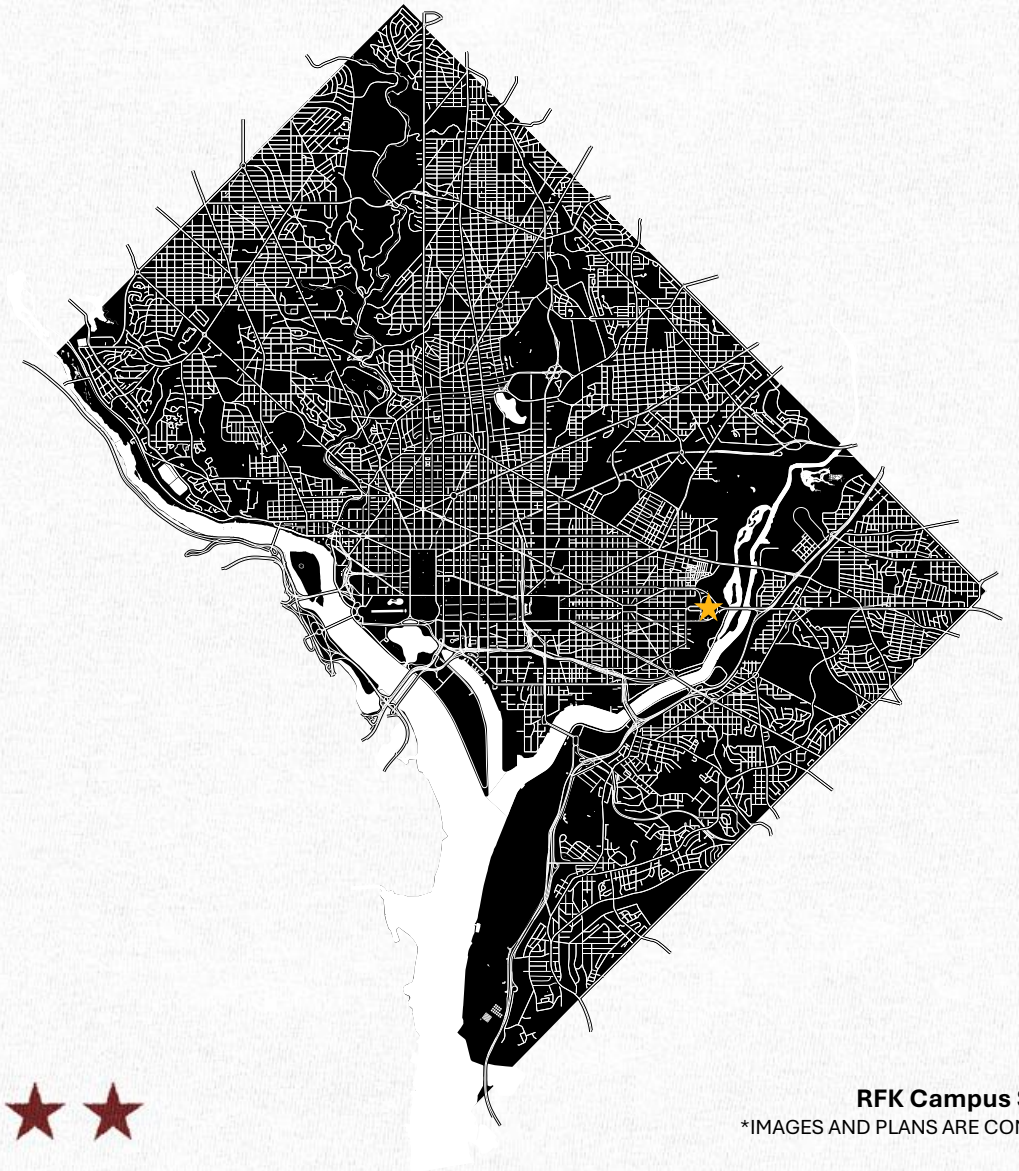
October 30th, 2026

NCPC FINAL REVIEW

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

HKS

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01. UPDATES TO PREVIOUS SUBMISSION

PREVIOUSLY SUBMITTED RESPONSES TO NCPC CONCEPT REVIEW COMMENTS – SITE DESIGN

Pursuant to 40 U.S.C. § 8722(b)(1), the Commission approved comments on concept plans filed for the New Stadium at RFK Campus at its public meeting on February 5, 2026. As set forth in the official Commission Action, the Commission approved comments on the concept plans and requested that the Applicant provide additional information in its subsequent submission. The Applicant's responses to the official Commission Action are set forth below, as provided in the Preliminary Submission. All page numbers noted in the chart below reference pages of the Preliminary Submission package.

Request	Response
The stadium's stormwater management strategy.	This additional information is provided on page 70.
Landscape plans and planting plans, including species native to the region and supportive of pollinators where feasible.	This additional information is provided in section 04.
The design of kiosks and pavilions proposed around the stadium.	The design of open spaces surrounding the stadium are shown in conceptual nature throughout sections 02, 03, and 04. These designs are preliminary and will continue to be refined. The design of individual kiosks and pavilions is still being studied.
The perimeter security approach, particularly elements visible from streets and public spaces.	This additional information is provided on page 52.
Descriptions and views of the pedestrian arrival experience to the stadium from the Metrorail station through the planned festival plaza.	This additional information is provided in views on pages 32, 33, 45, 46, 50, and by description and diagram on page 82.
NCPC recommended that the landscape design should buffer the stadium plazas, particularly the East Plaza, from the adjacent Independence Avenue, SE and C Street, NE roadway traffic to improve user comfort and create inviting public spaces.	A view of the East Plaza is included on page 48. As indicated in the view, the landscaping has been designed to buffer the stadium plaza from Independence Avenue, SE and C Street, NE.

PREVIOUSLY SUBMITTED RESPONSES TO NCPC CONCEPT REVIEW COMMENTS – STADIUM DESIGN

Request	Response
NCPC requested additional analysis regarding the stadium's relationship to the U.S. Capitol and Washington Monument.	Comparative views on page 22 show that the stadium visually reinforces the preeminence of these important structures by reducing its height along the monumental axis and protects the visual frame around them consistent with Comprehensive Plan Policy UD.B.1.4. See also viewsheds on page 39, 42, and 44 showing the stadium in context with the U.S. Capitol Building and Washington Monument.
View of the stadium along the East Capitol Street axis from the Anacostia Hills escarpment of the topographic bowl to ensure visibility of the U.S. Capitol Building dome and Washington Monument is maintained	This additional view is provided on page 42.
View of the stadium and parking garages G1 and G2 from the Anacostia River riparian area as they will be viewed in the first phase of development.	This additional view is provided on page 37. While the parking garages have not yet been designed, the maximum height and massing for the garages to accommodate the necessary parking spaces are shown. As seen in this view, the parking garage does not detract from the view of the stadium.
View of the stadium from the adjacent Kingman Park and Hill East neighborhoods.	These additional views are provided on pages 34 and 40.
View of the stadium from the sidewalks and public spaces surrounding the stadium.	These additional views are provided on pages 32 through 35, 37, 40, and 46 through 51.
NCPC requested additional information regarding stadium design and programming considerations as follows: • Proposed building program at street level and how these spaces will be designed to help activate the public realm year-round and outside of game days; • The planned number of stadium events; • The approach to event noise control for surrounding uses and residences; • Plans for tailgating; and • Potential interim uses and creative placemaking strategies for surrounding public spaces and stadium surface parking until new mixed-use development is built out.	This additional information is provided on page 53.
NCPC recommended that as the stadium design is developed, additional study is taken of exterior graphics and lighting approaches that respect the hierarchy of memorials, monuments, and important civic buildings and spaces in the nation's capital, with the U.S. Capitol and Washington Monument the most prominent features in the nighttime skyline as outlined in the Federal Elements of the Comprehensive Plan, Policy UD.B1.5.	Additional information regarding the stadium's lighting plan and its consistency with Policy UD.B.1.5 of the Federal Elements of the Comprehensive Plan is set forth on page 29. Potential exterior graphics for the stadium are still being studied.

PREVIOUSLY SUBMITTED RESPONSES TO NCPC CONCEPT REVIEW COMMENTS – CIRCULATION AND PARKING

Request	Response
NCPC requested additional information regarding proposed strategies to encourage multimodal transportation and minimize stadium traffic impacts to surrounding neighborhoods, including: • Planned multimodal transportation projects that will be in place at the time of the stadium opening; • Any potential contingencies if transit improvements are not complete at the time of stadium opening; • Traffic study to understand the stadium's impacts to the surrounding street network; • Parking strategy outlining the number of structured and surface parking spaces proposed at stadium opening, and stadium parking capacity throughout future development phases as surface parking is removed; and • Transportation Management Plan, if available, outlining recommended strategies to manage the traffic demand, foster multiple modes of travel, and reduce congestion on the roadways.	This additional information is provided in section 06.
NCPC requested submission of designs of parking garages G1 and G2, if available, or provide information on the heights, massing, and bulk of the proposed garages.	Designs of parking garages G1 and G2 are not yet available. Instead, the maximum height and massing for the garages to accommodate the necessary parking spaces are shown on page 34, 37, 43, and 44. The assumed maximum height is 110' tall to provide the necessary number of parking spaces required for Day One.
NCPC recommended integrating landscaped pathways through the proposed surface parking lots to create comfortable pedestrian connectivity, particularly through the parking lots adjacent to the riparian area connecting from the stadium to the river and Anacostia Riverwalk Trail.	The goal is to create a connected pedestrian network that allows the stadium to be fully integrated with the RFK Campus. As noted on page 82, we recognize the need for meaningful pedestrian connections, particularly between the parking areas, the stadium, and the riverfront riparian areas. These connections are envisioned to be pathways with clear wayfinding and potentially integrated into a broader network of trails. We are utilizing pedestrian only accessways that would provide a safe and direct connection between the parking areas and the stadium.
Accessible circulation routes throughout the site and to the stadium podium.	Additional information regarding pedestrian circulation routes through the RFK Campus and to the stadium are provided on pages 52 and 82. ADA-compliant routes are still being designed.
Wayfinding and signage approach throughout the site for visitors.	These elements are still being studied. The overall intent is to provide a sophisticated signage and experiential graphics package that complements the stadium design and allows for efficient and effective navigation of the stadium and surrounding areas.
Planned improvements to Independence Avenue, SE and C Street, NE as high-traffic roadways adjacent to the stadium public spaces.	Details on the general approach to improving these streets has been added to section 06. Conceptual design plans are currently in process.

PREVIOUSLY SUBMITTED RESPONSES TO NCPC CONCEPT REVIEW COMMENTS – COORDINATION

Request	Response
NCPC recommended coordination with the DC National Guard Armory and National Park Service regarding pedestrian connectivity improvements on East Capitol Street, the proposed street redesign along East Capitol Street and 22nd Street, SE frontages to the Armory site, and security and operations.	An update on the coordination efforts with these agencies is provided on page 91.
NCPC recommended coordination with NPS regarding connections and transitions to the broader Anacostia Park system.	An update on the coordination efforts with these agencies is provided on page 91.

RESPONSES TO NCPC PRELIMINARY REVIEW COMMENTS

Pursuant to 40 U.S.C. § 8722(b)(1), the Commission approved comments on preliminary plans filed for the New Stadium at RFK Campus at its public meeting on April 2, 2026. As set forth in the official Commission Action, the Commission approved comments on the preliminary site and building plans and requested that the Applicant provide additional information in its subsequent submission. The Applicant's responses to the official Commission Action are set forth below.

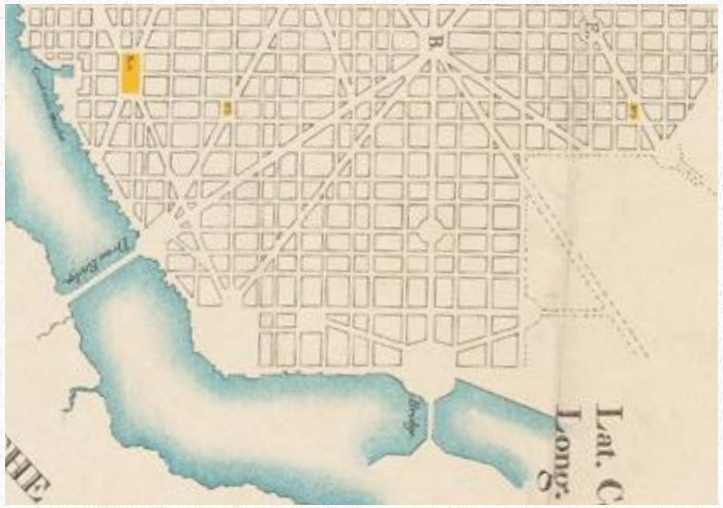
Request	Response
Refine East and West Entries (CFA commentary)	The East and West entries have been refined in alignment with feedback from the Commission of Fine Arts.
Provide proposed exterior lighting levels in comparison to the U.S. Capitol Building and Washington Monument to ensure they remain the most prominent features in the nighttime skyline.	Please see page 45 for more details on stadium lighting.
Provide type, locations, size, and design of planned stadium exterior graphics (e.g., signage, display screens, projections).	Stadium signage is currently being developed as part of the ongoing design process. Once the signage program is finalized, we intend to submit detailed plans for a separate review. All signage will be reviewed and approved through the appropriate District agency processes to ensure compliance with applicable regulations. The project will obtain the necessary permits and approvals prior to installation.
Information on how loading tunnel entry will be screened from pedestrian pathways and seating areas.	The goal is to camouflage the tunnel entry for visitors. On opening day, the tunnel entry is at a lower will elevation and screened by landscape features around the stadium. At full build out, the tunnel will be completely screened.
Information on stormwater facilities visible to the public.	The only stormwater facilities that will be visible to the public will be landscaped bioretention areas. Landscaped areas are included in the Landscape Design section of this submission on page 76.
Information on permanent kiosks and pavilions.	No permanent kiosks or pavilions are being planned on the stadium site at this time.
Information on permanent perimeter security elements, such as bollards and barriers; explain how associated materials respond to the architectural and landscape context and enhance the character of the stadium grounds.	Please see page 72-74 for more details on stadium perimeter.

RESPONSES TO NCPC PRELIMINARY REVIEW COMMENTS

Request	Response
Information requested on parking garage submissions, including alternative orientations, lower heights and active ground plane uses.	The parking garages were submitted as a separate application to NCPC (File Number 8812) and the parking garage design team is working through feedback from the Commission. Please see page 18 for more details on the parking garage submission. For the purpose of showing the stadium project in this submission, the parking garages are being shown as they were presented during concept approval at the NCPC October 1, 2026, public meeting.
Provide transportation analysis from the National Environmental Policy Act (NEPA) process for the RFK Campus Master Plan be included with any future parking garage submissions to NCPC to identify any potential impacts resulting from the garages' locations and capacity.	This information has been provided with the parking garage submissions (File Number 8812), which are separate from this submission of materials.
Explanation as to how universally accessible circulation routes are being provided; information on wayfinding and signage.	The stadium site will feature an unobstructed, universally accessible plaza that fully encircles the venue. This 360-degree public promenade will be accessible year-round and designed to support gathering, recreation, and exploration. Wayfinding and signage for the site are currently under development. As the program is finalized, we intend to submit signage plans for review. Please refer to page 75 for accessible routes.
Continued analysis and mitigation of event noise and nuisance impacts on surrounding residential areas.	It is our understanding that there is no limitation on amplified sound, as stated in DCMR Title 20, Chapter 27, article 2700.3, as well as DCMR Title 20, Chapter 28. Other sounds emanating from the stadium will meet the requirements of DCMR Title 20, Chapter 27.

02. PROJECT BACKGROUND

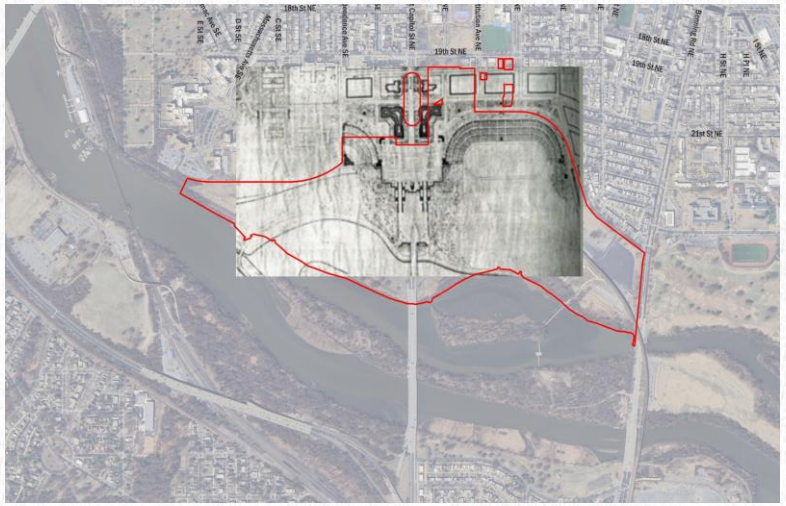
NCPC PLANS



The L'Enfant Plan 1791



"Avenue of the States" Plan from 1929



NCPC Plan from 1932 with site overlay

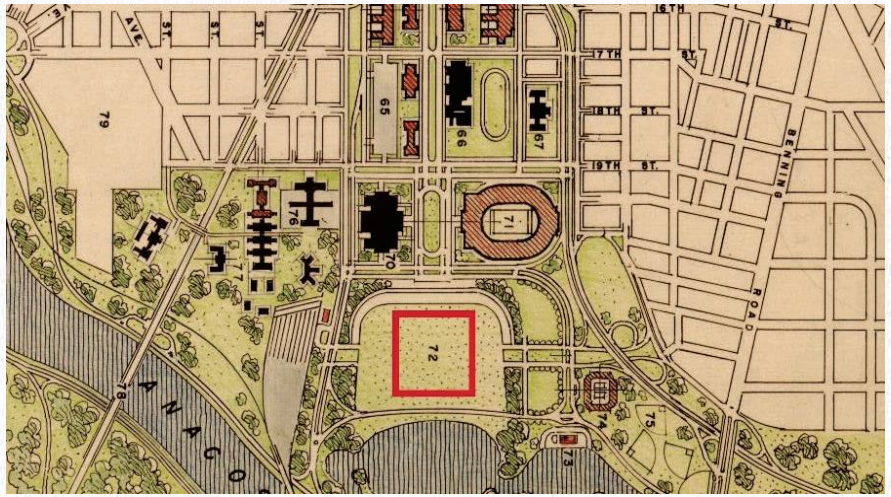
The L'Enfant Plan 1791

The project site is shown as a place of importance with a bridge and large square symmetrically located at the terminus of East Capitol Street. The city's fabric extends to the river's edge with the riverfront conceived as an "urban waterfront."

