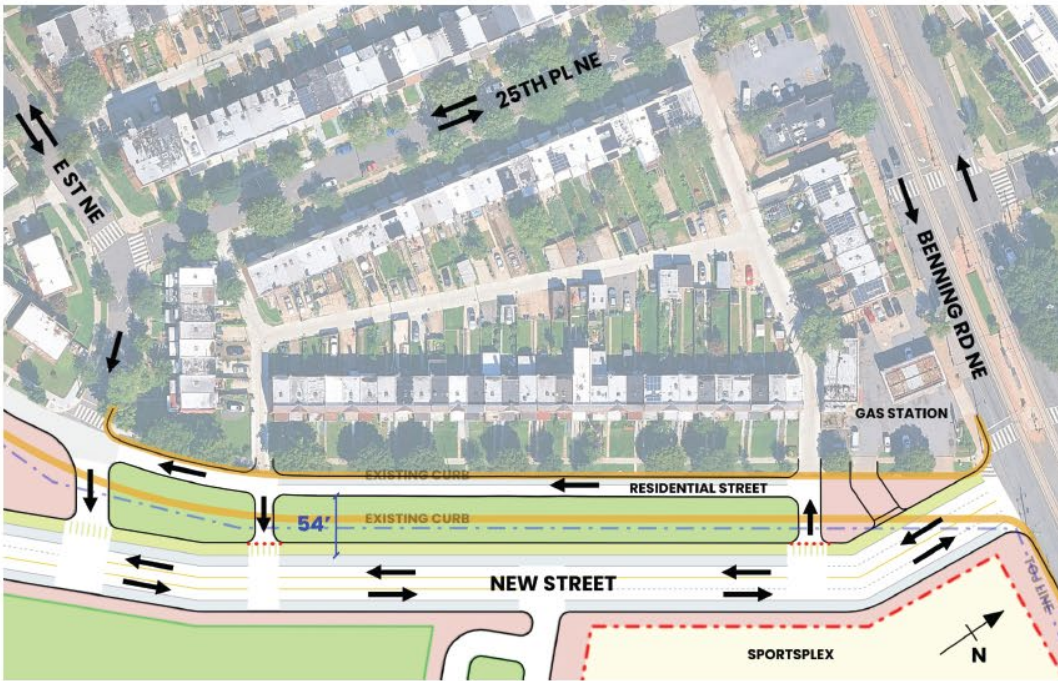
South Park, San Francisco



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.

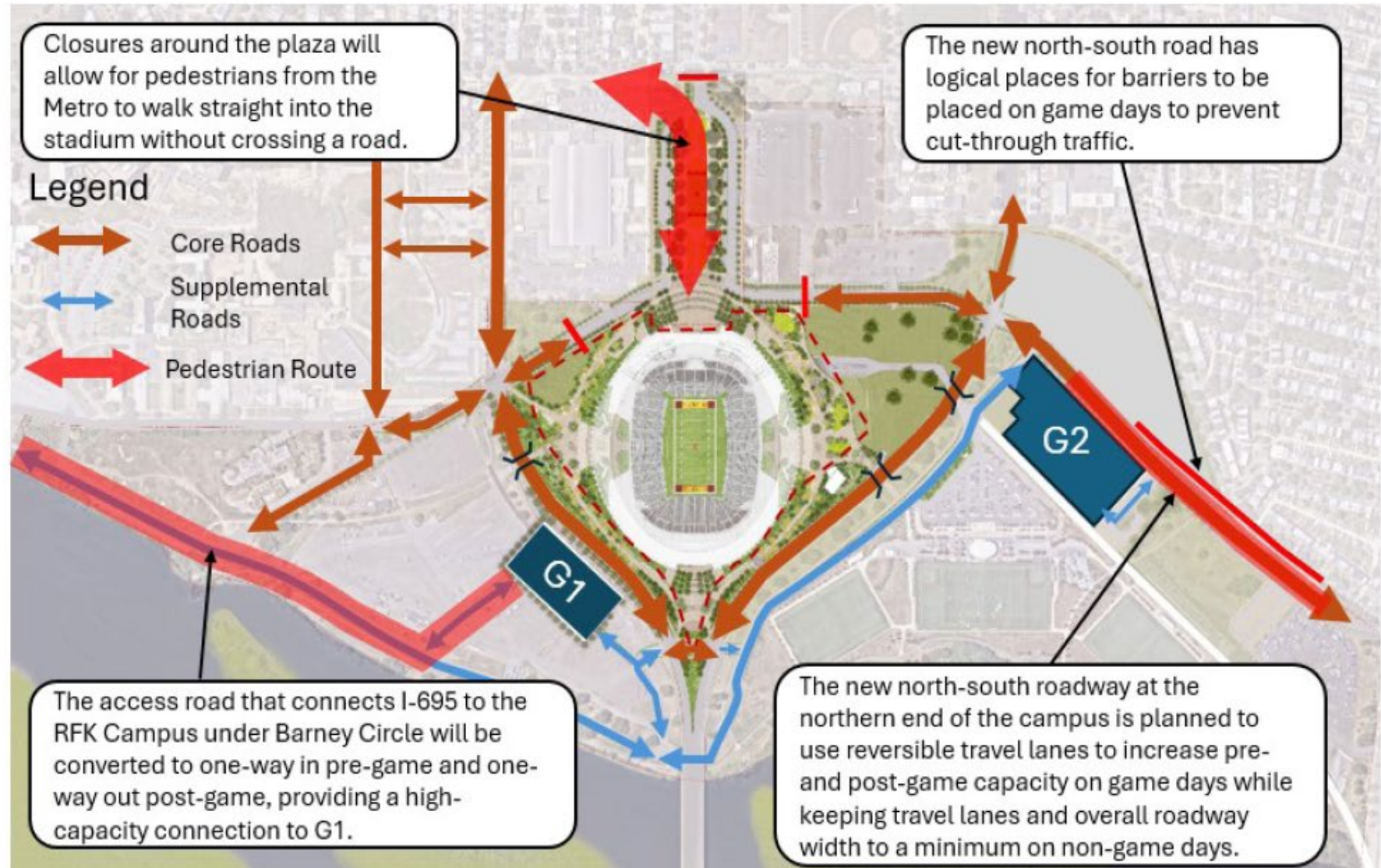
Pedestrian access to and from Garage G1 will be primarily through the existing underpass that previously connected the old RFK stadium to surface parking to the south. Pedestrian access to and from Garage G2 will be primarily through the existing underpass below C Street that previously connected the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



Game Day Special Operations

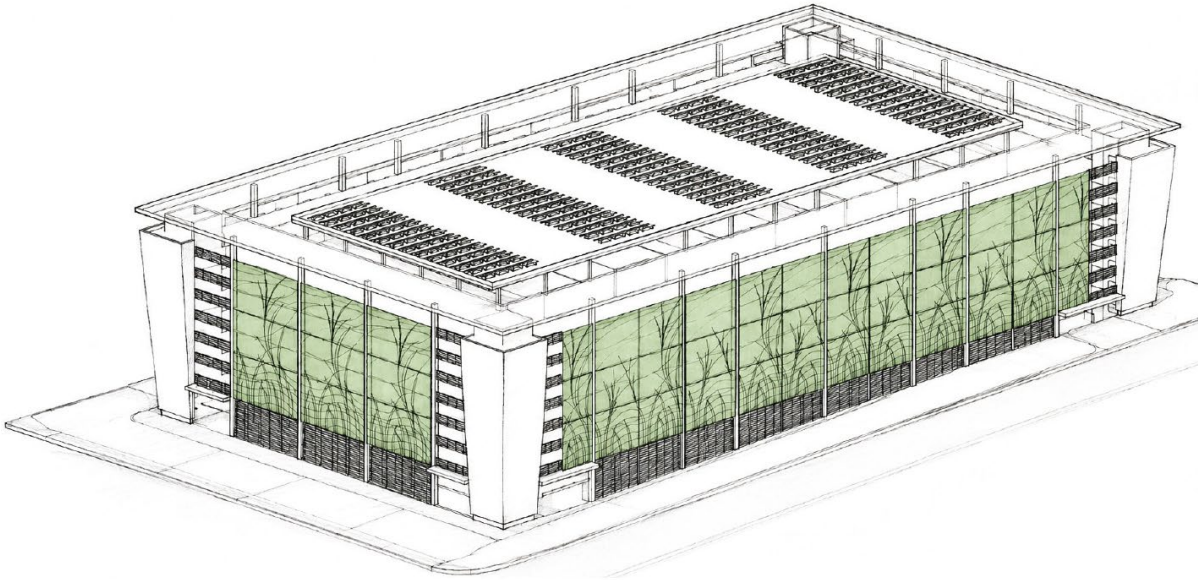
Special operations are planned to complement the overall traffic strategy. The major approach routes to Garages G1 and G2 are planned to have special operations on game days to encourage drivers to use high-capacity links to nearby highways. Road closures will also be employed to minimize pedestrian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