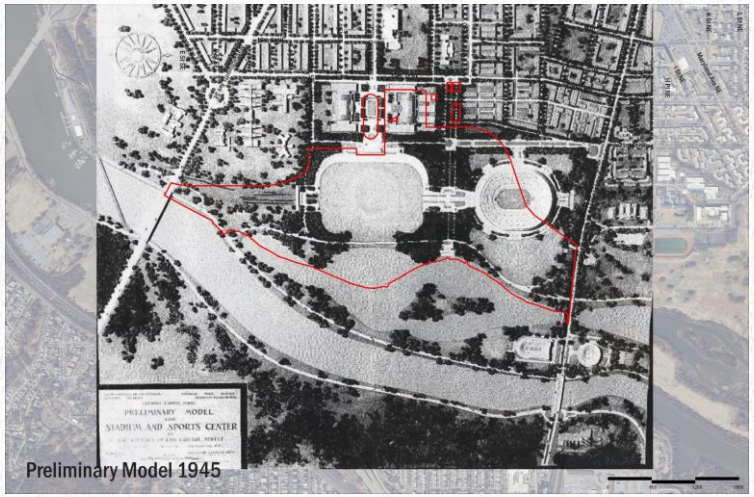
1929 Plan and 1932 Plan

A stadium and other outdoor activities are located on landfill as part of a planned National Sports Center and park. An open landscape is shown to include diverse public activities on either side of the bridge, including a large stadium and amphitheater facing the river. The 1929 Plan specifically shows the area to the south being developed for public use, eventually becoming the DC General Hospital campus.

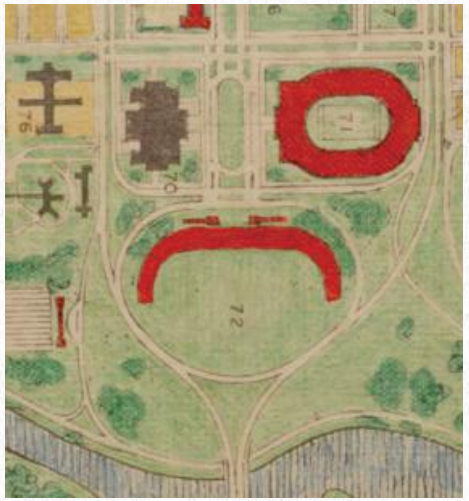
NCPC PLANS



NCPC Plan of 1941



NCPC Plan of 1945



NCPC Plan of 1952

The 1941 and 1945 Plans

The concept of a National Sports Center continues to be shown at the banks of the Anacostia River. The 1941 Plan shows a formal axis between the D.C. Armory and a new stadium, with a large field terminating East Capitol Street. The 1945 plan is similar but locates the stadium farther to the north occupying what is today the Kingman Park/Oklahoma Avenue neighborhood, close to Benning Road.

The NCPC Plan of 1952

The stadium returns to the 1941 location with the National Sports Center theme continued. For the first time, a bridge crossing at East Capitol Street appears with the road network (Independence Avenue and C Street) adjusted to pass on either side of a new open-ended stadium at East Capitol Street. Like the 1941 and 1945 Plans, mass transit is located immediately south of the current stadium location. This Plan enables entry to the monumental core from the east of the Anacostia River. The road network shown became the basis for the current layout for crossing the river.

NCPC PLANS



The Legacy Plan, 1997

The Legacy Plan, 1997

The banks of the Anacostia River are envisioned as a continuous green park space from Pennsylvania Avenue to the National Arboretum. The importance of the site is highlighted as part of the Monumental Core and L'Enfant Plan. This Plan proposes the axis of East Capitol Street as being a suitable location for monuments and memorials, with a festival plaza noted as a location to host those elements in the future. Sports facilities are not included in this Plan; instead, East Capitol Street is proposed to be lowered to create a continuous park and landscape feature.

THE PROJECT

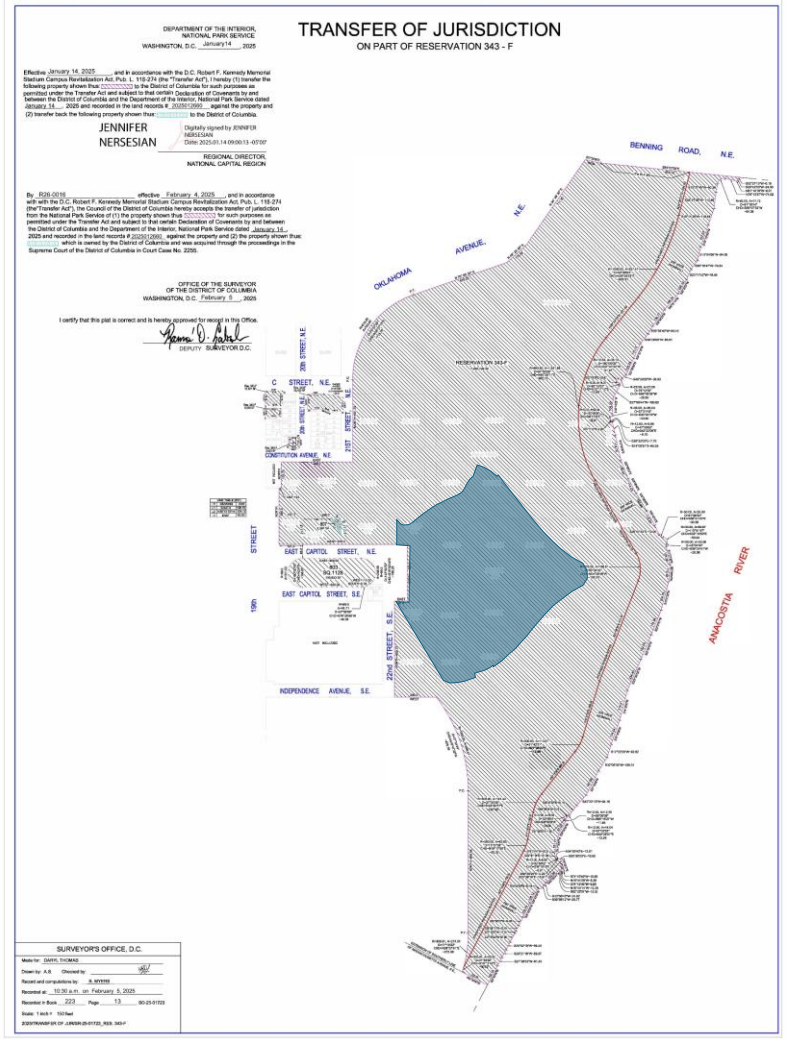
To enable the successful return of the Washington Commanders NFL Football Team to the District of Columbia, a new 65,000-person, state-of-the-art, roofed stadium will be constructed in the location of the original RFK stadium, which is approximately 30 acres and is shown in red outline (the “Stadium Site”). The stadium will catalyze and anchor the positive transformation of the surrounding campus, which will include housing, hotels, offices, retail, restaurants, parks and open space, recreation facilities, and neighborhood amenities. The stadium will serve as a venue for numerous sports, arts, and cultural events, creating a year-round activity and entertainment center for District residents and visitors. Stadium construction is anticipated to be complete in 2030. Immediately to the west of the stadium will be a festival plaza, shown in orange dot outline, that will be designed and programmed to provide active, year-round activities related to stadium events.



PROJECT OVERVIEW

The stadium will be located within the larger “RFK Campus,” which is an approximately 180-acre parcel between the Anacostia River and adjacent Kingman Park and Hill East neighborhoods. The RFK Campus is known as Lot 805 in Square 1128. Jurisdiction of the RFK Campus was transferred from the National Park Service (“NPS”) to the District in January 2025. The RFK Campus will be developed as a comprehensive mixed-use, transit-oriented riverfront community that will provide enhanced amenities, infrastructure, and integration with surrounding neighborhoods. The mixed-use development will be guided by a District-led Master Plan, which was prepared by the Office of Planning and is currently pending with the DC Council.

For decades, the RFK Campus’ recreational fields, parks, and trails have been valued resources for District residents. Construction of the stadium and the surrounding mixed-use development will continue to support these resources. Improved access will be provided to the Anacostia River without interrupting the Anacostia River Trail, public open spaces and recreational facilities will be developed, and the riparian area at the river’s edge will be preserved. Specifically, the District will designate, develop, operate, and maintain at least 30% of the RFK Campus (excluding the riparian area) as parks and open space to provide land for passive and active outdoor recreation, further enhancing this resource for District residents and visitors.



STADIUM PROGRAMMING AND OPERATIONS

The Commanders are targeting over two hundred events for each calendar year, including professional football games, college football games, professional soccer matches, concerts, and other large sports and entertainment events, as well as trade shows, conferences, and private events. Each of the larger events would likely include some activation zones for gathering outside of the stadium prior to the event. A festival plaza is being planned west of the stadium for the largest gatherings, with additional plazas on the north, east, and south.

In addition, the outdoor plazas are envisioned as activation opportunities year-round for community-focused events. These events may include festivals, farmers' markets, art festivals, running event start or finish locations, or any other type of similar community event. On days when there is no scheduled event, these outdoor spaces will serve as gathering spaces that are open to the community. A place where a parent can throw the ball with their son or daughter, where the community can read a book under a tree, or where small groups could gather for their morning coffee. The scale of these outdoor spaces will be large enough for the world's largest stage and intimate enough to create the outdoor rooms a community needs for respite.

The four main entrances on each side of the stadium feature large expanses of glass that will welcome fans into the stadium, and the north and south sides of the stadium will feature large colonnades that will serve as forecourts to the stadium entry experience where fans can be under the building while remaining in an outdoor environment. The stadium building program is continuing to evolve to include as many active, engaging spaces at the street level as possible. Potential uses for these active spaces include a flagship retail team store, a museum, and food and beverage opportunities for year-round use.

Event noise is a reasonable concern for any urban stadium. RFK Stadium stood on the Stadium Site for decades and many of the residents in the surrounding neighborhoods remember those event days fondly. Nevertheless, acoustics are important and are being studied closely to tune the transparent roof, exterior glass, and audio systems to limit noise impacts to the neighborhood.

PROJECT SCHEDULE

Milestone		2026										2027				2028				2029				2030			
		M	A	M	J	J	A	S	O	N	D	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4
CFA Concept Review Meeting	March 19, 2026	●																									
NCPC Preliminary Review Meeting	April 2, 2026		●																								
Schematic Design Complete	April 2026		●																								
CFA Concept Review Meeting	July 16, 2026					●																					
Design Development Complete	October 2026								●																		
CFA Revised Concept Review Meeting	November 19, 2026									●																	
NCPC Final Review Meeting	December 3, 2026										●																
Submit Below Grade Building Permits	Q4 2026										●																
Submit Above Grade Building Permits	Q1 2027											●															
CFA Final Review	Q1 2027											●															
Beginning of Below Grade Construction	Q1/Q2 2027											★															
Building Permit Issued for Above Grade Construction	Q4 2027														●												
Construction Complete	Q2 2030							–																	★		

03. OTHER RELEVANT BACKGROUND INFORMATION

ADJACENT PARKING GARAGE NCPC REVIEW

Overview

There are two parking garages (outlined with a blue line on the site plan to the right) within the broader RFK campus and adjacent to the stadium project site. The parking garages will provide a total of approximately 6,000 parking spaces and are being evaluated by NCPC through a separate application (File Number 8812).

Background

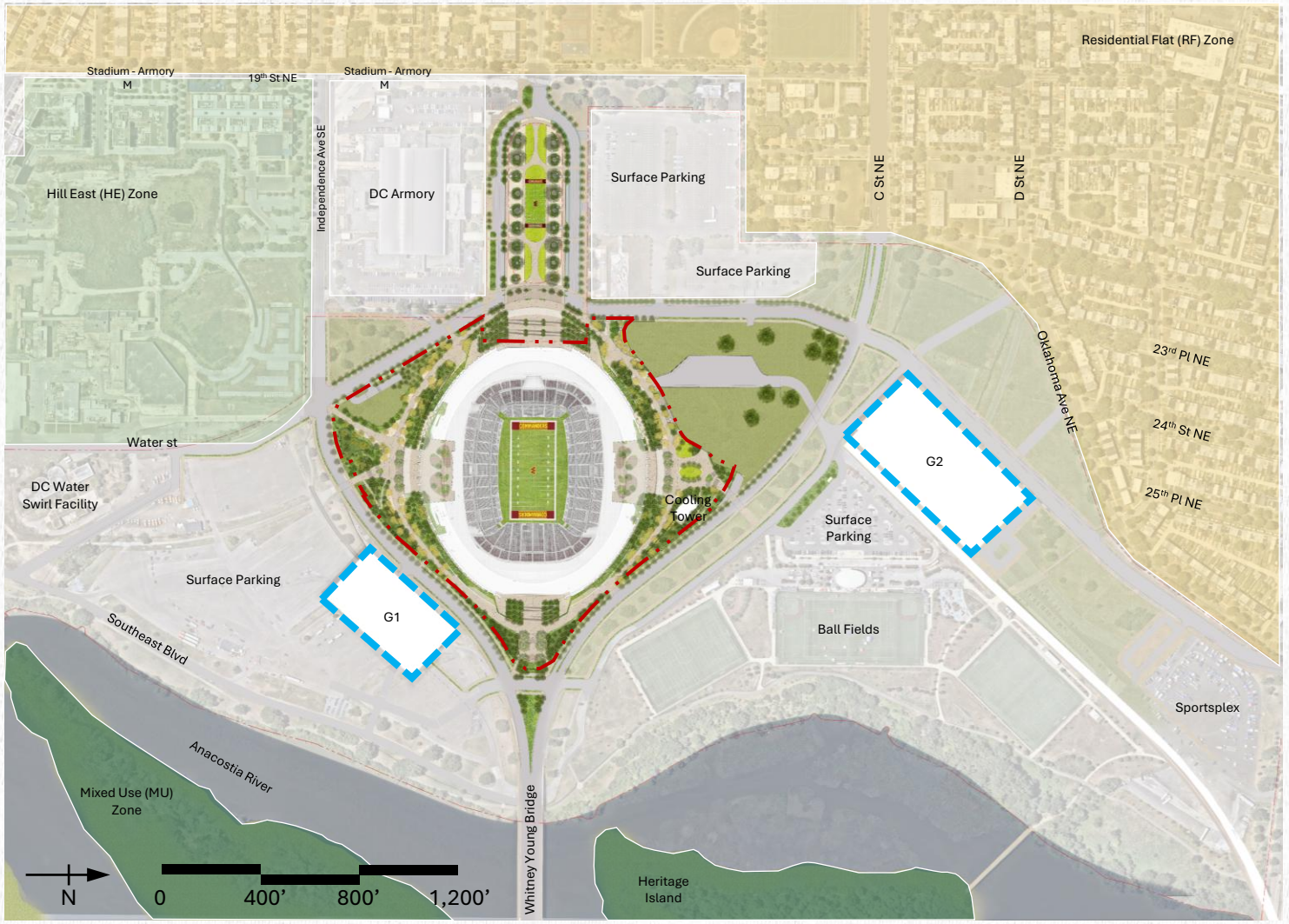
NCPC provided comments on concept plans for the two parking garages at its public meeting on October 1, 2026. The team is now studying the following items in response to comments from the Commission:

- Reducing the size and number of parking spaces in G2; and
- Increasing the size and number of parking spaces in G1

The designs for the parking garages are being further refined and will be resubmitted to NCPC in Q1 of 2027 for preliminary review.

Takeaway

For the purpose of showing the stadium project (outlined with a red dashed line on the site plan to the right), the parking garages will be shown as they were presented in the concept approval plans presented at the Commission's October 1, 2026 public meeting.