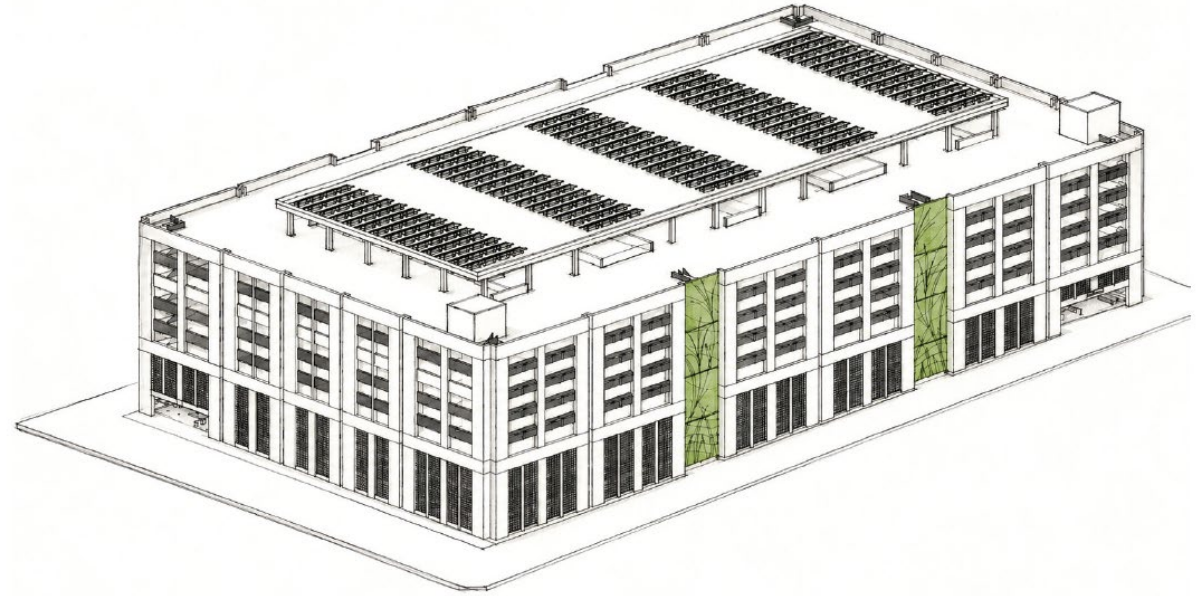


Garage G1 Concept Design

G1 Garage Options

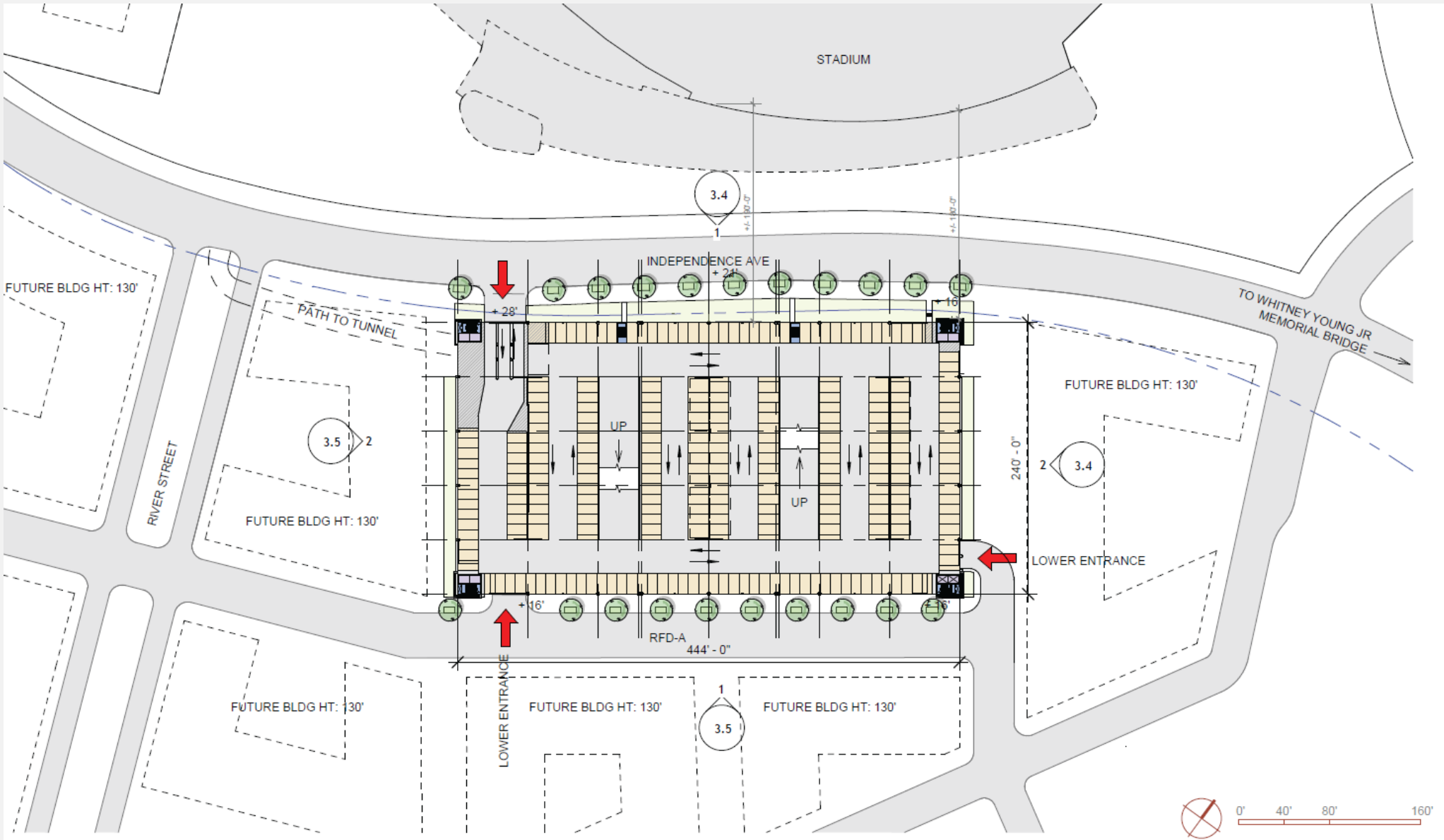


Option 1

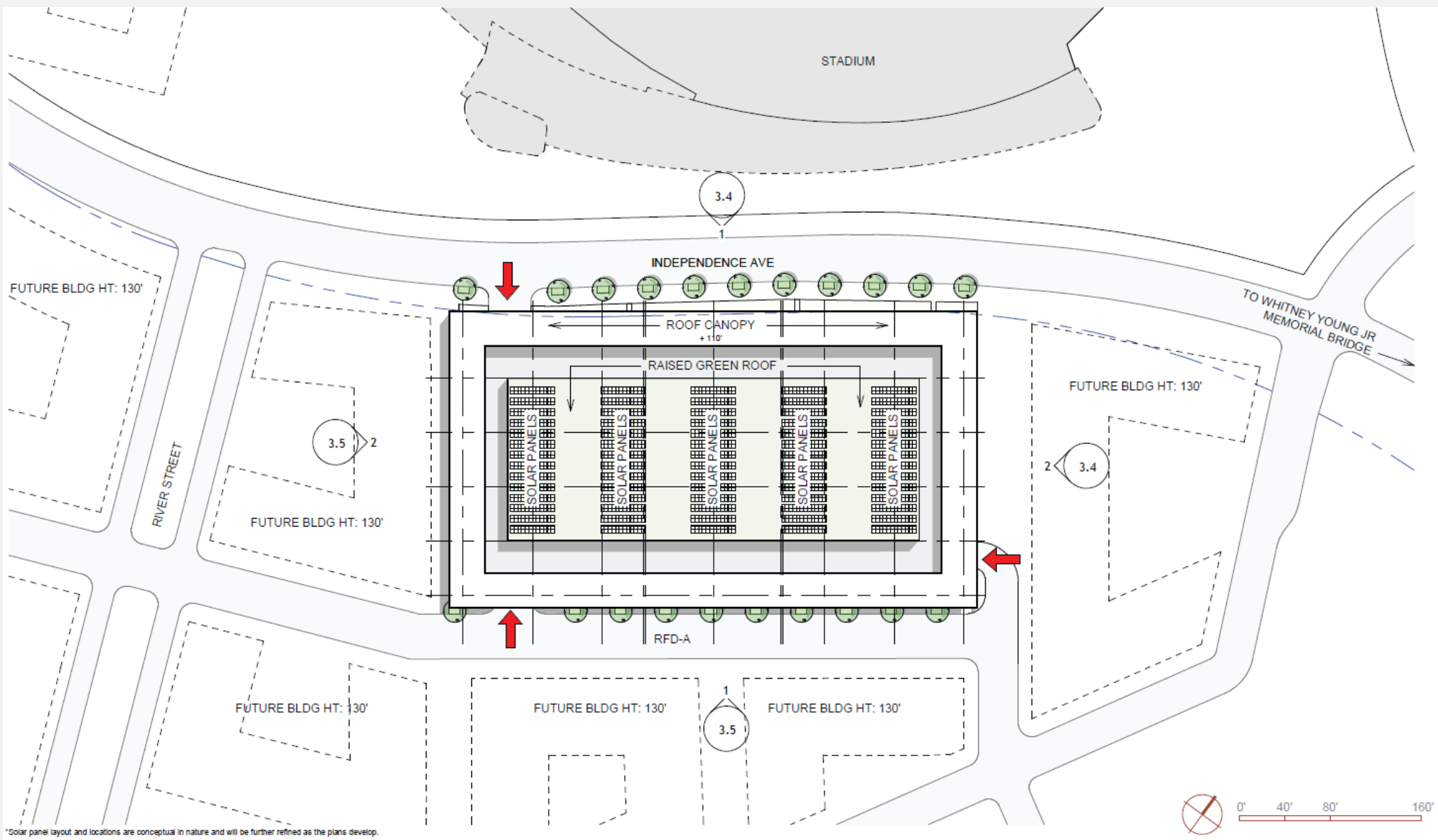


Option 2

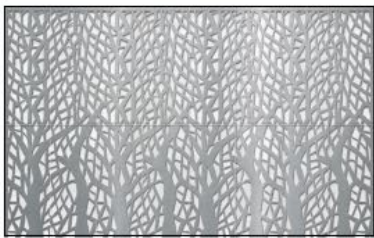
[Opt. 1] Ground Floor Plan



[Opt. 1] Roof Plan



[Opt. 1] Façade Imagery



Wild Rice

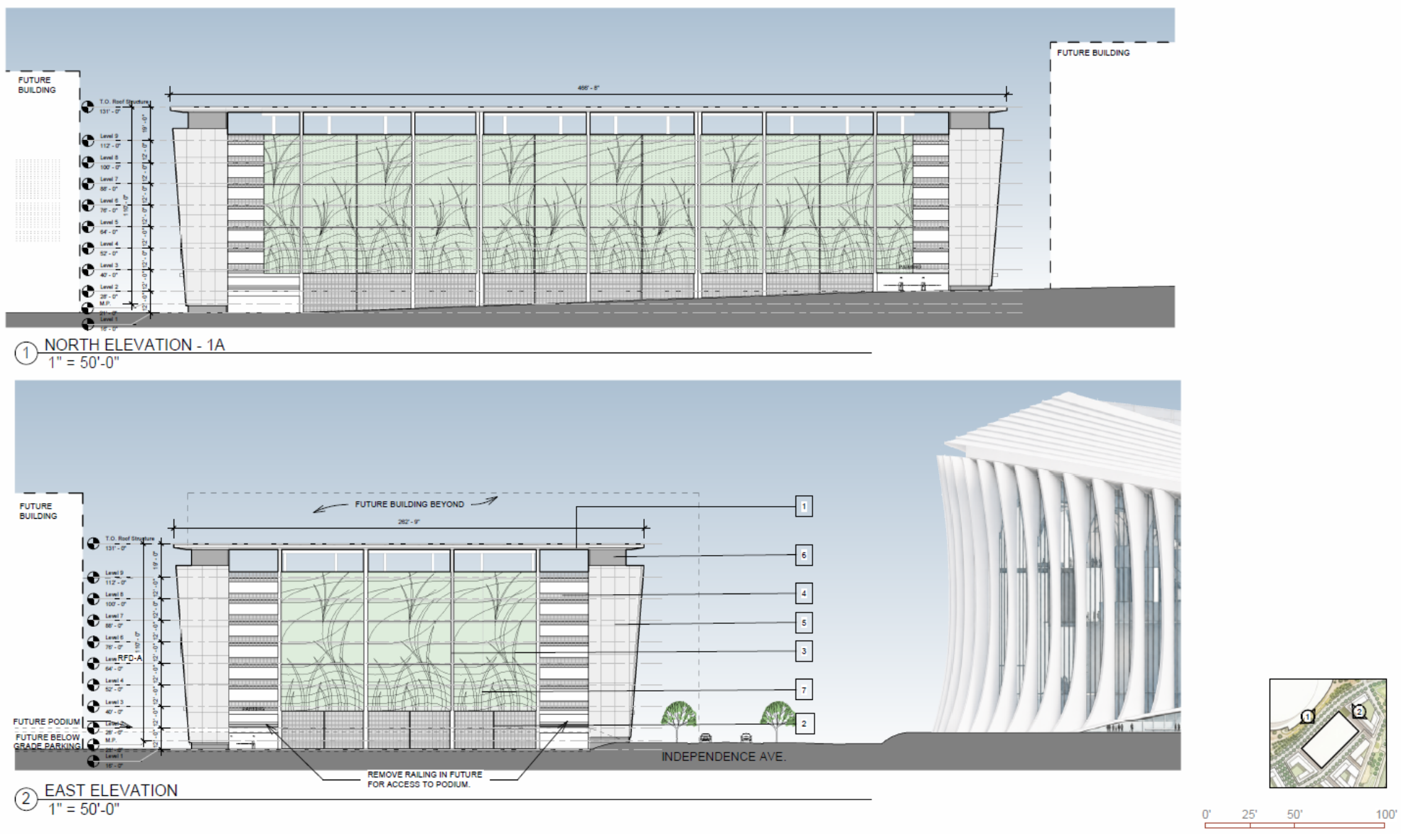
One of the amazing plant species in the Anacostia watershed is Wild Rice. Wild Rice (*Zizania aquatica*) is a type of grass that is native to North America. It is an annual plant that grows in a moist, aquatic habitat as the name suggests. The genus *Zizania* has 4 species, 3 of which are on this continent. 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.



Wild Rice



[Opt. 1] Elevations



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



LOOKING EAST ON INDEPENDENCE



[Opt. 1] Rendered View from Bridge



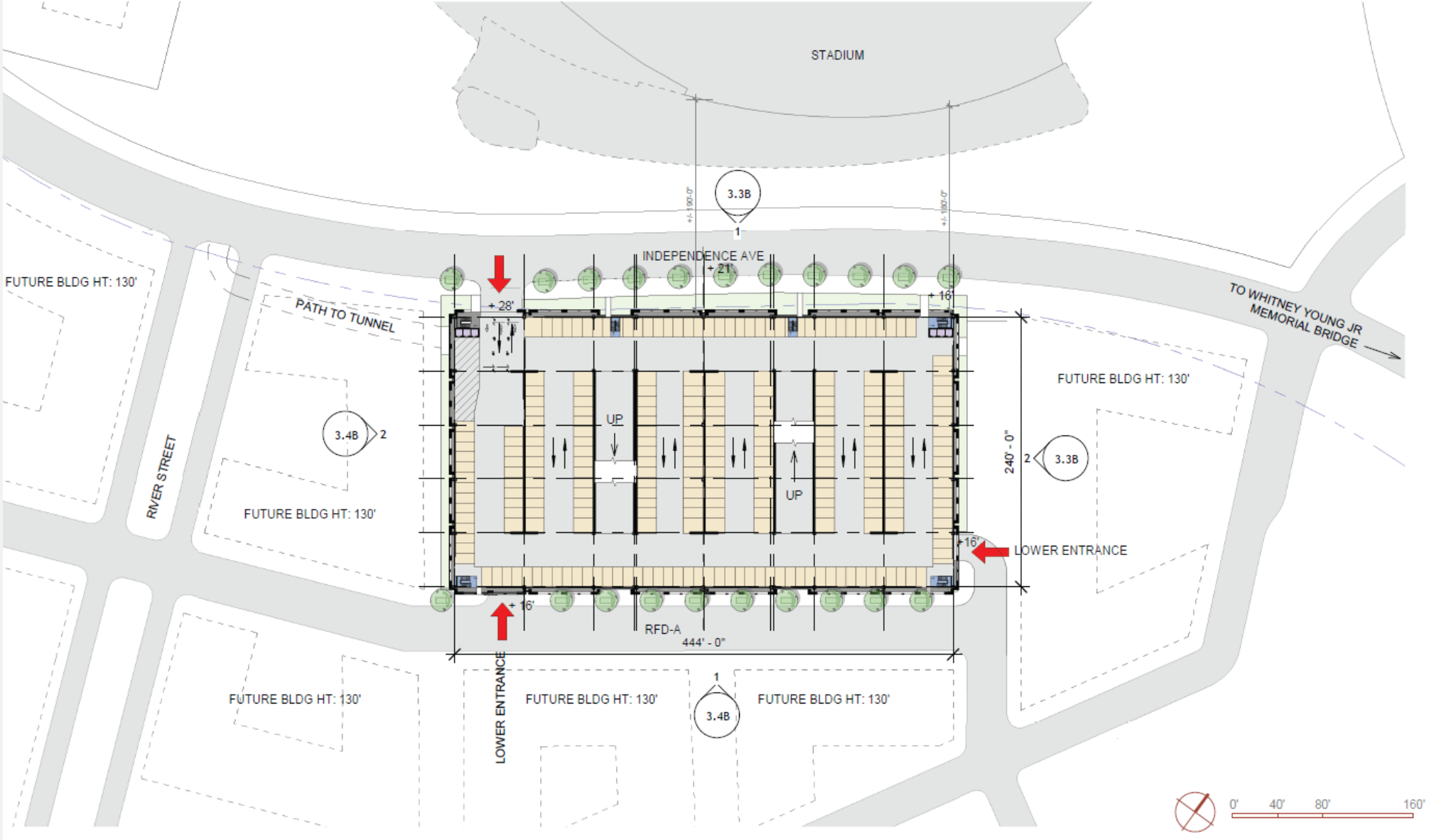
BRIDGE VIEW - EAST OF KINGMAN ISLAND



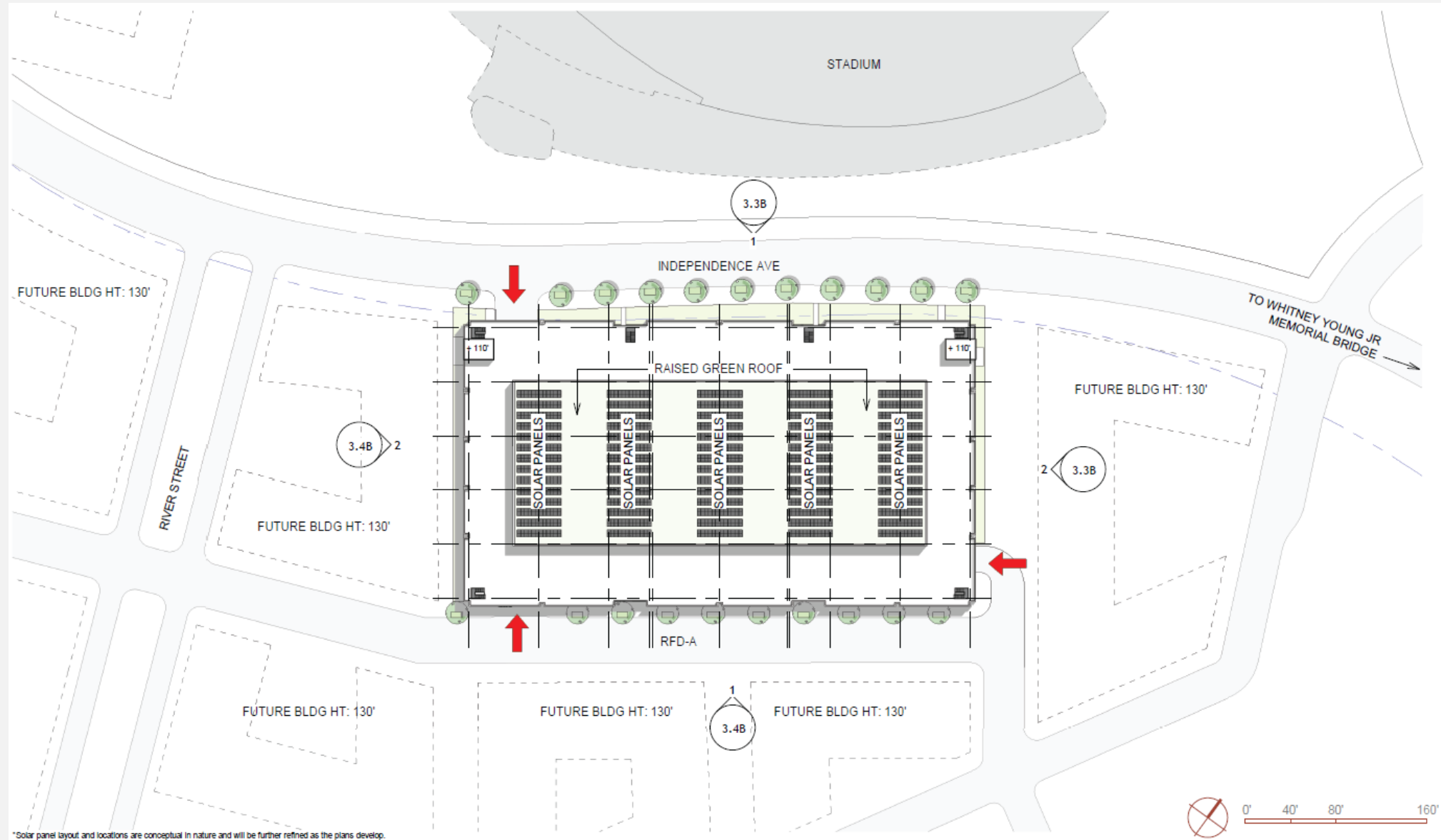
[Opt. 1] Rendered Aerial Views Day One and Buildout