04. COMMUNITY ENGAGEMENT AND STAKEHOLDERS

COMMUNITY ENGAGEMENT AND STAKEHOLDERS

Beginning in early 2025, the District of Columbia and the Washington Commanders initiated community engagement in furtherance of the team's return to the RFK Campus.

Community Engagement to Date:

• Kingman Park Community Meeting	2/13/25
• Business Stakeholder Forum	3/6/25
• Parks & Open Space Stakeholder Forum	3/7/25
• Sports Stakeholder Forum	3/7/25
• Commanders Deal Announcement	4/27/25
• RFK Site Community Town Hall	5/22/25
• RFK Fields Meet and Greet with Parents	6/8/25
• Environmental Stakeholders Anacostia River Tour	7/12/25
• Business Engagement Meet and Greet	9/15/25
• RFK Redevelopment Community Meeting	10/22/25
• Scoping Meeting for Redevelopment at the RFK Memorial Stadium Campus	11/19/25
• NCPC Informational Presentation	12/4/25
• RFK Redevelopment Community Meeting	12/17/25
• DC Council Transportation and Environment Committee Roundtable	12/17/25
• RFK Redevelopment Community Meeting	2/4/26
• DC Chamber of Commerce CBE Matchmaking Event	2/24/26
• RFK Campus Community Site Walks	4/18/26 & 4/23/26
• RFK Master Plan Focus Groups	4/20/26 - 4/24/26
• RFK Campus NEPA Meeting	4/28/26
• RFK Campus Master Plan ANC and CBD Briefing	6/15/26
• RFK Master Plan Public Webinar	6/30/26
• Master Plan Mayoral Hearing	8/1/2026







COMMUNITY FEEDBACK TO DATE

The District and the Commanders have received significant public feedback on the design, massing, height, and siting of the proposed stadium as part of the extensive community engagement efforts to date. This feedback has been in the form of comments raised during community meetings and through written comments submitted online in response to a visioning survey. The information below provides an outline of the feedback received thus far and a summary of how each concept is being addressed in a focused and concerted way by the District and the Commanders.

Stadium Design and Community Integration

Architecture and Design: Low-profile; innovative architecture; curved design; saddle-style structures; retractable roof; dark-sky compliant lighting; sustainability; biophilic design elements; reflection of DC's history; elevated and rooftop green spaces; views of the Capitol and Washington Monument from inside the stadium.

Response: *The Commanders have worked in partnership with the District to design a stadium that reflects DC's history and respects the city's iconic civic landscape. Current concepts emphasize a modern dome roof that dips to allow for views of the Capitol and Washington Monument. There are several opportunities to view the Capitol and Washington Monument from inside and outside the stadium, including at the ground level and at several elevated levels.*

Sustainable Design Elements: Bird-safe glass; solar roof panels; rain gardens; zero-waste systems; eco-friendly lighting; composting and recycling stations; wash hubs for reusables.

Response: *The Commanders are implementing a multitude of sustainable design elements including solar panels, water reuse systems, thermal energy storage, and an energy efficient roof design and other environmentally friendly systems and materials. Operational sustainability measures, including sustainable waste systems and energy-efficient lighting, are being explored to support positive long-term environmental impacts and responsible operations. The Commanders will continue to explore additional sustainable design elements for the stadium as the project continues to progress.*

Flexible and Multiple Uses: Compartmentalized stadium areas for small events; flexible year-round spaces; indoor green areas; open-air amphitheater; non-game day event amenities; concerts, community events, farmers markets.

Response: *The stadium is being designed to be a flexible, year-round event space and will include a wide variety of areas sized for large and small events. Planning efforts are focused on creating interior and exterior spaces that can support a wide range of activities beyond game days, including concerts, community gatherings, cultural programming, corporate events, and more. The open space surrounding the stadium is also being design to serve as a year-round community amenity.*

COMMUNITY FEEDBACK TO DATE

Fan Experience and Amenities: Family-friendly amenities; dedicated green spaces for tailgating; restroom facilities; flexible stadium acoustics; discounted tickets for seniors and low-income residents; bouncing bleachers; art; lighting; video monitors; team branding.

Response: *Enhancing visitor experience for all fans is a key goal for the project. The stadium design is advancing to prioritize family-friendly amenities, improved restroom capacity, thoughtfully integrated technology, video monitors and displays, artwork, and team branding. The outdoor space around the stadium has the capability to support tailgating, gathering, community events, and more. The District and the Commanders are also pursing community access initiatives and affordable ticket opportunities to make the stadium welcoming to a broad cross-section of visitors.*

"Born of the District": History, culture, music, artists, and athletes; neoclassical design; community needs; museum or memorial.

Response: *The stadium is intended to be authentically rooted in Washington, DC and reflect the city's history, culture, and communities. The team continues to explore how DC's history can be meaningfully incorporated through architecture, art, and programming. The project team continues to explore opportunities for cultural installations, memorials, or museum-like spaces that celebrate DC's legacy. The principles that drive neoclassical design – such as recognition of urban axes, embracing of the landscape, clarity of form, rhythm and movement, and an elevated podium - are embodied in the stadium's design to create a civic and uplifting anchor to the east end of the monumental axis. This uplifting nature is evident in the continued public response to the design, which has been overwhelmingly positive.*

Transportation, Parking, and Mobility

Parking Strategy: Fewer garages; garages away from residential neighborhoods; low garage heights, multi-use functional garages; underground parking; hidden parking; displacement of green space for parking; park-and-ride options; spillover parking; resident-only parking protections (decals, strict enforcement); emergency vehicle access.

Response: *The District and the Commanders are pursuing a parking strategy that meets the needs of the stadium while also minimizing neighborhood impacts and preserving public open space. Park-and-ride options, remote parking with shuttles, and event-day traffic management plans are being evaluated to further enhance the overall parking strategy on event days. The team is also working closely with the appropriate District agencies to provide necessary emergency access. There are two parking garages being reviewed by NCPC through a separate application/review process. The garages went through a concept review with NCPC on October 1, 2026. The parking garages will be resubmitted to NCPC in the coming months.*

COMMUNITY FEEDBACK TO DATE

Pedestrian and Bicycle Infrastructure: Protected bike lanes; grade-separated crossings; raised crosswalks; pedestrian-first design; improved East Capitol and Anacostia River pedestrian/bike connections; dedicated bicycle facilities (valet, bikeshare stations); pedestrian bridges; micromobility solutions (designated scooter parking); accessibility for disabled.

Response: *The project's transportation strategy is being developed with a goal of creating a pedestrian and bicycle-friendly public realm that improves everyday mobility and event-day access. Design concepts include protected bike lanes, enhanced crosswalks, and designated pedestrian access to improve safety and comfort. The team is also evaluating improved connections to nearby trails and bicycle infrastructure.*

Event and Traffic Management: Public transit prioritization; cut-through traffic; residential street impacts; transparent traffic studies; incentives for sustainable transportation (discounted tickets, food/drink coupons); traffic calming measures (traffic circles); tailgate management; shuttles to off-site tailgating.

Response: *A comprehensive event and traffic management plan is being developed to minimize neighborhood impacts and support efficient operations on event days. The strategy emphasizes public transit use, coordinated traffic control, and clear routing to discourage cut-through traffic on residential streets.*

Metro and Transit Improvements: Metro Station near Oklahoma Avenue and Benning Road; expanded bus service; bus rapid transit; streetcar services; Metro and bikeshare/bus connection integration; plazas around Metro stations. Prioritize public transportation; prevent cut-through traffic; limit residential street impacts.

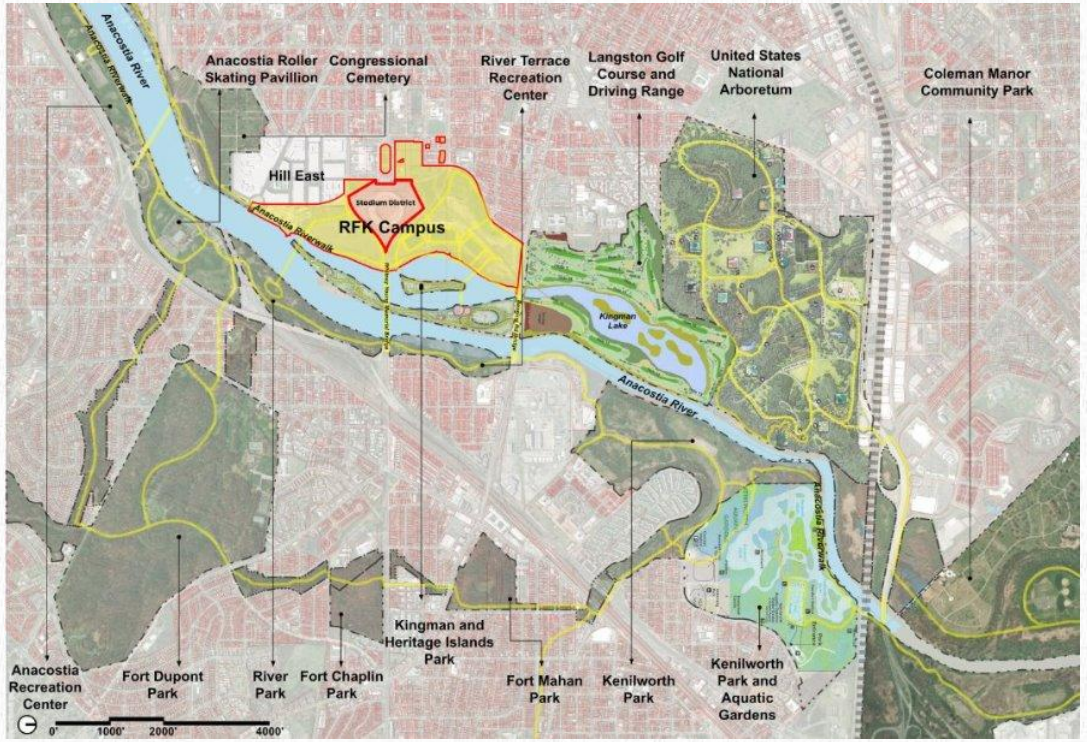
Response: *Transit access is a key part of the project's mobility strategy and framework. A comprehensive event and traffic management plan is being developed to minimize neighborhood impacts and support efficient operations on event days. WMATA and DDOT are leading efforts to evaluate opportunities to enhance metro rail and bus service. WMATA has released preliminary analysis.*

COORDINATION WITH NATIONAL GUARD, NPS, AND DOEE

National Guard
The District of Columbia initially met with the DC National Guard on a number of occasions to discuss the RFK Campus redevelopment. Since then, the National Guard announced that it will be leaving the site, and NCPC approved a transfer of jurisdiction of the Armory Site to the District on September 3, 2026.

National Park Service
The District of Columbia and NPS are co-lead agencies under NEPA and are actively coordinating planning efforts.

Anacostia Waterfront Preservation
The District has been studying how the RFK Campus connects and transitions to the broader Anacostia Park system. The District will continue to coordinate with NPS and DOEE on these efforts as the project moves forward.



05. DETAILED PROJECT INFORMATION AND DRAWINGS

VICINITY MAP

The stadium site is situated within a defined urban and environmental framework shaped by East Capitol Street, Independence Avenue, and Oklahoma Avenue, with the Whitney Young Memorial Bridge providing a key regional connection across the Anacostia River. The surrounding context includes historic residential rowhouses to the west and north, the Stadium-Armory Metro station and transit infrastructure nearby, and expansive open spaces associated with the Anacostia River, Kingman and Heritage Islands, and the broader District park system.

This context positions the site at a prominent intersection of neighborhood fabric, regional transportation corridors, and significant riverfront parkland, making it a highly visible and connected civic location within the capital.



SITE MAP

The site plan positions the stadium as a prominent civic focal point, terminating key view corridors and establishing a strong presence along East Capitol Street. The surrounding landscape and circulation network prioritize clear wayfinding, efficient pedestrian flow, and coordinated vehicular access while preserving open views to the stadium. Promenades and entry plazas create a legible and ceremonial arrival experience from transit, adjacent streets, and riverfront paths.

The landscape strategy blends formal urban spaces with the natural character of the Anacostia River corridor. Street trees, planted edges, and open gathering areas soften the stadium footprint and create a seamless transition between neighborhood fabric and surrounding parkland. Together, the architecture and landscape establish a setting that is both monumental and well-integrated into the broader urban and ecological context.



FLOOR PLAN + 13.5’

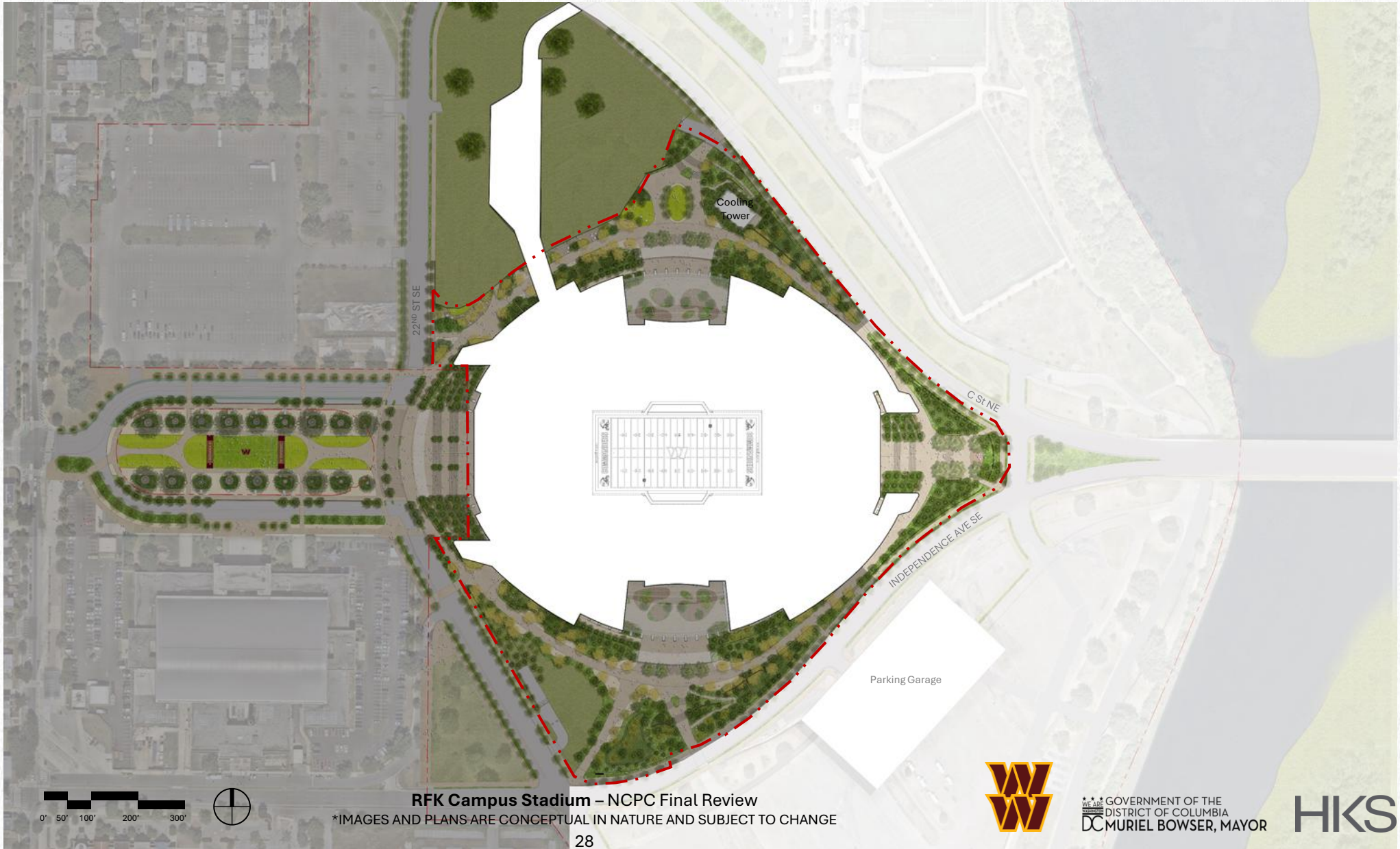


*Image has been updated to match current landscape design and site boundary.

FLOOR PLAN + 32.5’



*Image has been updated to match current landscape design and site boundary.