[Opt. 2] Ground Floor Plan

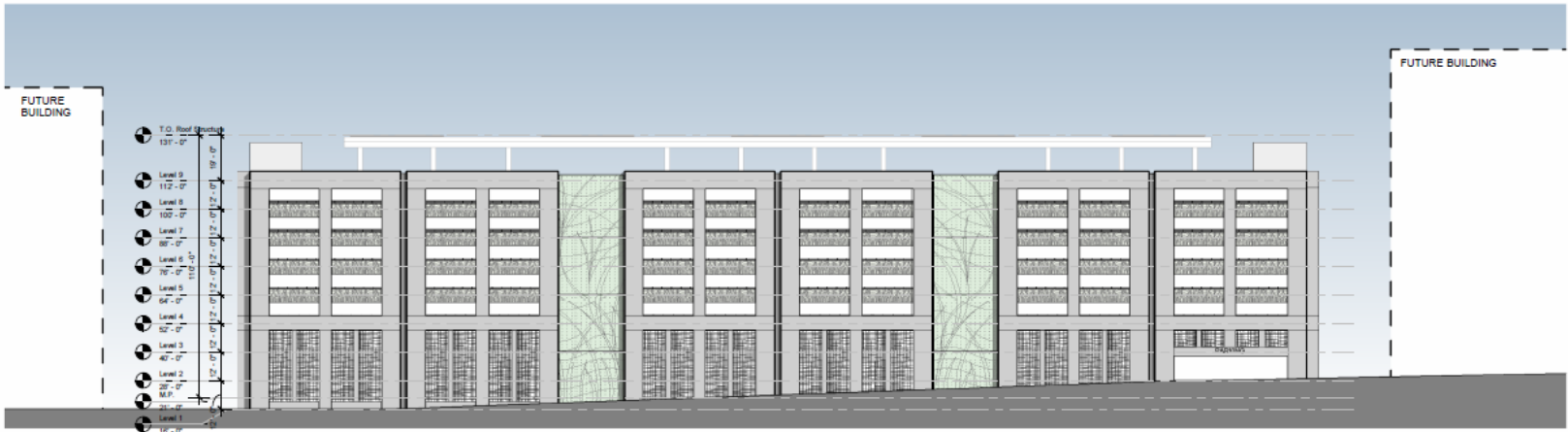


[Opt. 2] Roof Plan



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

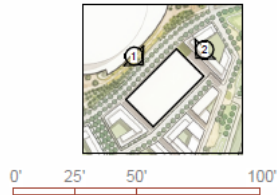
[Opt. 2] Elevations



① NORTH ELEVATION - OPT 2
1" = 50'-0"



② EAST ELEVATION - OPT 2
1" = 50'-0"



[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

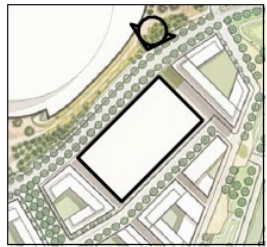


Garage G1 Options

Option 1

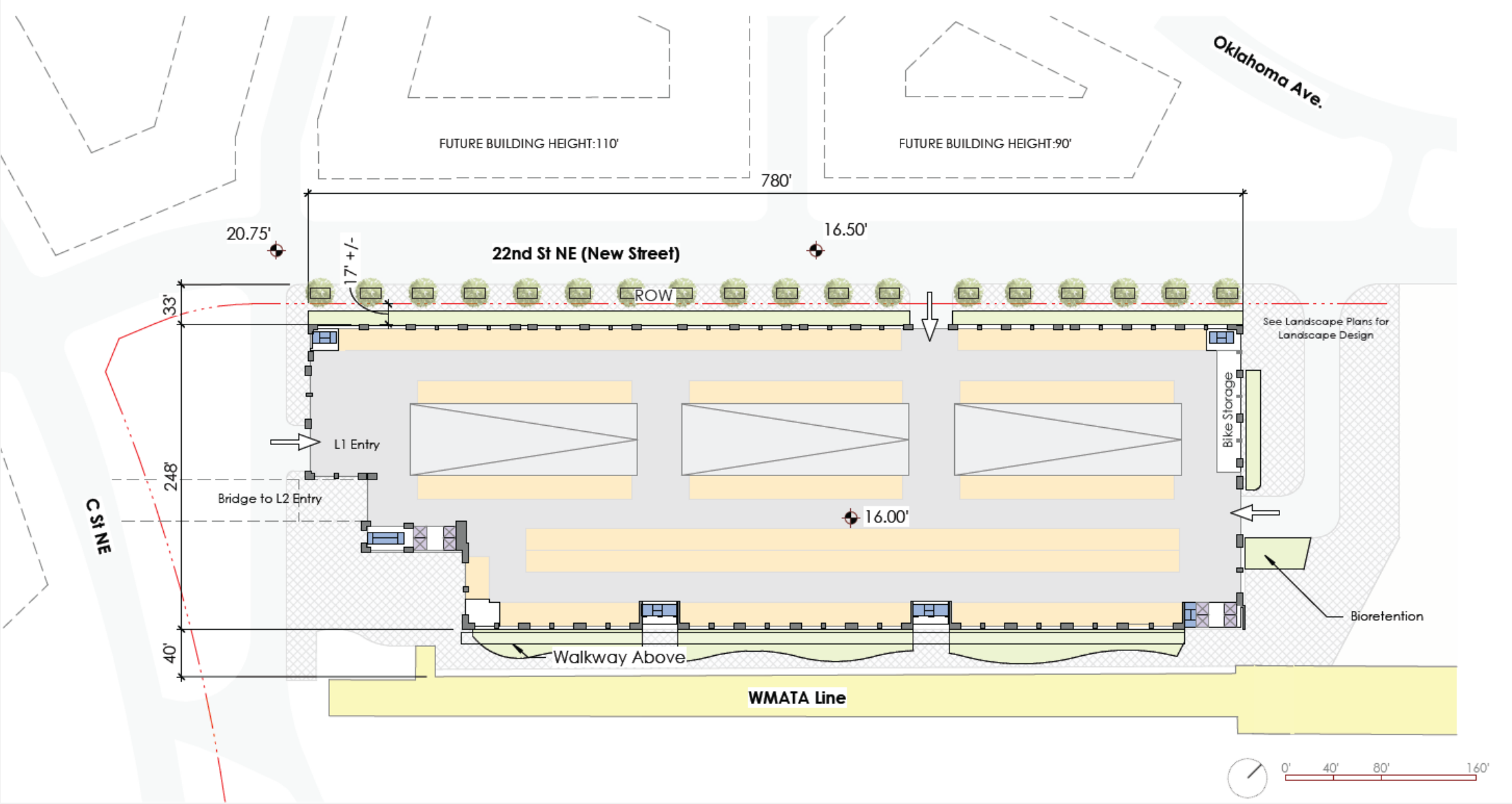


Option 2

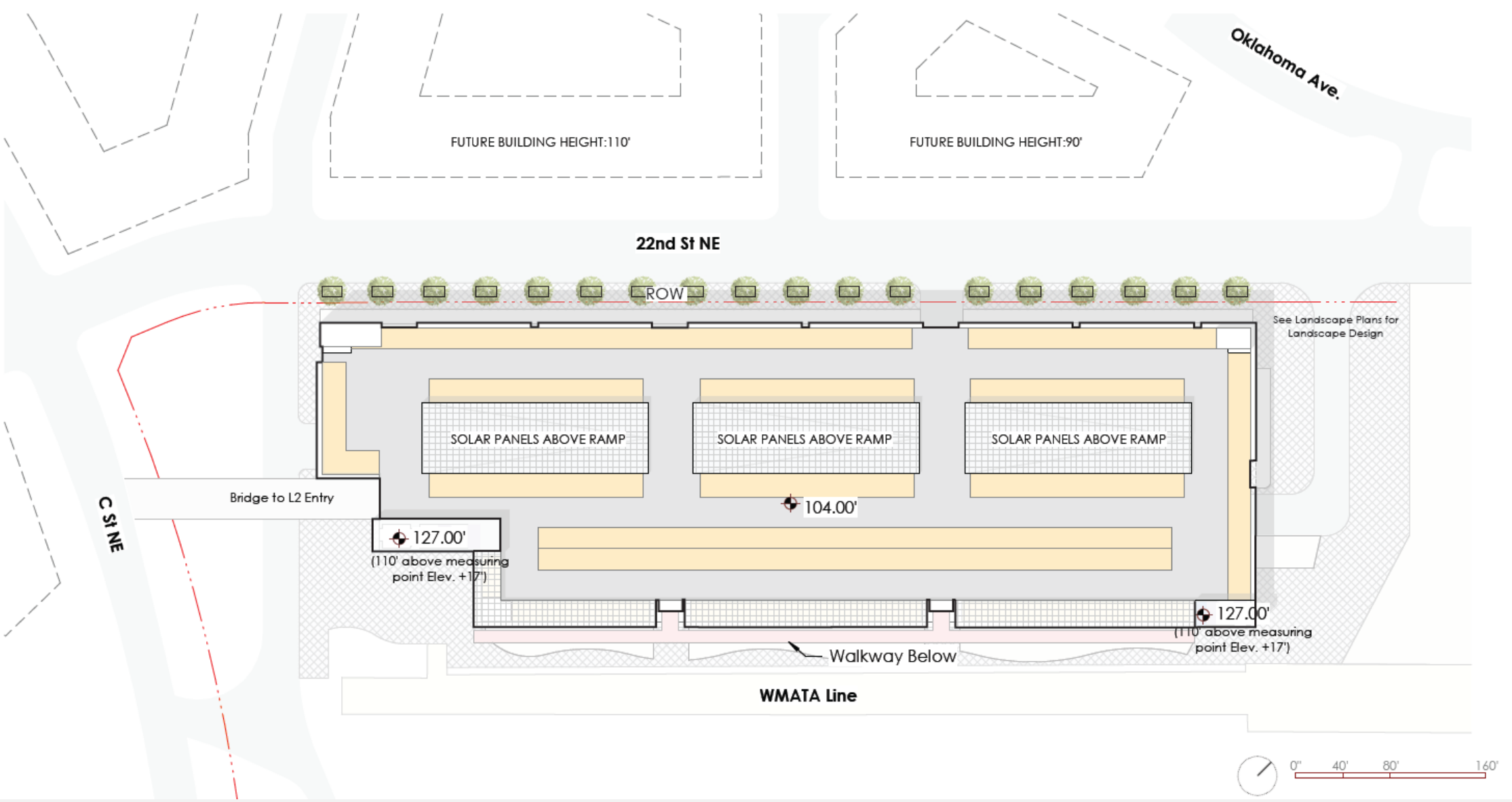


Garage G2 Concept Design

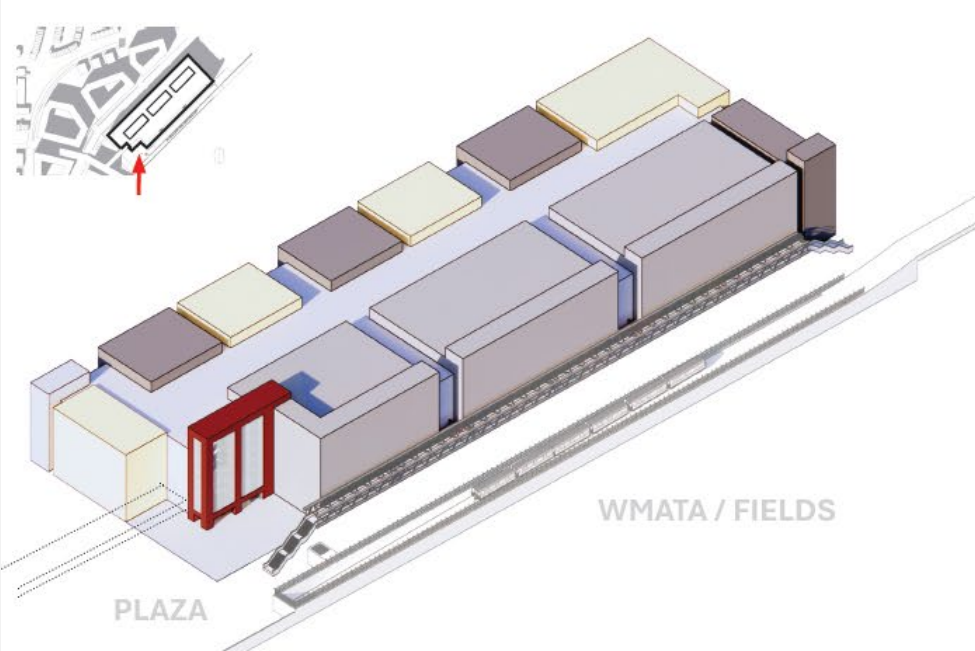
Ground Floor Plan



Roof Plan

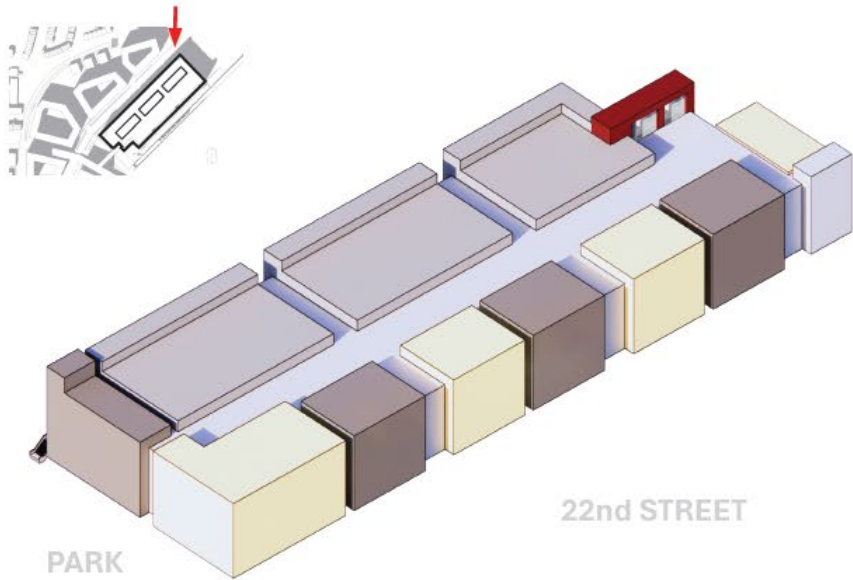
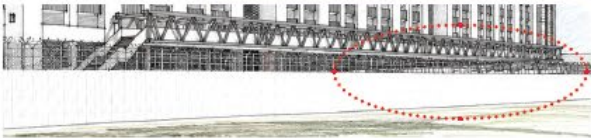