FLOOR PLAN + 66.5’

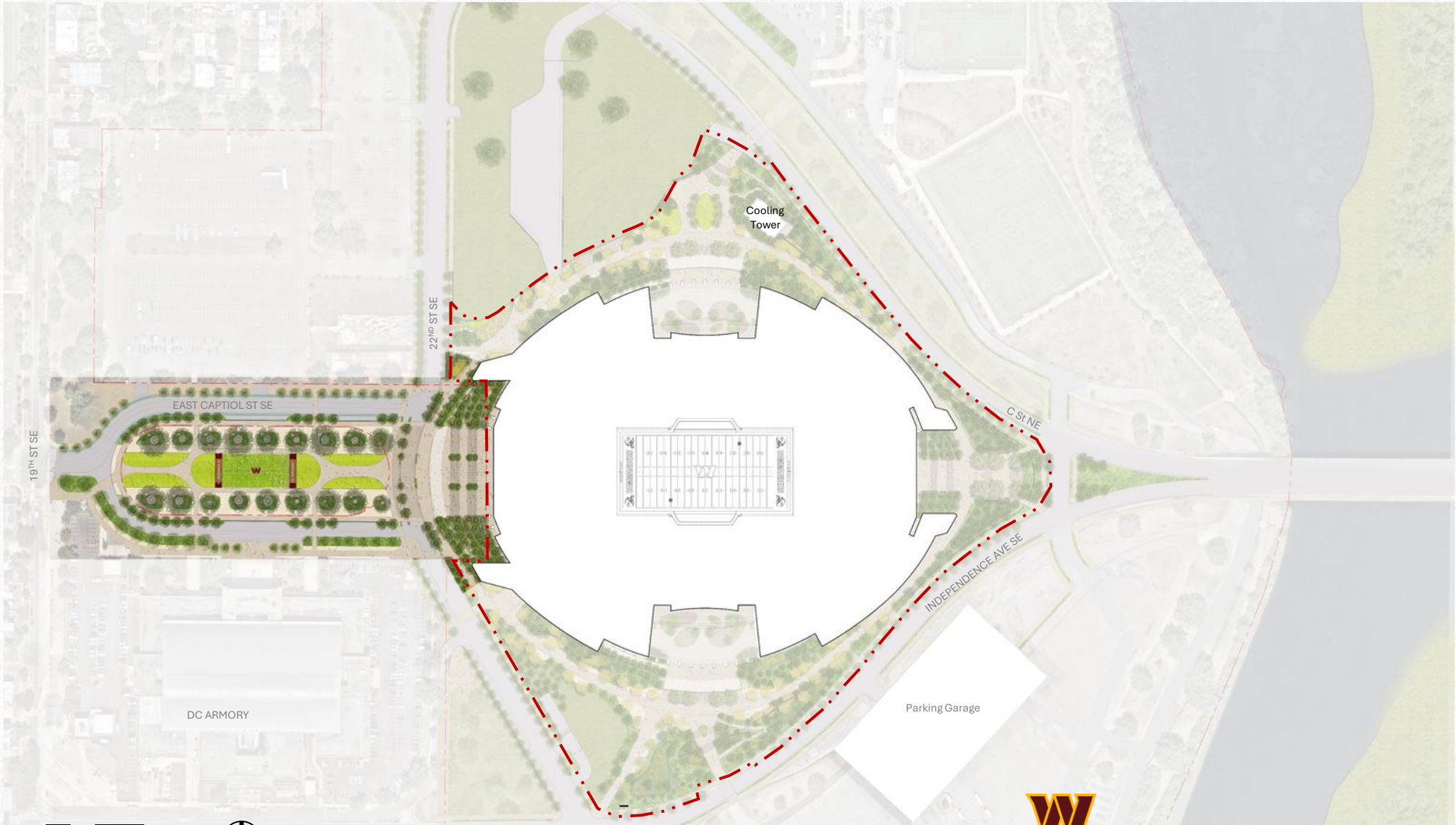
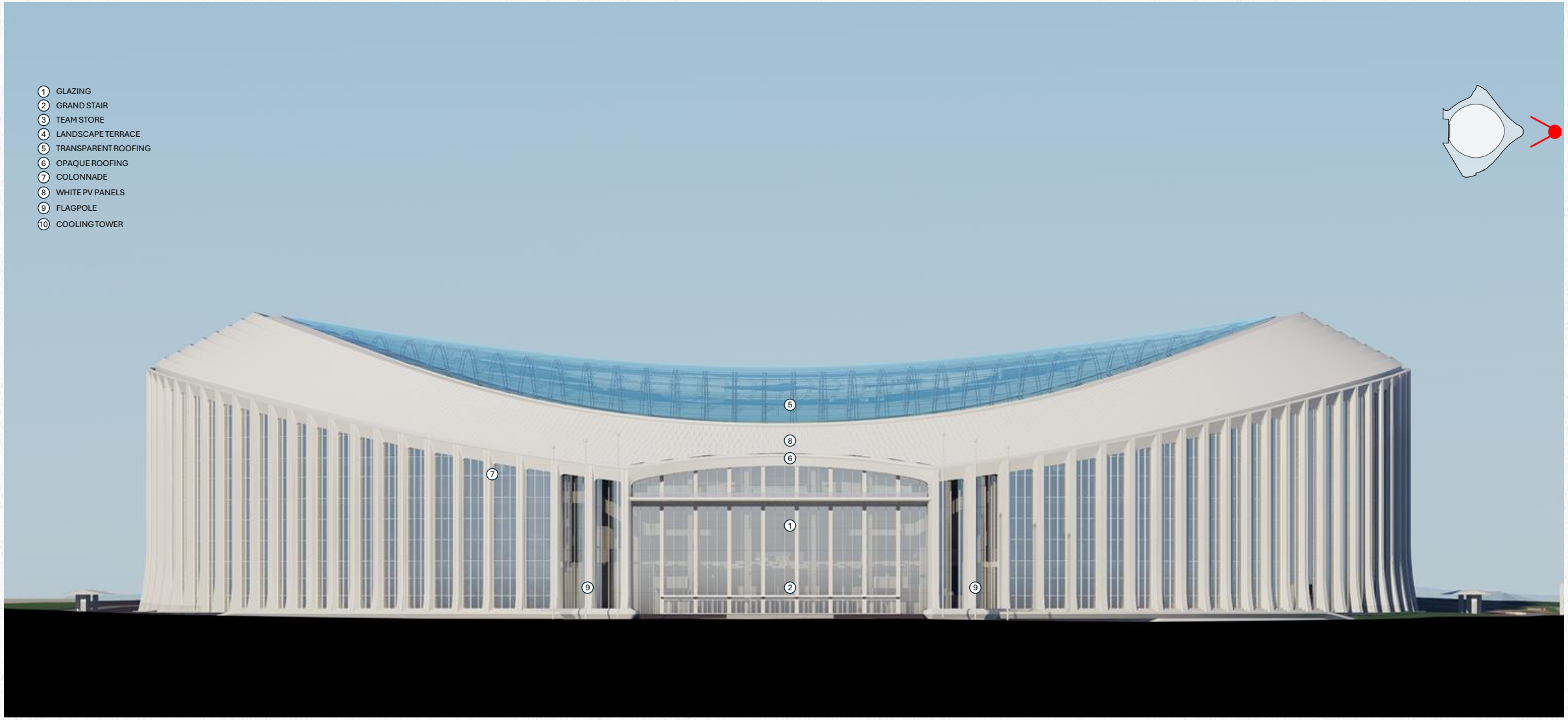


*Image has been updated to match current landscape design and site boundary.

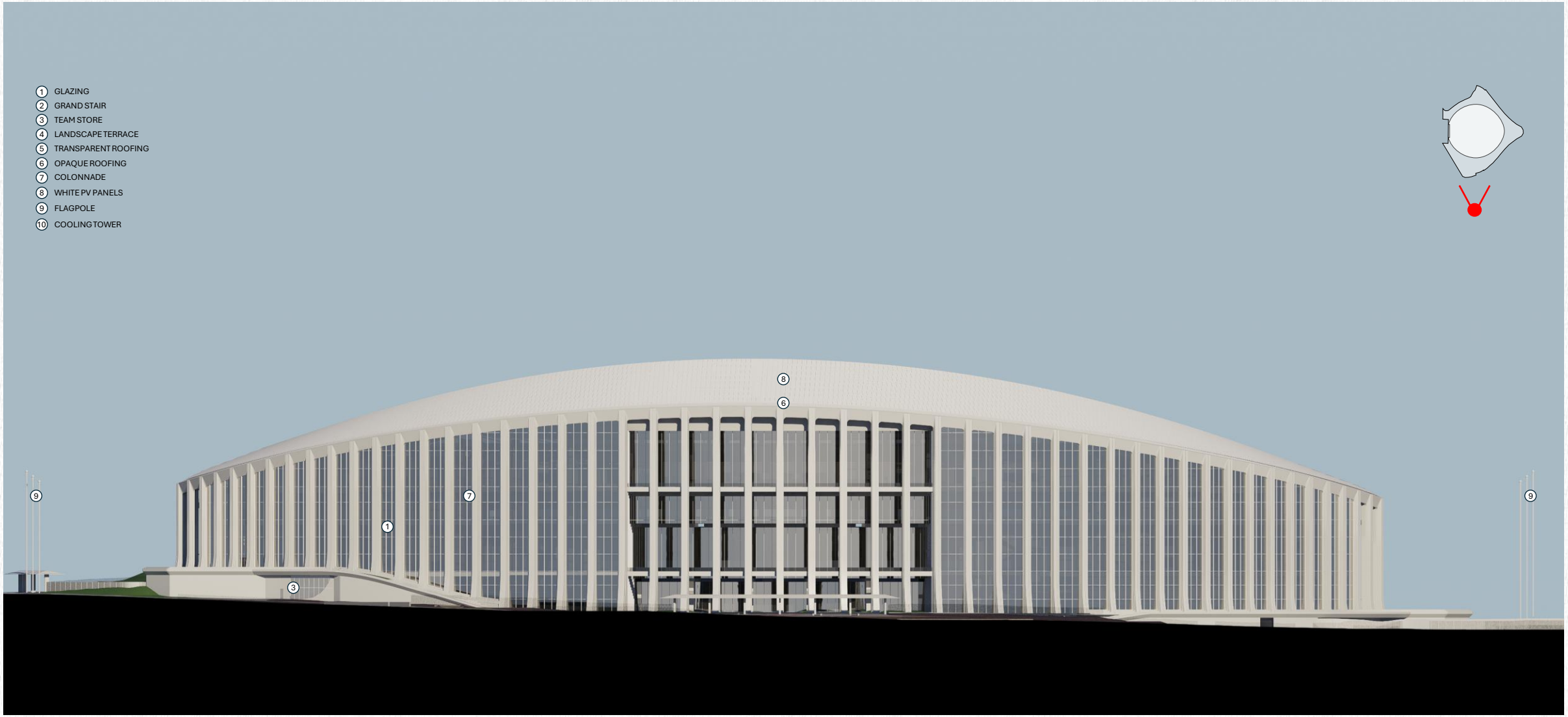
WEST ELEVATION



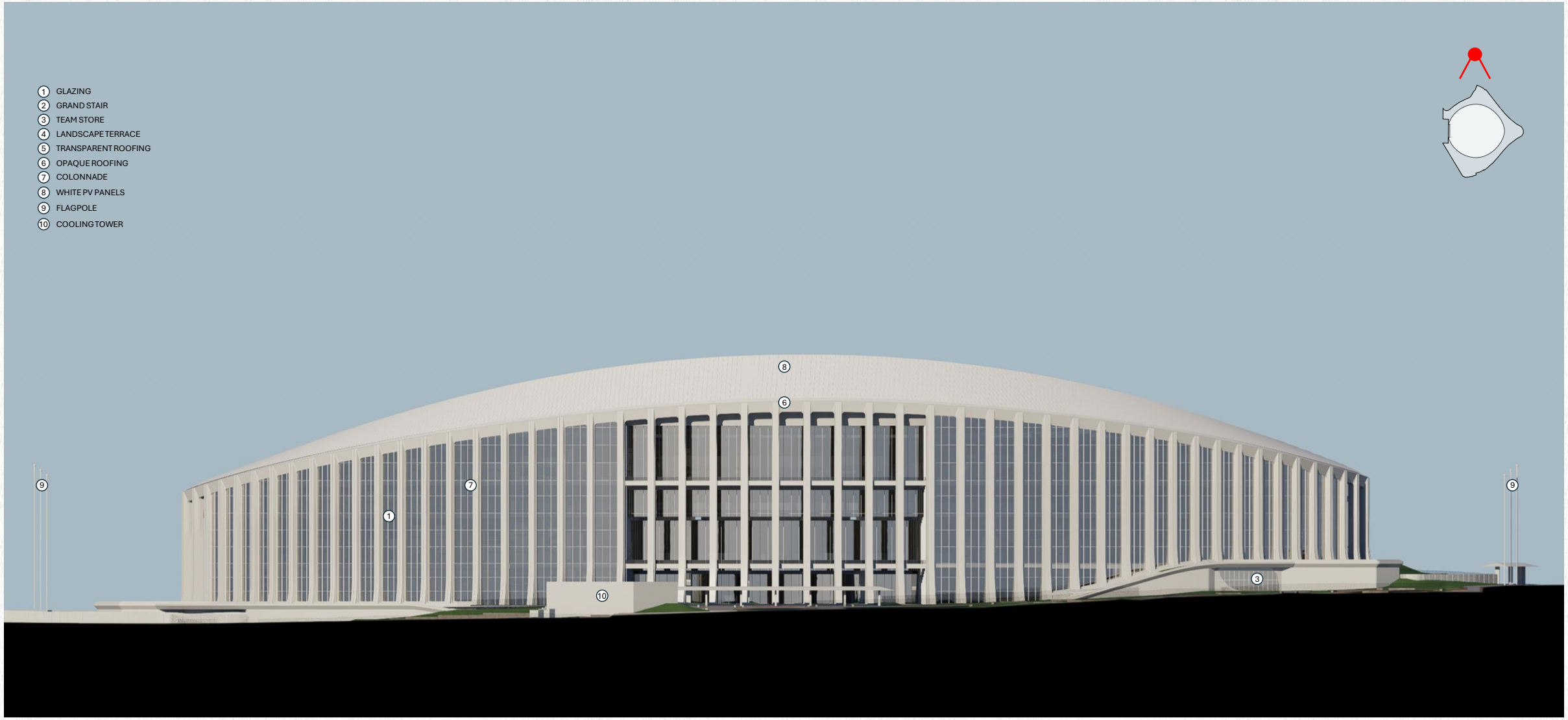
EAST ELEVATION



SOUTH ELEVATION

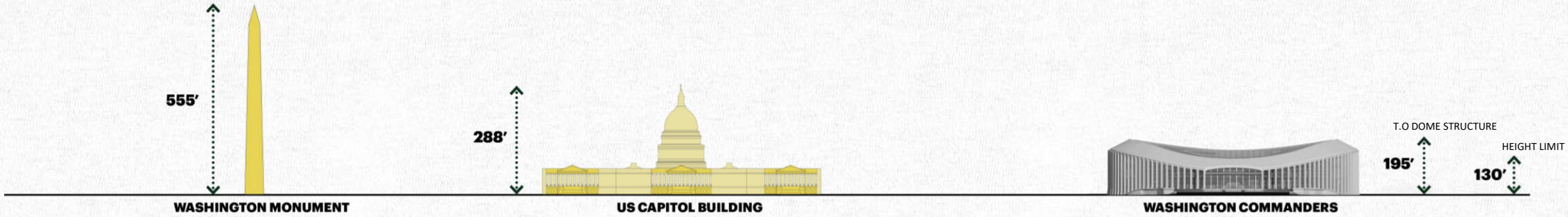


NORTH ELEVATION

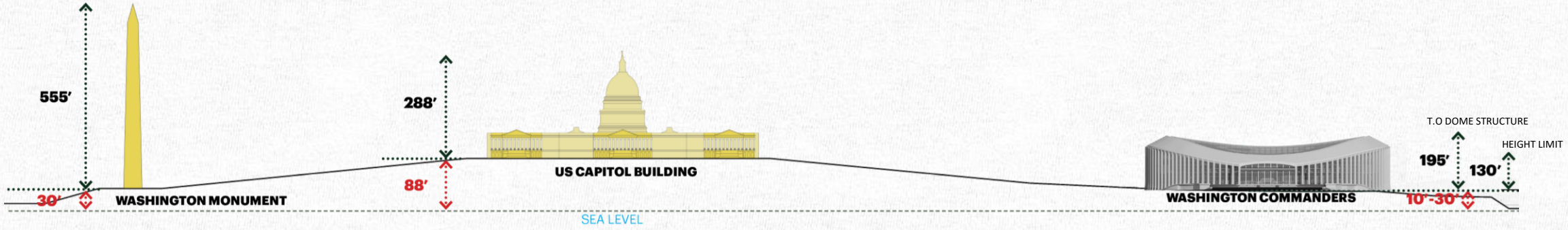


ELEVATIONS AND HEIGHT COMPARISON

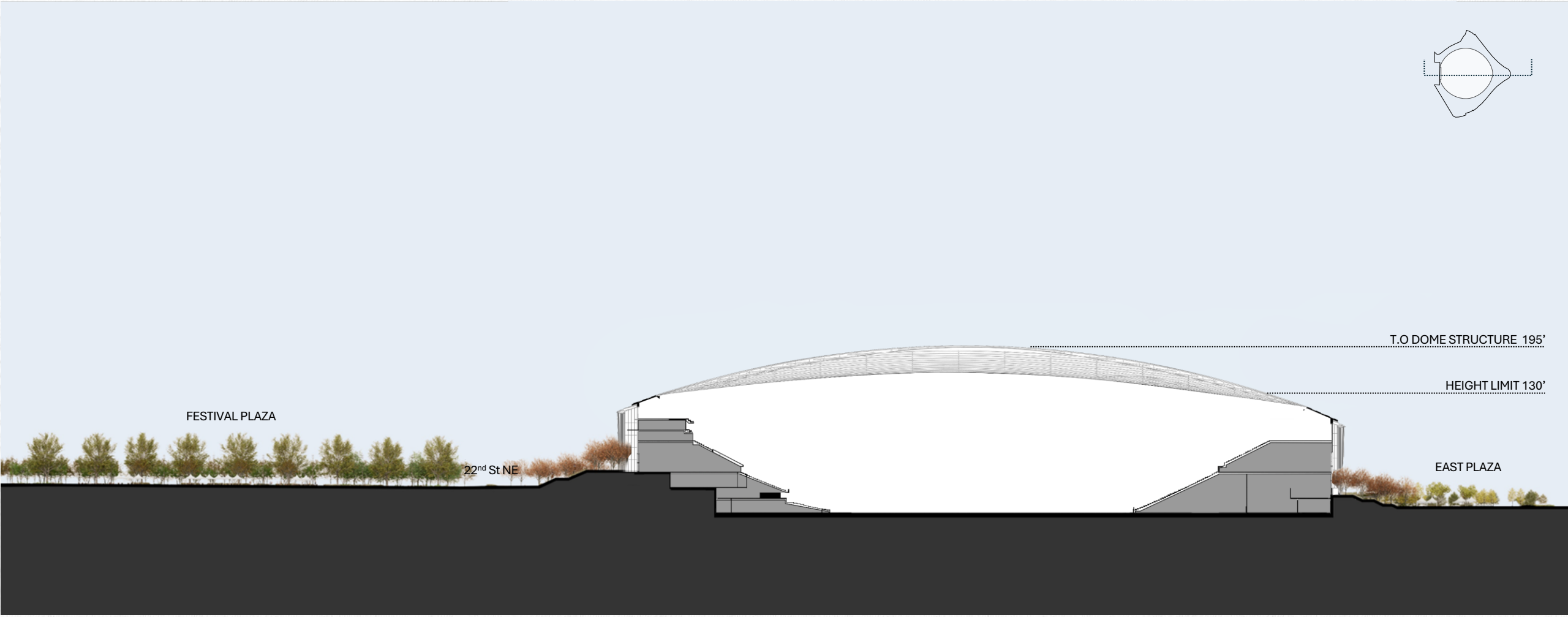
TRUE ELEVATION HEIGHT COMPARITIVE



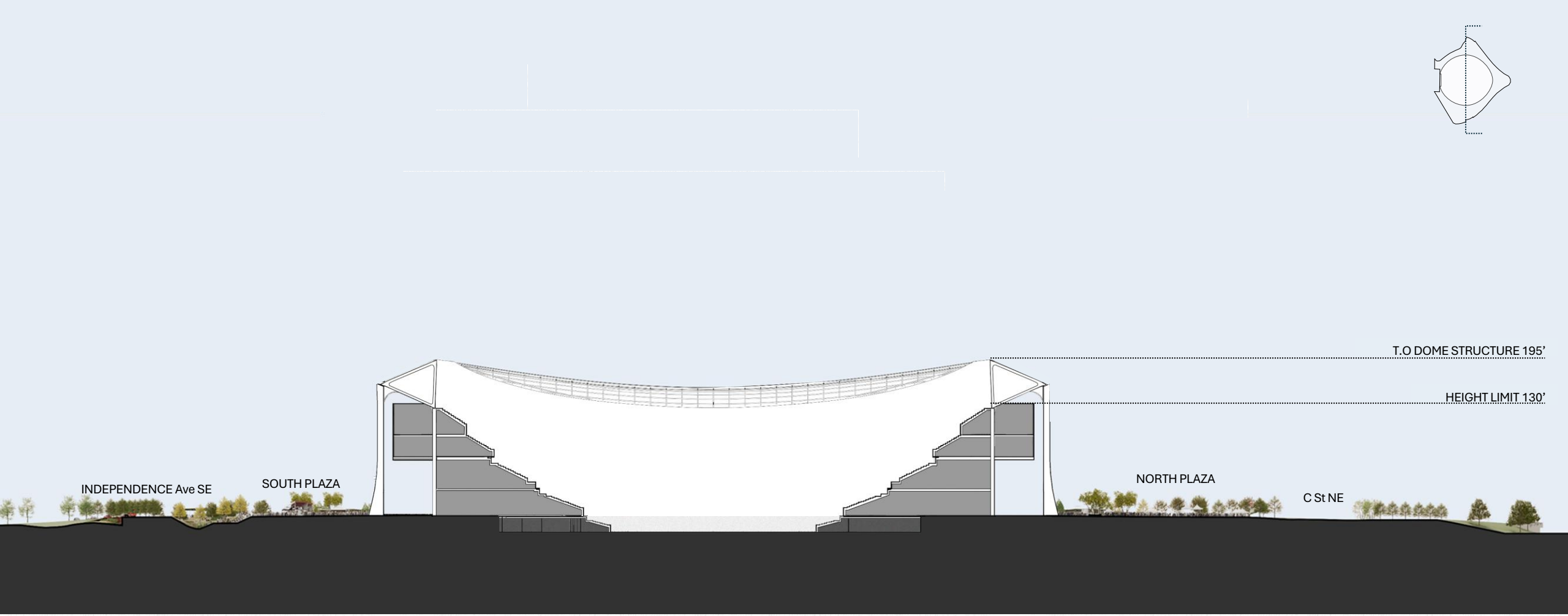
SEA ELEVATION HEIGHT COMPARITIVE



SECTION-EAST/WEST

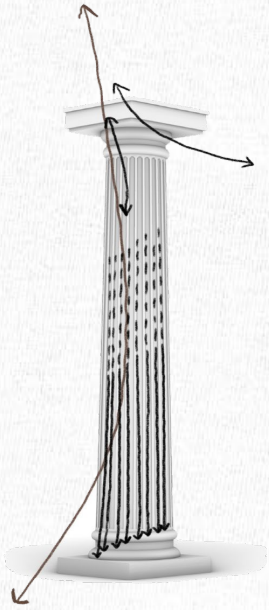


SECTION-NORTH/SOUTH

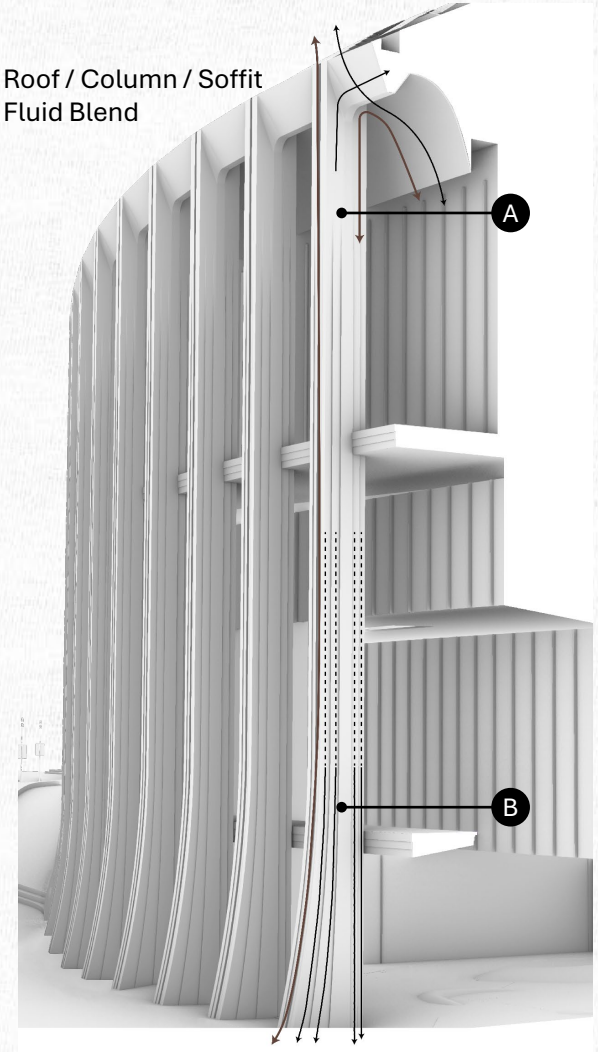


COLUMN DETAILS

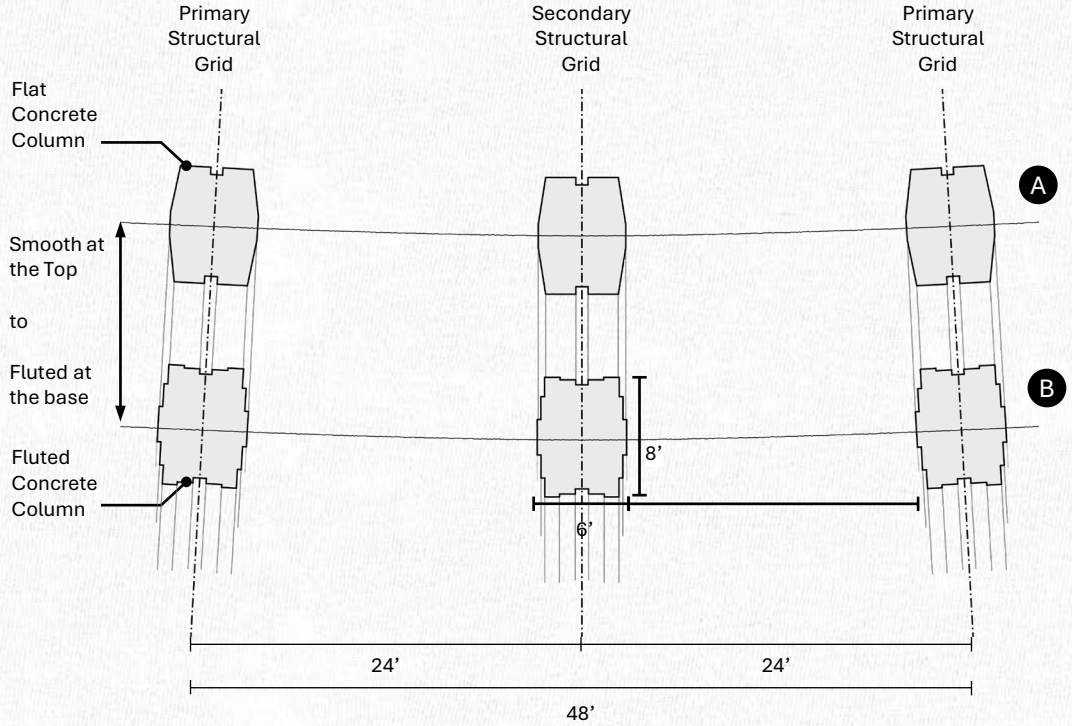
Classical Column Design Reference
Cornice / Frieze / Capital / Column / Drum / Stereobase - Composition



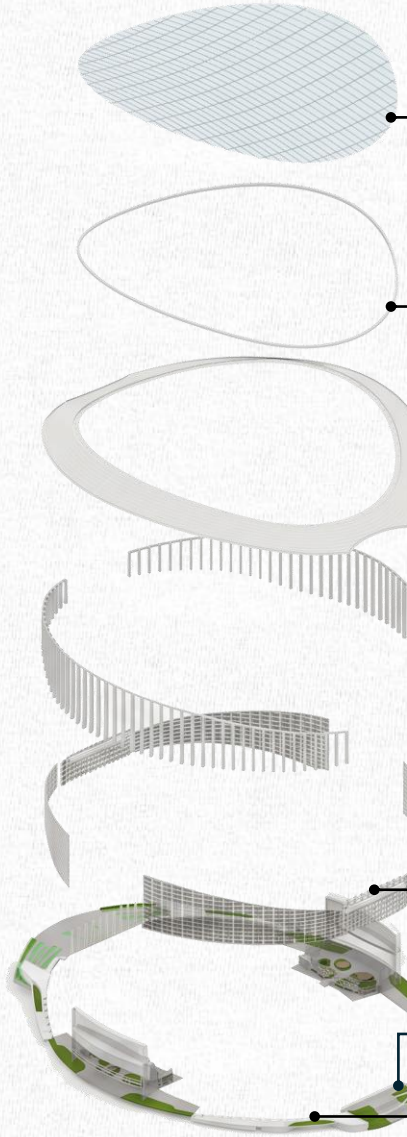
Classical fluted column articulation



8 flutes on the sides of the column blended into ONE
8 Wards of DC, united into ONE



MATERIAL INVESTIGATIONS



TRANSPARENT ROOF MEMBRANE ON
SINGLE LAYER CABLE NET STRUCTURE

COMPRESSION RING

OPAQUE ROOF MEMBRANE / WHITE SOLAR PV PANELS

CONCRETE RIBS

GLAZING

PLINTHS

GRAND STAIR

TEAM STORE & AMENITIES



TRANSPARENT ROOF MEMBRANE



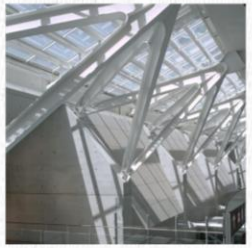
SINGLE LAYER CABLE NET



VIDEO BOARD



TRANSITIONAL COLONNADE



BUILT-UP STEEL STRUCTURE



CONCRETE STRUCTURE



ENTRANCE GLAZING



LANDSCAPE TERRACE



GLAZING



OPAQUE ROOF MEMBRANE



WHITE SOLAR PV PANELS

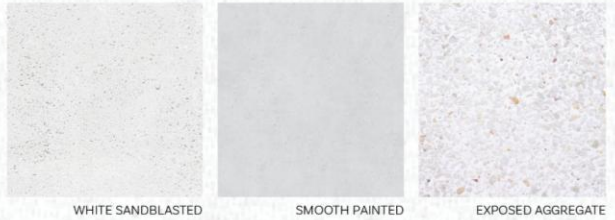
MATERIALS

Concrete
Both cast-in-place (C.I.P.) concrete and precast concrete systems are being evaluated for the stadium structure. The panelizing, form-lining, and joint patterns of the concrete is currently being studied. Finishing techniques currently being studied include integral coloring, specialty aggregates, sandblasting, acid-etching, and coatings.

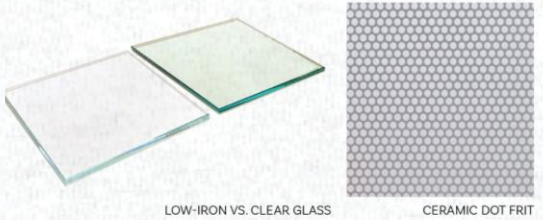
Metals
The opaque cladding on the stadium is characterized by aluminum plate panels that are factory-coated and formed into the final cladding panels. The metals being researched for the stadium facade are primarily aluminum with a PVDF coating. The built-up steel ribs and compression ring supporting the dome are exposed steel structure. An appropriate Architectural Exposed Structural Steel level and high-performance coating will be established for the different exposed structural steel elements throughout the stadium.

Glass
High-performance glass will be used for most of the glazing. Low-iron glass is proposed at areas requiring the highest clarity for premium event viewing and retail showcase areas. With the proximity of landscaping and natural elements within the "drip-line" of the stadium dome, careful consideration will be given to bird-safe glass design.

Transparent roofing system
A transparent roofing material will be used for the transparent portion of the dome roof. This portion of the roof is supported on a 2-way steel cable net structure supported by a continuous built-up steel compression ring. Structural nodes at the cable intersections restrain the cables and further support clamping extrusions which frame the foil panels. There are numerous high-performing transparent products being evaluated. Glare reduction will be addressed on the interior and exterior faces through a series of studies. These materials reduce solar heat gain while allowing significant visible light transmittance, allowing the stadium to be filled with natural light. Light transmittance from inside will be carefully studied and addressed via careful placement and directions of scoreboards and lighting.









LIGHTING

The overall lighting approach will develop a simple, minimized vocabulary of lighting elements that can be carefully woven into the architectural design of the stadium. The building lighting and the site lighting will work in tandem, to blur the lines between interior and exterior spaces while creating a softly glowing, 'lantern-like' appearance that anchors the stadium within an important gateway to the District using efficient and appropriately dimmed lighting sources.

On game or event days, the use of automated controls and a layered lighting design approach will bring the building alive, communicating the energy within the stadium to the fan arrival experience.
Careful consideration will be given to minimizing light pollution, light trespass, and the impact on the surrounding wildlife habitat.
Around the Stadium Site, the lighting approach will prioritize wayfinding, comfort, and safety, while creating a pleasant nighttime atmosphere. Spill light from the sports lighting and interior stadium-effect video ribbon boards will be greatly reduced by utilizing a low transmission, fabric roof membrane. Light sources will be selected, controlled, and carefully located to reduce glare.

The design approach is to balance an innovative stadium design with a unique visual experience and respect for the context of the overall RFK Campus and beyond. The proposed structure includes several elements that reference the formal architecture of buildings in the monumental core, including the surrounding colonnade, elevated podium, and grand stairways. These architectural features will be appropriately celebrated after dark while respecting the hierarchy of the memorials, monuments, and the Capitol, on the DC skyline.