Massing Diagrams



PARKSIDE / SOUTHEAST

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

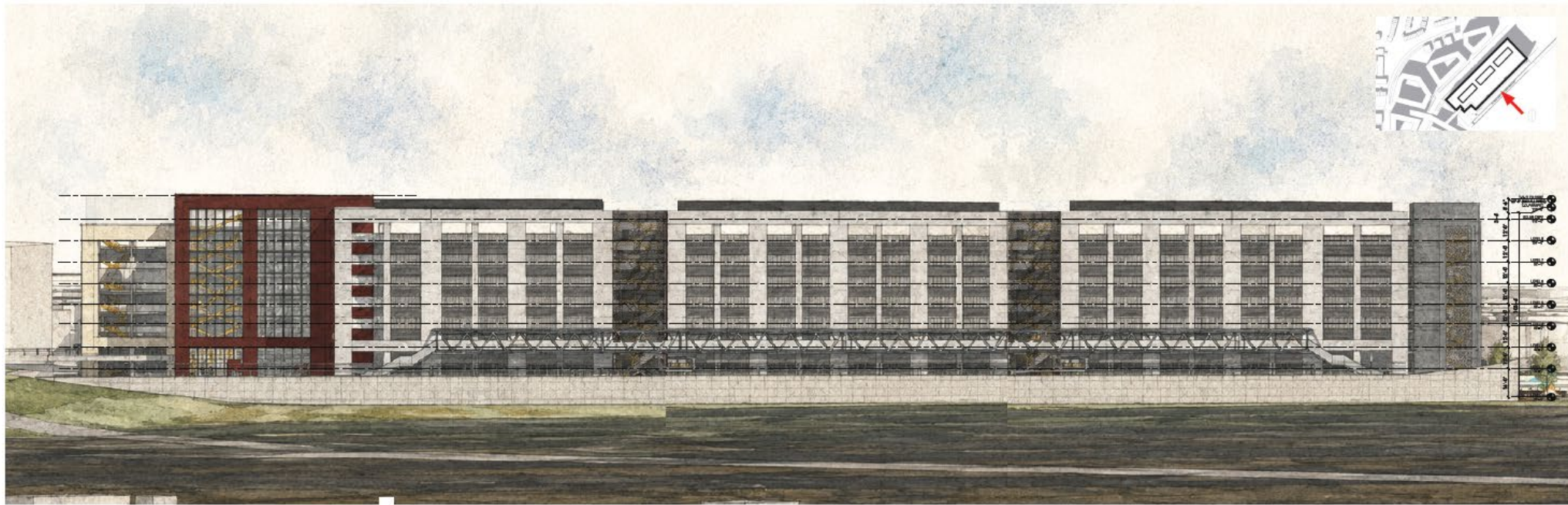


22nd STREET / NORTHWEST

- 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



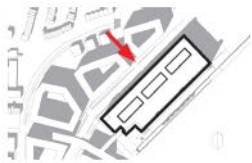
Northeast / Park Side



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

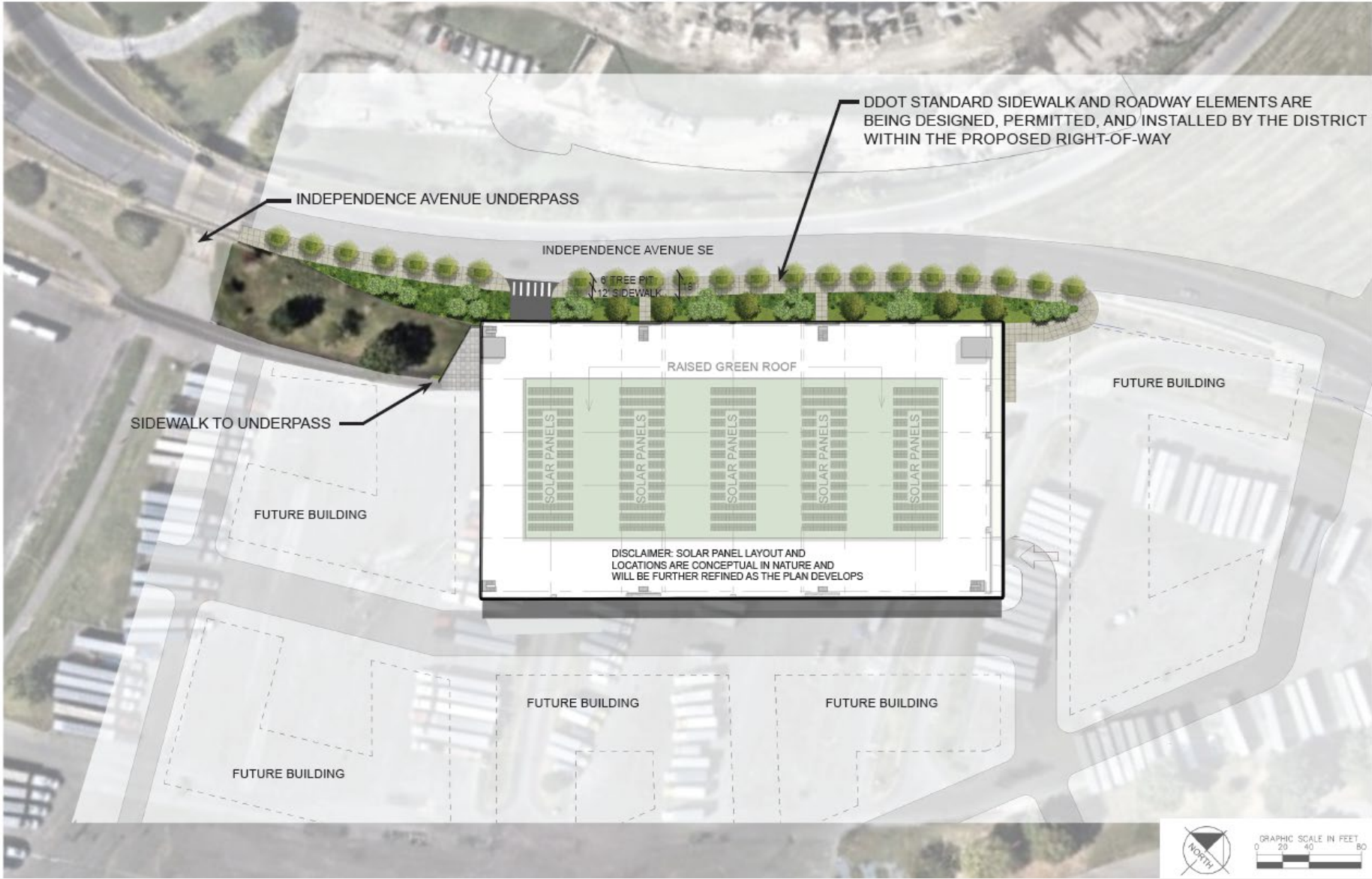


LEGEND

PRESERVATION

REPLACEMENT 

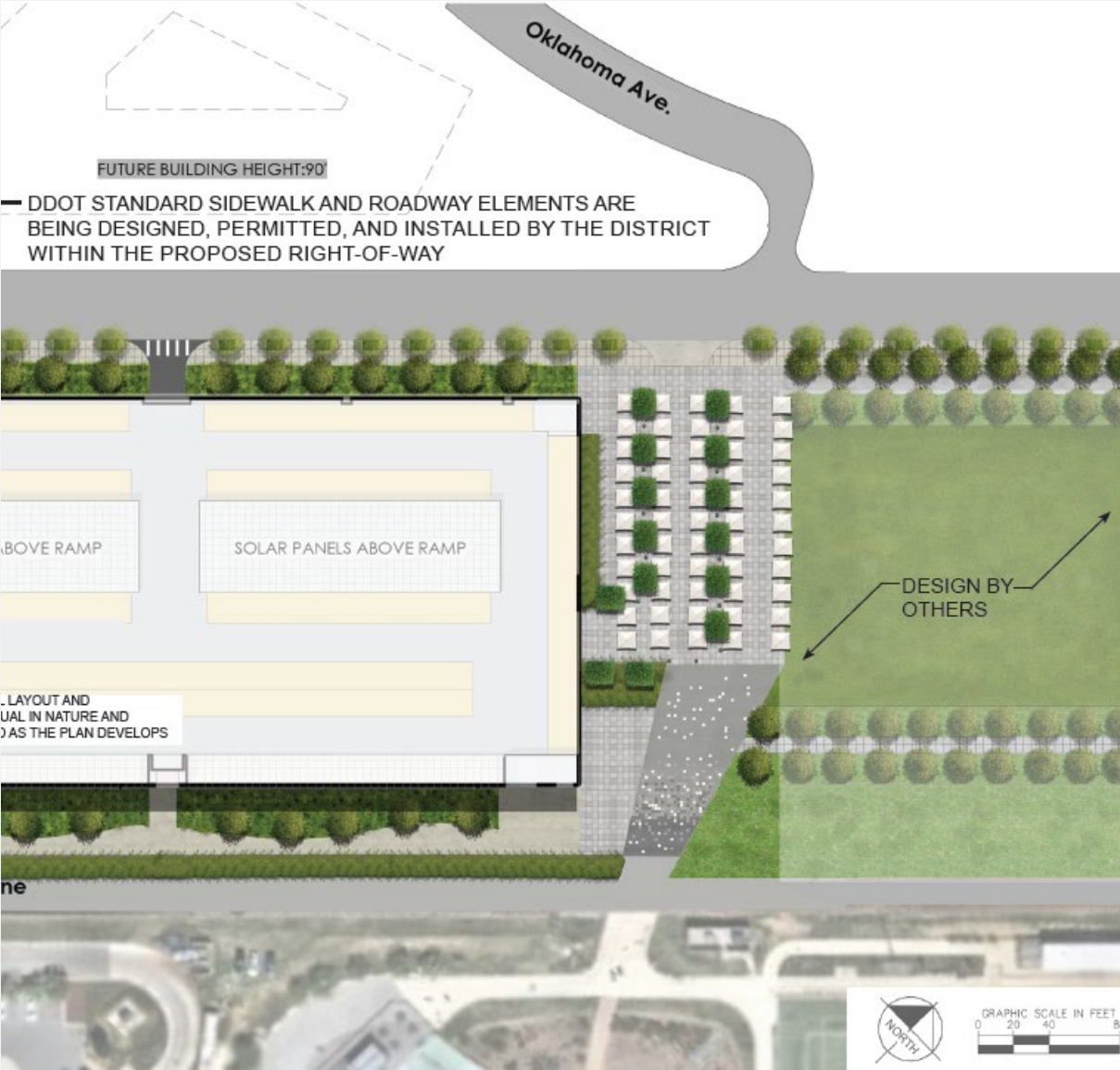
G1 Garage Landscape Design



G2 Garage Landscape Design

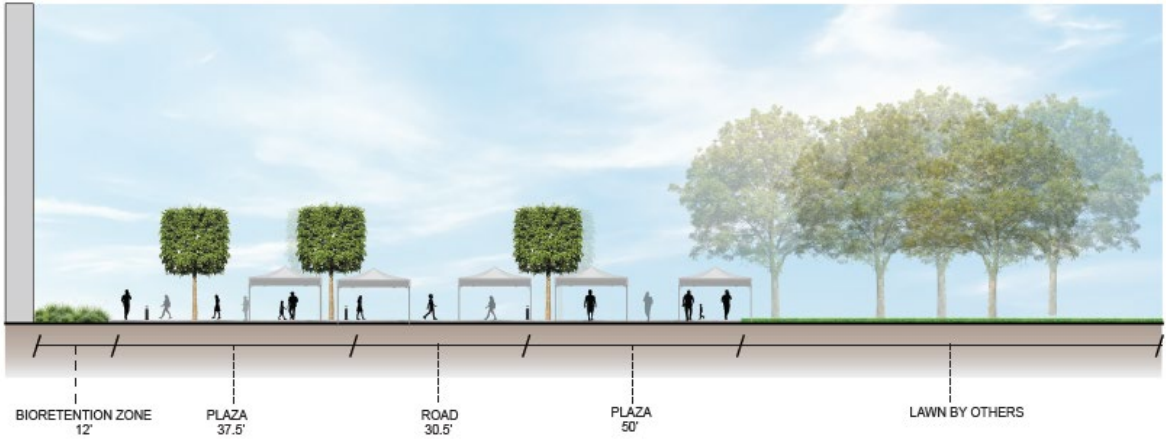


G2 Garage Plaza Option for Community Events/Activities

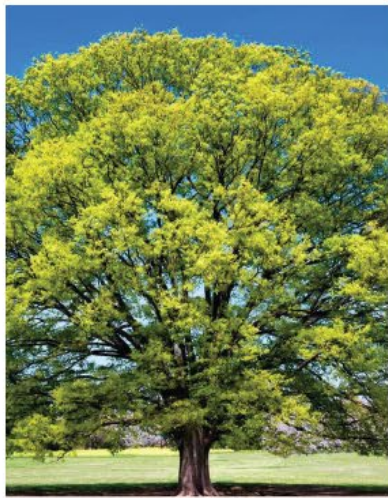


SECTION A-A OPTION FOR COMMUNITY EVENTS/ACTIVITIES

SCALE: 1" = 10'-0"



Planting Palette



Fagus grandifolia
American Beech



Nyssa sylvatica
Black Gum



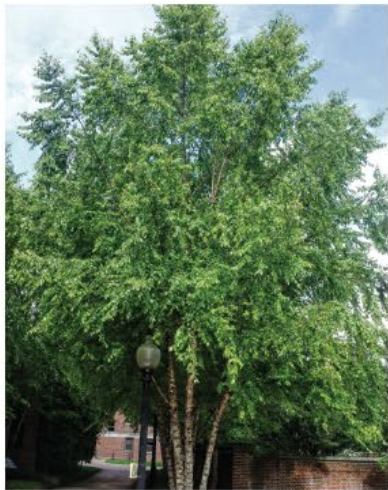
Taxodium distichum
Bald Cypress



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