LIGHTING

Exterior Lighting Intent

- Reinforce important view corridors
- Pay homage and respect to the DC skyline
- Create gathering spaces that balance safety and intimacy
- Promote wayfinding and public engagement
- Guide visitors as they access the site and stadium
- Accentuate landscape and architecture with highly controlled sources and integrated details to limit light spill and glare

Softly illuminated trees via landscape mounted fixtures

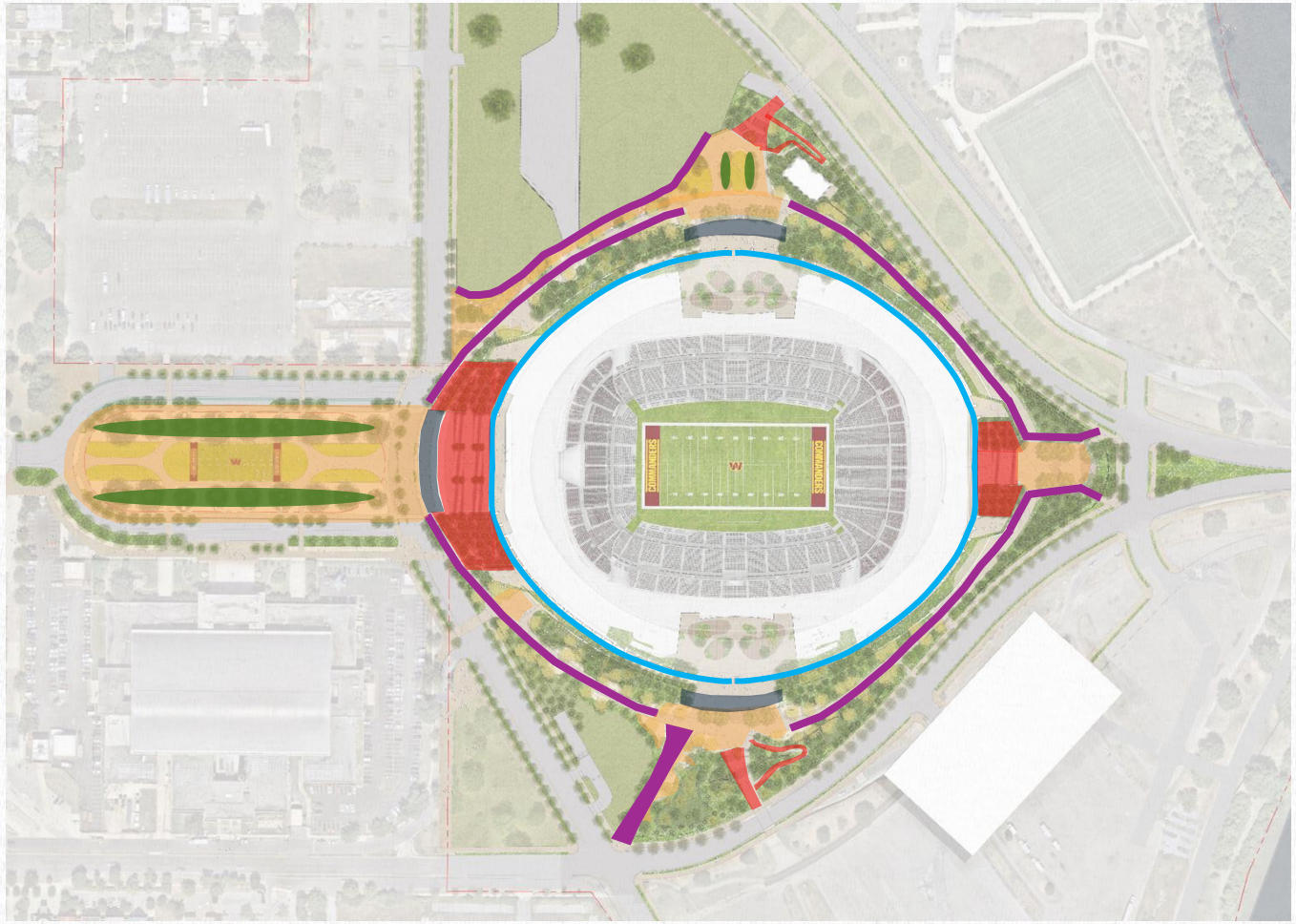
Dark-sky friendly pole lighting along promenade and main walkways

Visually-quiet, multi-head poles throughout plazas and landscape to concentrate light on gathering areas and secondary pathways

Supplemental lighting on stairs and ramps via controlled sources on poles for egress

Security check lighting via discrete downlights recessed within canopies

Integrated lighting embedded within the architecture of the facade to illuminate the stadium with architectural details to reduce visibility of fixtures



LIGHTING

Landscape Lighting & Rendered View

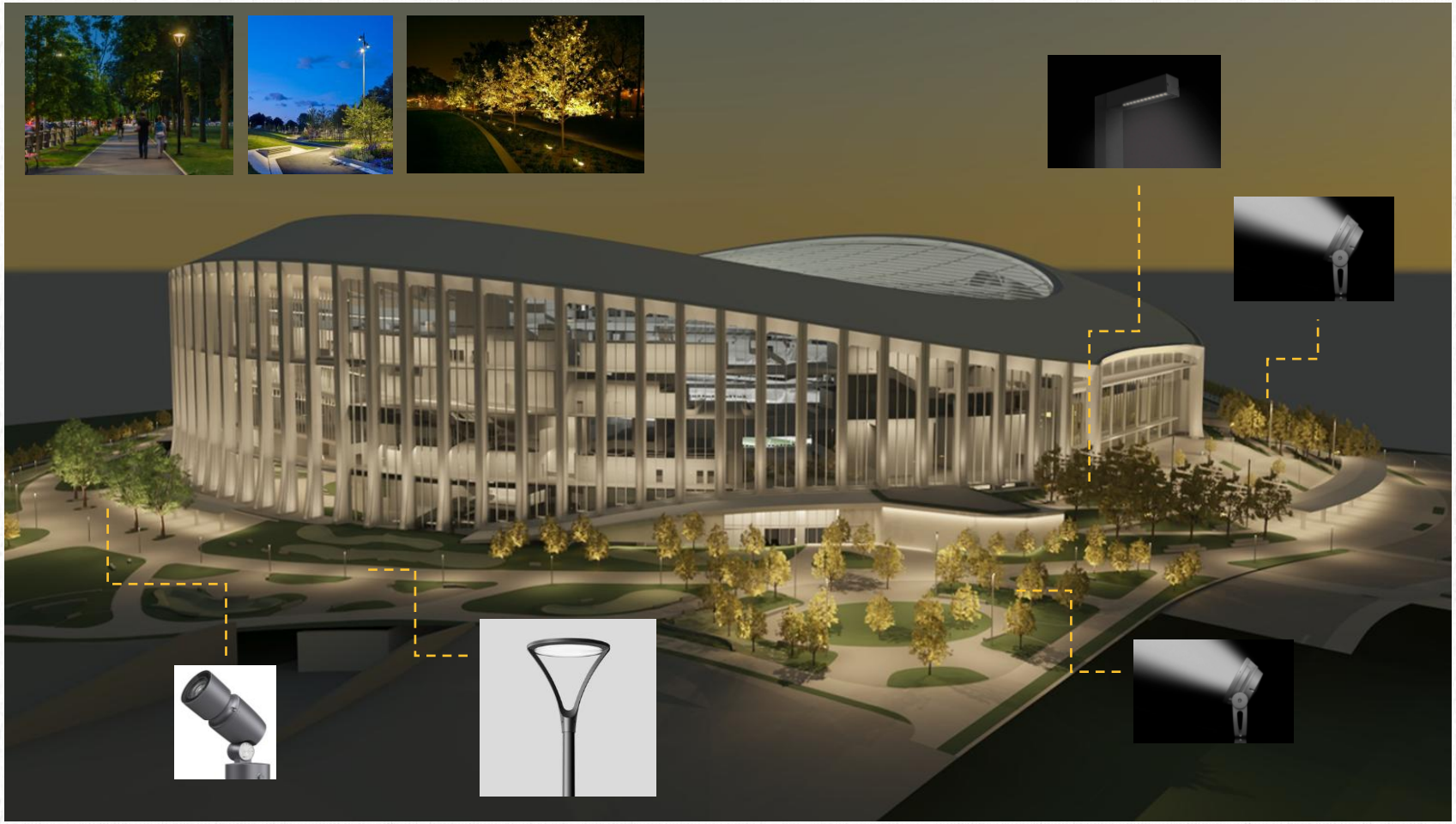
Festival Plaza will be illuminated by tall, multi-head poles tucked between trees to create a subtle moonlighting effect. Additional landscape lighting will celebrate the historical trees and frame views of the stadium.

East West Entrances will continue the multi-head poles to illuminate walkways and stairs, with additional lighting integrated into the terraces and security kiosks for enhanced safety and security. Direct pedestrian poles will also be installed along the ramp walkways to maintain a softer, quieter path.

Main Promenade will feature a repeating series of pole-top fixtures with glowing, direct light sources to illuminate the primary walkway and guide visitors, reinforcing the site's distinct identity.

Plazas & Secondary Walkways will utilize multi-head poles to create a moonlit atmosphere over gathering spaces. Low-level landscape lighting integrated into architectural details will further enrich the intimate, park-like setting.

Please note: This rendering is depicting lighting effect only on the façade and landscape with some interior lighting included.



LIGHTING

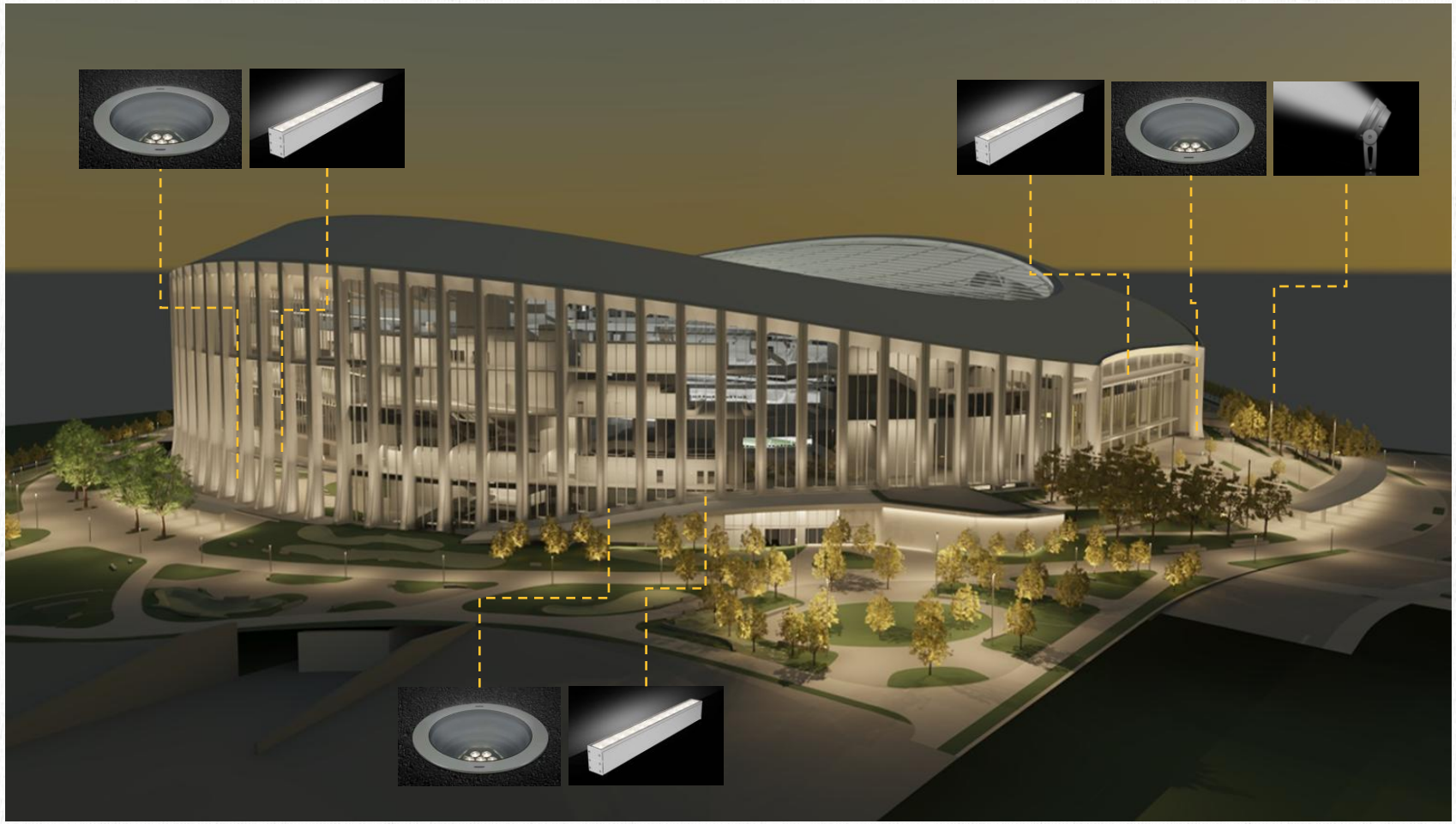
Façade Lighting & Rendered View

East & West Entrances will be illuminated by multi-head poles framing the stairs with carefully controlled optical distributions to accentuate the building's brow. Integrated lighting underneath the terrace will highlight the soffit, while round, shielded ingrade uplights frame the adjacent columns. Entrance soffits will also feature integrated downlights for added safety and security.

Atrium Entrances will be illuminated by round, shielded in-grade uplights placed out of visitor pathways to softly wash the sides of the columns. Along the walkway above, narrow-distribution linear fixtures will integrate into architectural detailing to graze the columns and wash the roof brow above. Additional fixture shielding within these details will prevent glare and light spill.

Typical Façade sections will be illuminated by narrow-distribution linear fixtures integrated into architectural details to graze the columns and softly wash the roof brow, with built-in shielding to eliminate light spill and glare. Round, shielded ingrade uplights set against the front of the columns will accentuate and ground the building's base.

Please note: This rendering is depicting lighting effect only on the façade and landscape with some interior lighting included.



LIGHTING

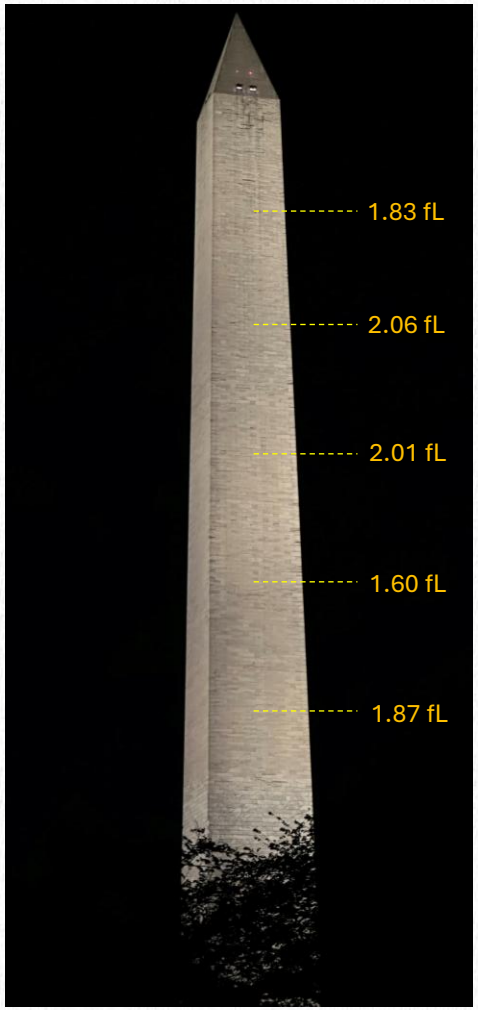
Lighting Levels

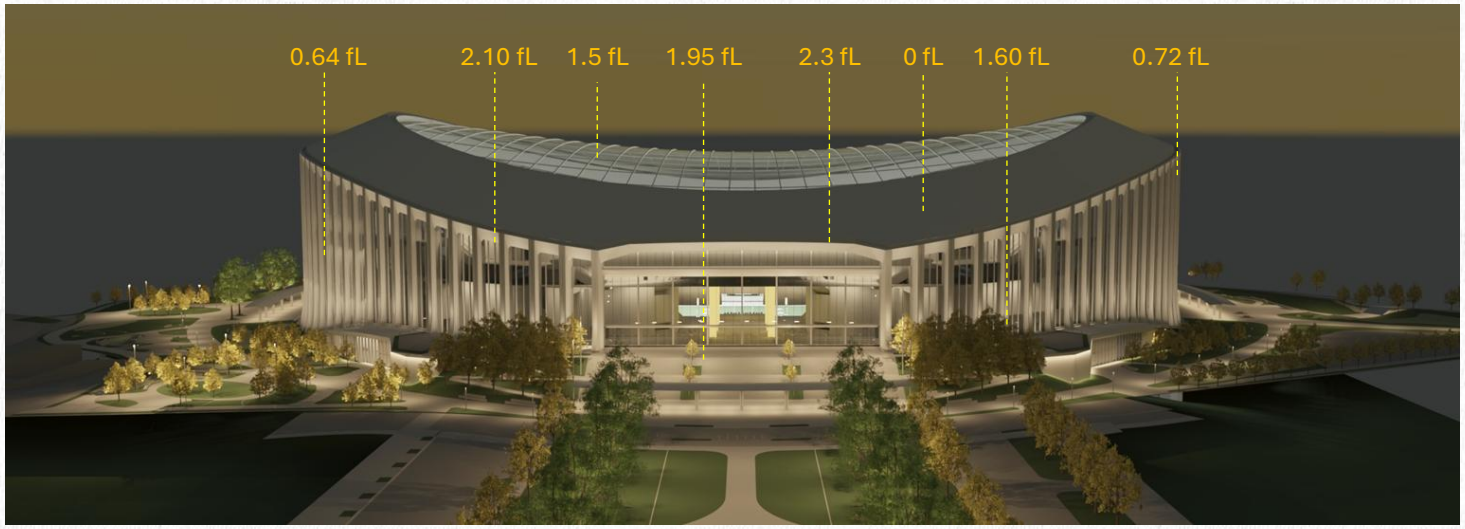
Proposed façade lighting for the RFK Campus Stadium will range from 0.5 to 2.5 foot-lamberts (fL). These levels are in-line with appropriate brightness of the nearby monuments and well below the luminance values seen at the Lincoln Memorial.

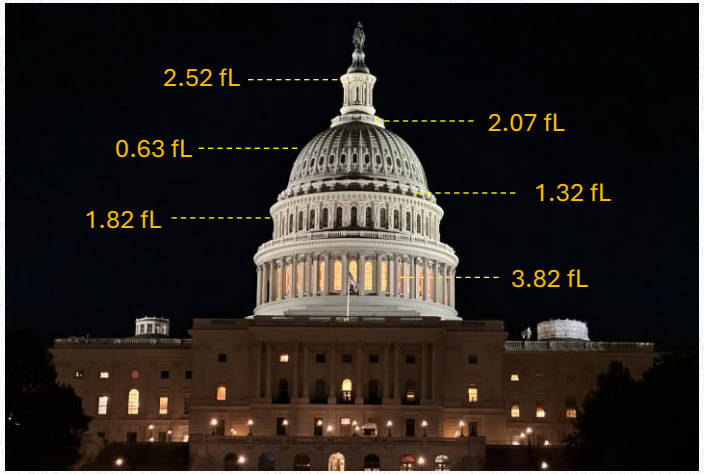
Additionally, all façade lighting will be digitally addressable to allow for a highly customizable display that can adjust by day, event, or function.

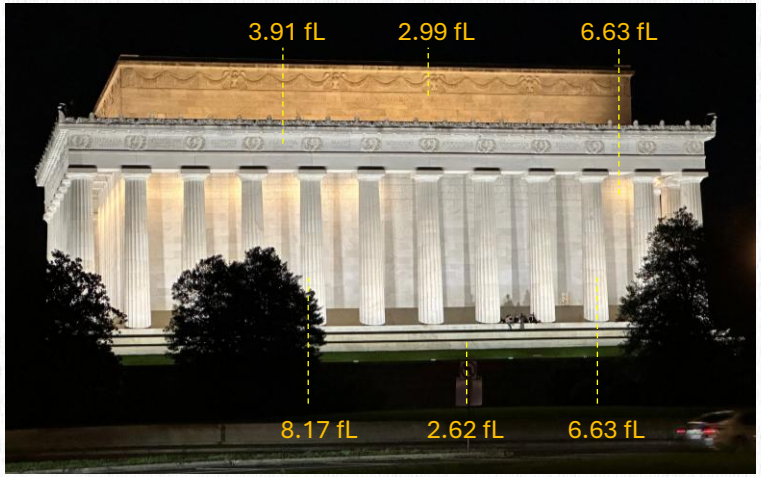
The rendering depicts an "event day" setting at the maximum level of 2.5 foot-lamberts (fL). On non-event days, the lighting can be further dimmed, programmed to turn-off or be reduced during late-night, non-operational hours.

Please note: This rendering is depicting lighting effect only on the façade and landscape with some interior lighting included. Video ribbon boards are not included.









EXTERIOR VIEWS



Previous viewshed from west

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Conceptual view from West Plaza



Conceptual viewshed from east

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Conceptual viewshed from Kingman Park

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Conceptual viewshed from north

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Previous viewshed from Anacostia River

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Conceptual viewshed from Anacostia River

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Previous viewshed from far west

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Conceptual viewshed from far west

*image updated to match current intent of design



Conceptual viewshed from Hill East with D.C. Armory in foreground

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Previous viewshed from east

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Conceptual viewshed from Anacostia Hills escarpment

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Conceptual viewshed from east

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Conceptual viewshed from east

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PEDESTRIAN ARRIVAL

The pedestrian arrival sequence from the Metrorail station to the stadium unfolds as a clear and celebratory procession through a festival plaza. Generous walkways, framed by canopy trees and active gathering spaces, guide visitors toward the stadium while maintaining strong sightlines to its structure. The experience is designed to feel intuitive and energetic, accommodating peak event crowds while remaining comfortable and legible on non-event days.

Landscaped pathways extend beyond the primary plaza to create safe and shaded connections across the RFK Campus, including routes through parking areas adjacent to the riparian corridor. Tree-lined walks, planted buffers, and defined pedestrian zones provide separation from vehicles while strengthening connectivity to the riverfront. These pathways link the stadium to the Anacostia Riverwalk Trail, reinforcing both ecological continuity and year-round public access to the waterfront.



GAMEDAY VIEW

The pedestrian arrival sequence from the Metrorail station to the stadium unfolds as a clear and celebratory procession through a festival plaza. Generous walkways, framed by trees and active gathering spaces, guide visitors toward the stadium while maintaining strong sightlines. The experience is designed to feel intuitive and energetic, accommodating peak event crowds while remaining comfortable and legible on non event days.



GAMEDAY VIEW

The pedestrian arrival sequence from the Metrorail station to the stadium unfolds as a clear and celebratory procession through a festival plaza. Generous walkways, framed by trees and active gathering spaces, guide visitors toward the stadium while maintaining strong sightlines. The experience is designed to feel intuitive and energetic, accommodating peak event crowds while remaining comfortable and legible on non event days.



GAMEDAY VIEW



GAMEDAY VIEW



*IMAGES AND PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE

GAMEDAY VIEW



GAMEDAY VIEW



GAMEDAY VIEW



NON - GAMEDAY VIEW



*image updated to match current intent of design

NON-GAMEDAY VIEW



*image updated to match current intent of design

NON-GAMEDAY VIEW



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PERIMETER SECURITY

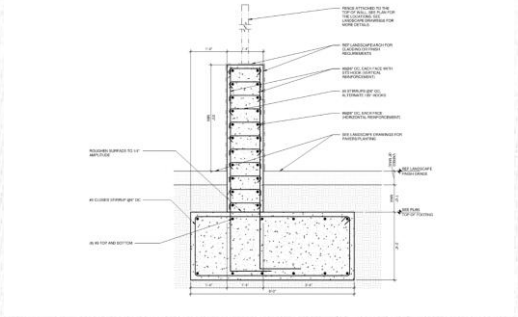
The perimeter security strategy is designed to provide controlled access during large events while maintaining a welcoming and navigable public realm. Select sections of the Stadium Site will be temporarily defined using retractable bollards, decorative fencing, and controlled entry points to manage crowd flow and meet safety requirements. These elements are positioned to clearly define secure zones while maintaining visual continuity and reinforcing the overall site organization.

Outside of event conditions, the perimeter remains visually open and pedestrian-friendly, supporting everyday connectivity through the Stadium Site and along adjacent streets. This layered approach balances operational security needs with an accessible, walkable environment that prioritizes comfort, visibility, and safe movement for the broader community.

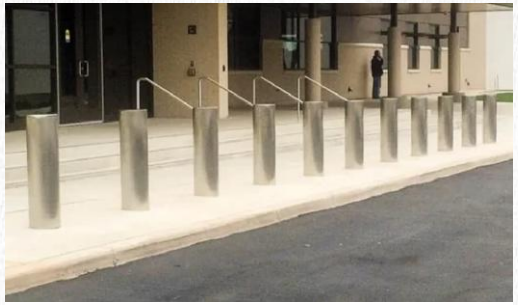
Coordination with the Metropolitan Police Department is underway and will continue going forward.

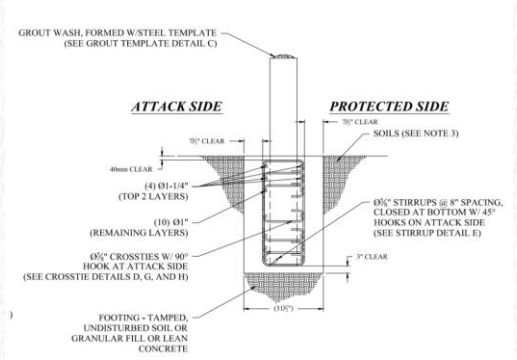
M50 Wall





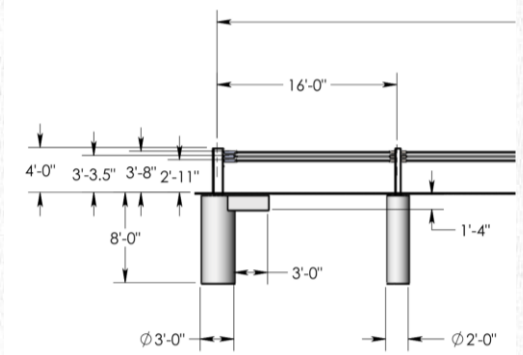
M50 Bollard



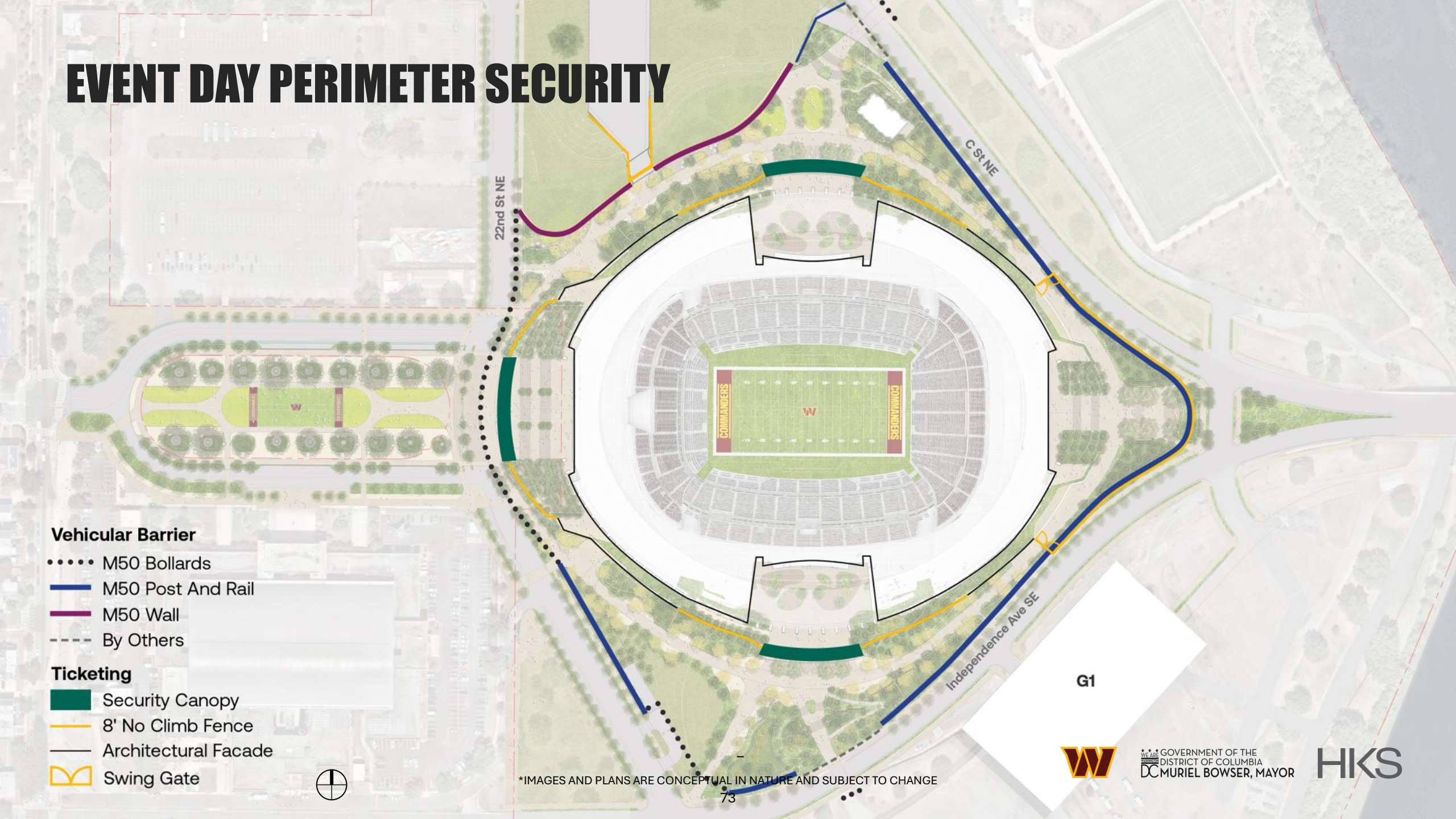


M50 Post And Rail System





EVENT DAY PERIMETER SECURITY

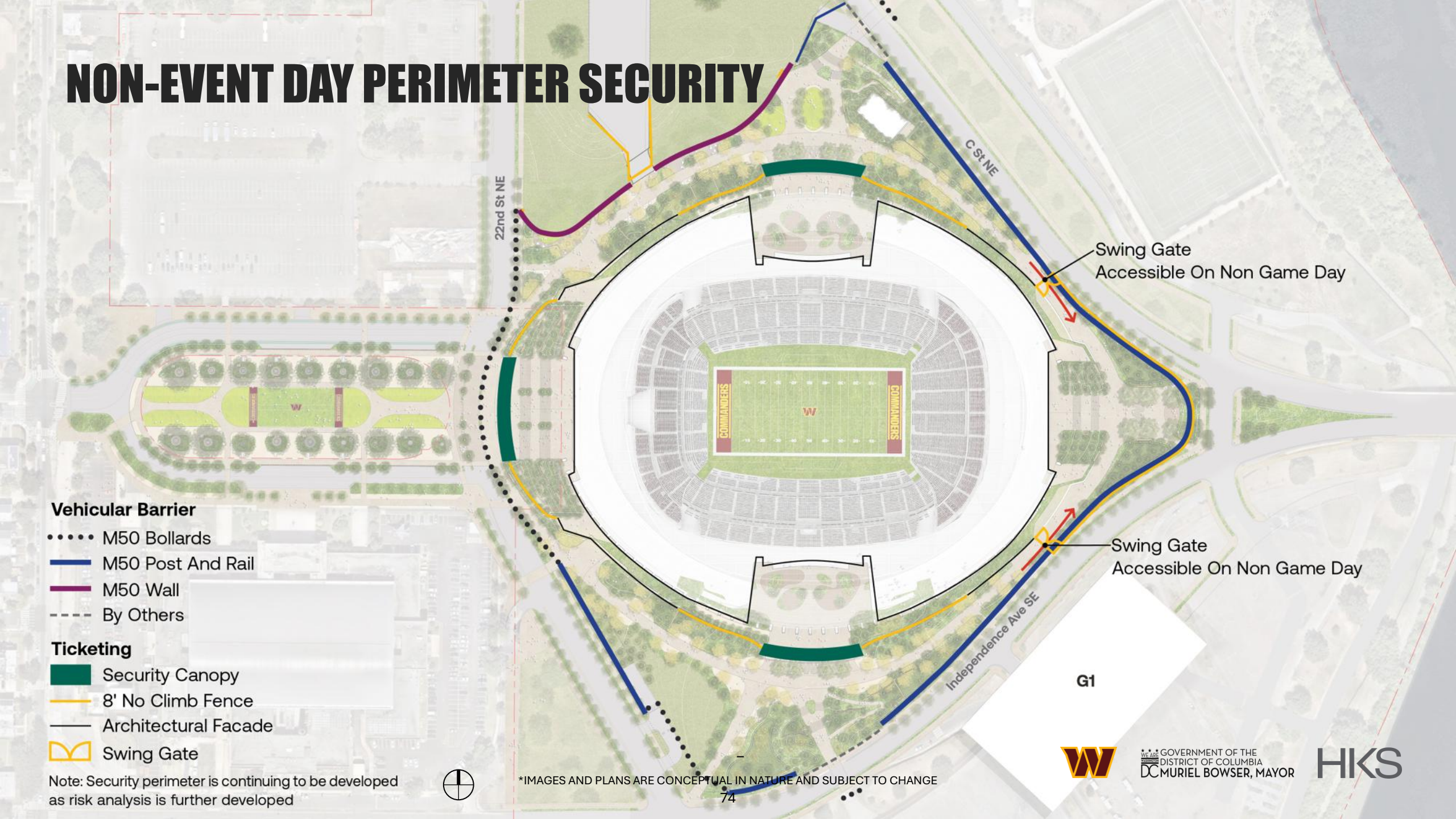


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NON-EVENT DAY PERIMETER SECURITY

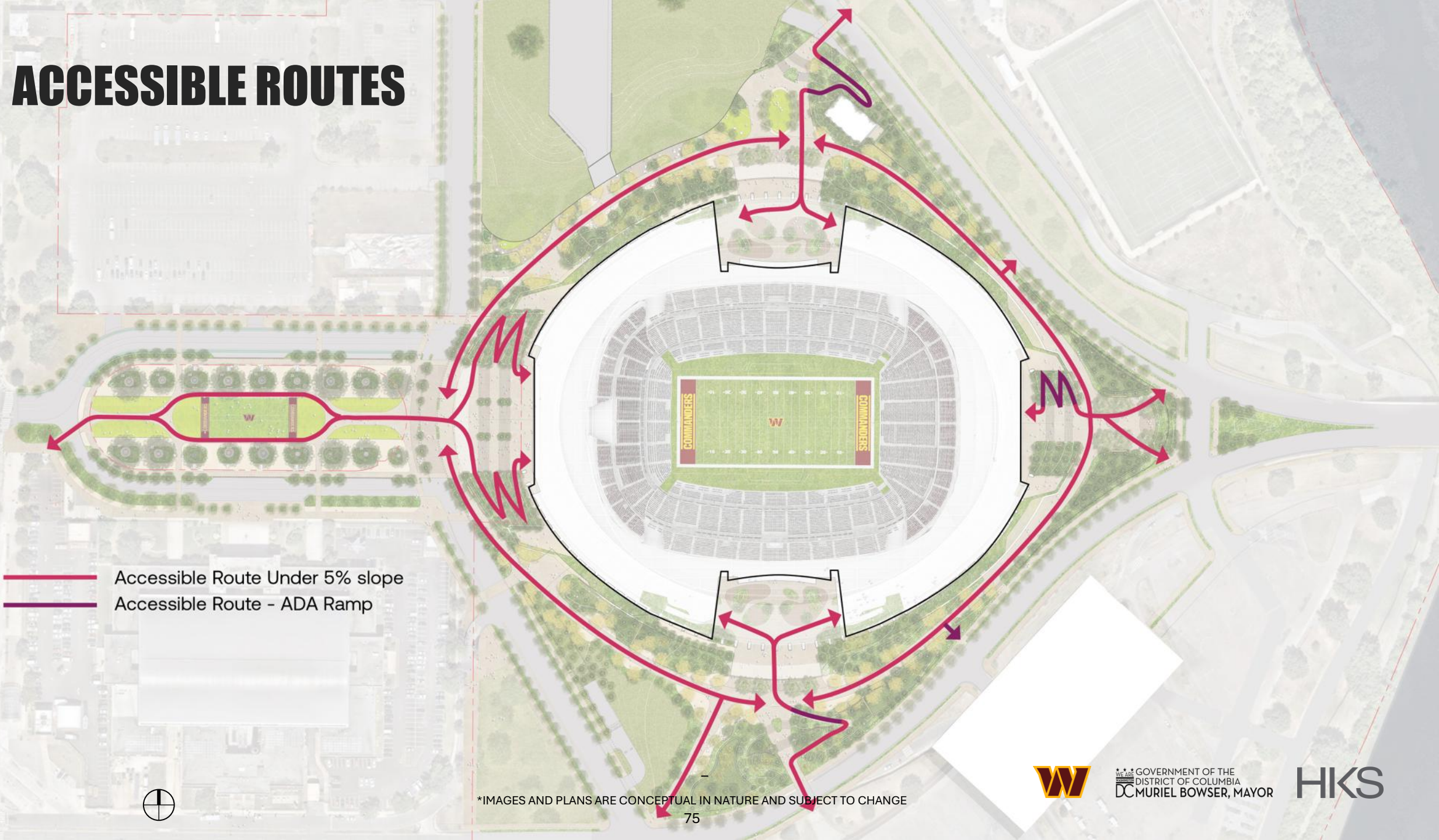


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GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

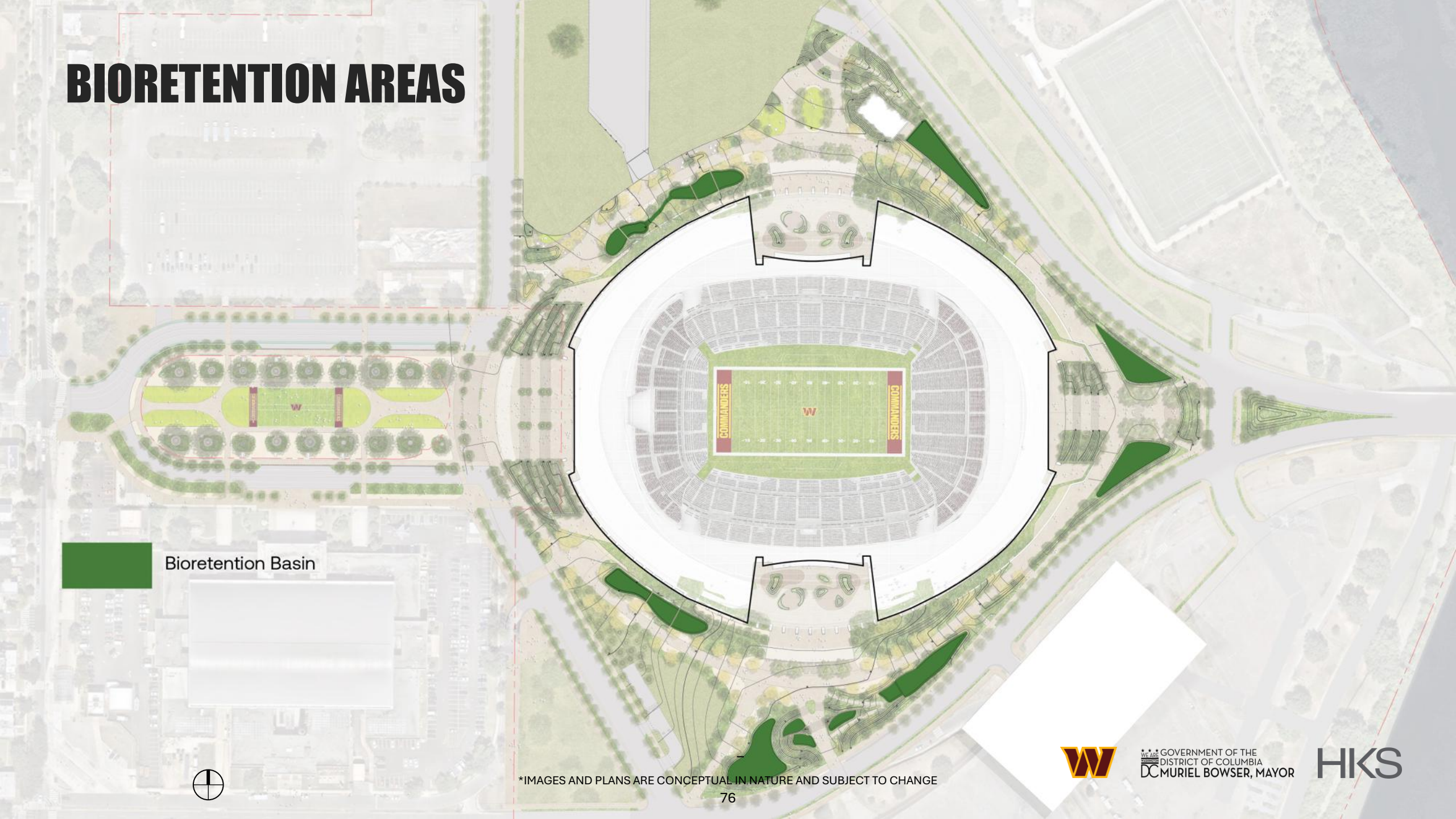
HKS

ACCESSIBLE ROUTES



*IMAGES AND PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE

BIORETENTION AREAS



*IMAGES AND PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

HKS

LANDSCAPE DESIGN

PLANTING PALETTE - TREES

**plants shown are a part of a general palette, final selection to be determined at a later stage of design*



Quercus Shumardii
Shumard Oak



Betula nigra
River Birch



Gleditsia Triacanthos Inermis'Skycole'
Skyline Honey Locust



Acer rubrum
Red Maple

PLANTING PALETTE - TREES

**plants shown are a part of a general palette, final selection to be determined at a later stage of design*



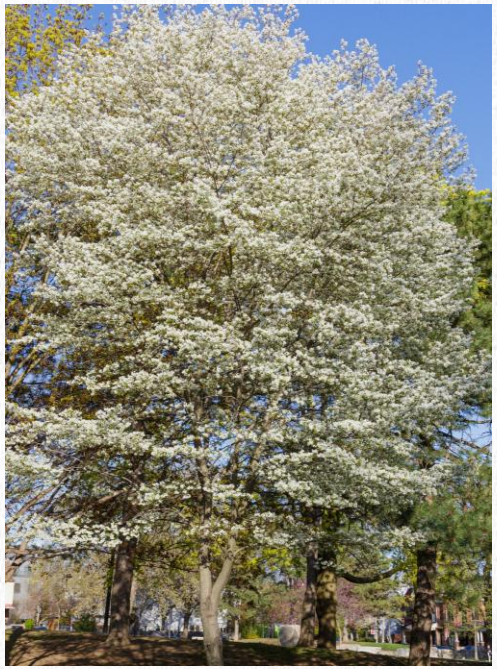
Cercis Canadensis
Eastern Redbud



Quercus Phellos
Willow Oak



Quercus Bicolor
Swamp White Oak



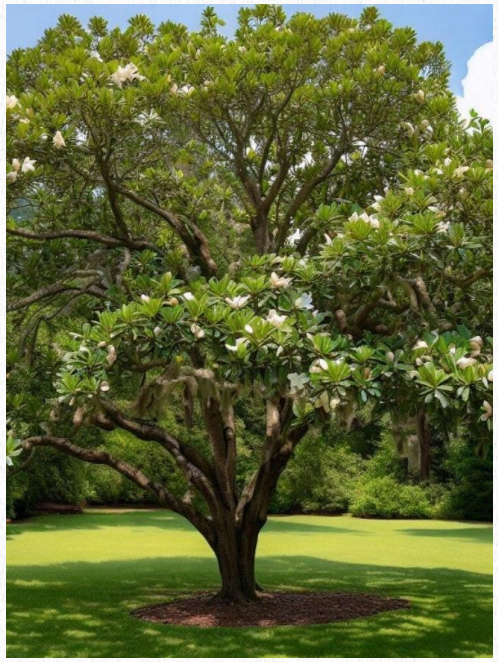
Amelanchier Canadensis
Canadian Serviceberry

PLANTING PALETTE - TREES

**plants shown are a part of a general palette, final selection to be determined at a later stage of design*



Juniperus Virginiana
Eastern Redcedar



Magnolia Virginiana
Sweetbay Magnolia



Ulmus Americana 'Princeton'
Princeton American Elm



Pinus Strobus
White Pine

PLANTING PALETTE - UNDERSTORY

**plants shown are a part of a general palette, final selection to be determined at a later stage of design*



Aronia arbutifolia 'Brilliantissima'
Brilliant Red Chokeberry
Native / Pollinator supportive



Clethra alnifolia 'Hummingbird'
Hummingbird Summersweet
Native / Pollinator supportive



Ceanothus americanus
New Jersey Tea
Native / Pollinator supportive



Cephalanthus occidentalis 'Sugar Shack'
Sugar Shack Buttonbush
Native / Pollinator supportive



Ilex verticillata 'Red Sprite'
Red Sprite Winterberry
Native / Pollinator supportive



Rhus aromatica 'Gro-Low'
Gro-Low Fragrant Sumac
Native / Pollinator supportive



Vaccinium corymbosum 'Ivanhoe'
Ivanhoe Highbush Blueberry
Native / Pollinator supportive



Viburnum Dentatum 'Blue Muffin'
Blue Muffin Arrowwood Viburnum
Native / Pollinator supportive

PLANTING PALETTE - UNDERSTORY

**plants shown are a part of a general palette, final selection to be determined at a later stage of design*



Hydrangea arborescens 'Annabelle'
Annabelle Hydrangea
Native / Pollinator supportive



Ilex glabra 'Shamrock'
Shamrock Inkberry Holly
Native / Pollinator supportive



Abelia x grandiflora 'Little Richard'
Little Richard Glossy Abelia
Pollinator supportive



Juniperus horizontalis 'Plumosa'
Plumosa Creeping Juniper
Native



Kalmia latifolia
Mountain Laurel
Native / Pollinator supportive



Morella cerifera 'Don's Dwarf'
Don's Dwarf Wax Myrtle
Native / Pollinator supportive



Viburnum obovatum 'Mrs Shillers Delight'
Mrs Schillers Delight Water's Viburnum
Native / Pollinator supportive



Lobelia cardinalis
Cardinal Flower
Native / Pollinator supportive

PLANTING PALETTE - GRASSES

**plants shown are a part of a general palette, final selection to be determined at a later stage of design*



Schizachyrium scoparium
Little Bluestem
Native / Pollinator supportive



Panicum virgatum
Switchgrass
Native / Pollinator supportive



Sorghastrum nutans
Indian Grass
Native / Pollinator supportive



Sporobolus heterolepis
Prairie Dropseed
Native / Pollinator supportive



Chasmanthium latifolium
Northern Sea Oats
Native / Pollinator supportive



Eragrostis spectabilis
Purple Love Grass
Native

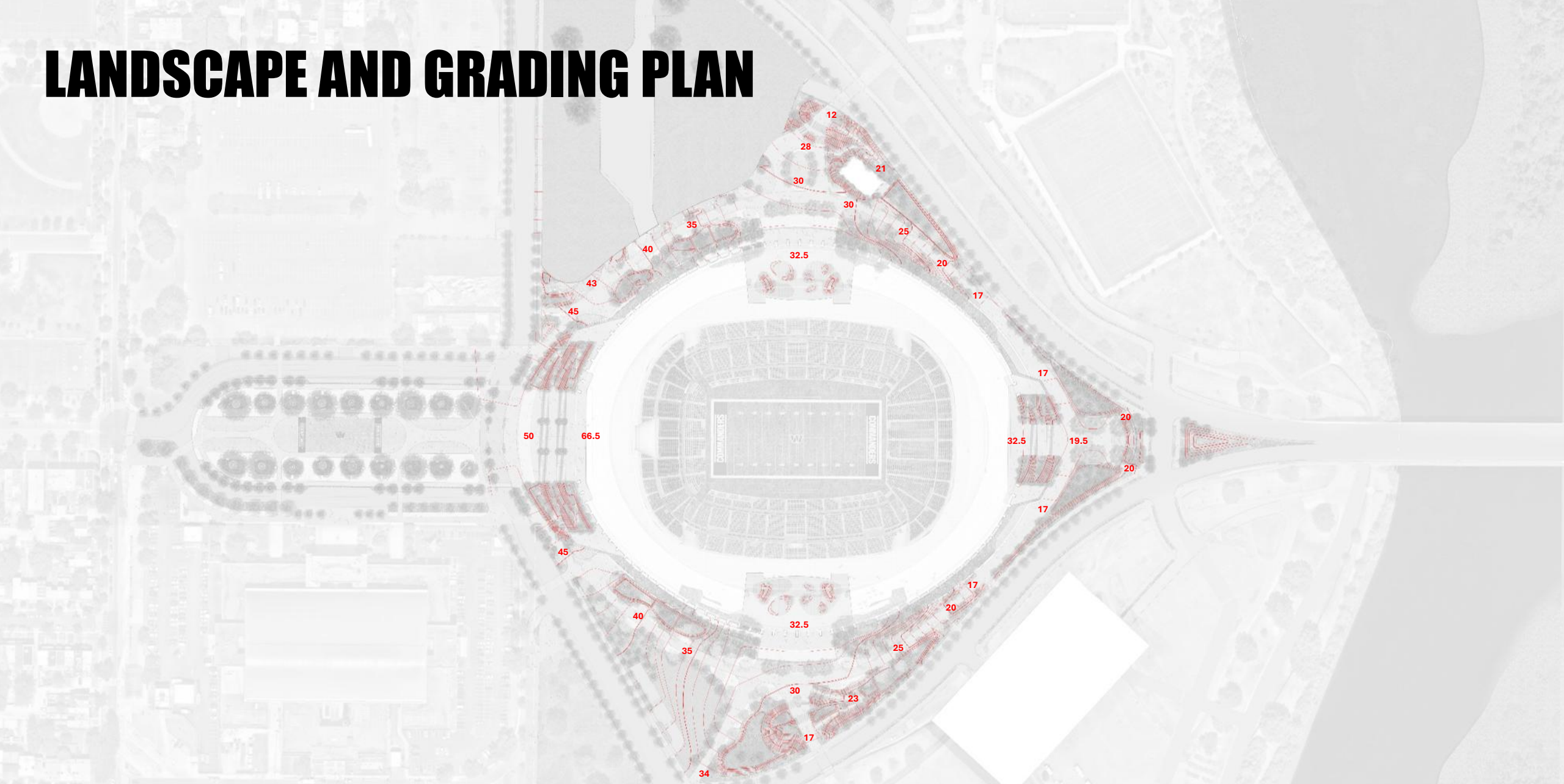


Deschampsia cespitosa
Tufted Hairgrass
Native / Pollinator supportive



Carex pensylvanica
Pennsylvania Sedge
Native

LANDSCAPE AND GRADING PLAN



0' 50' 100' 200' 300'

LANDSCAPE PLANS OVERALL



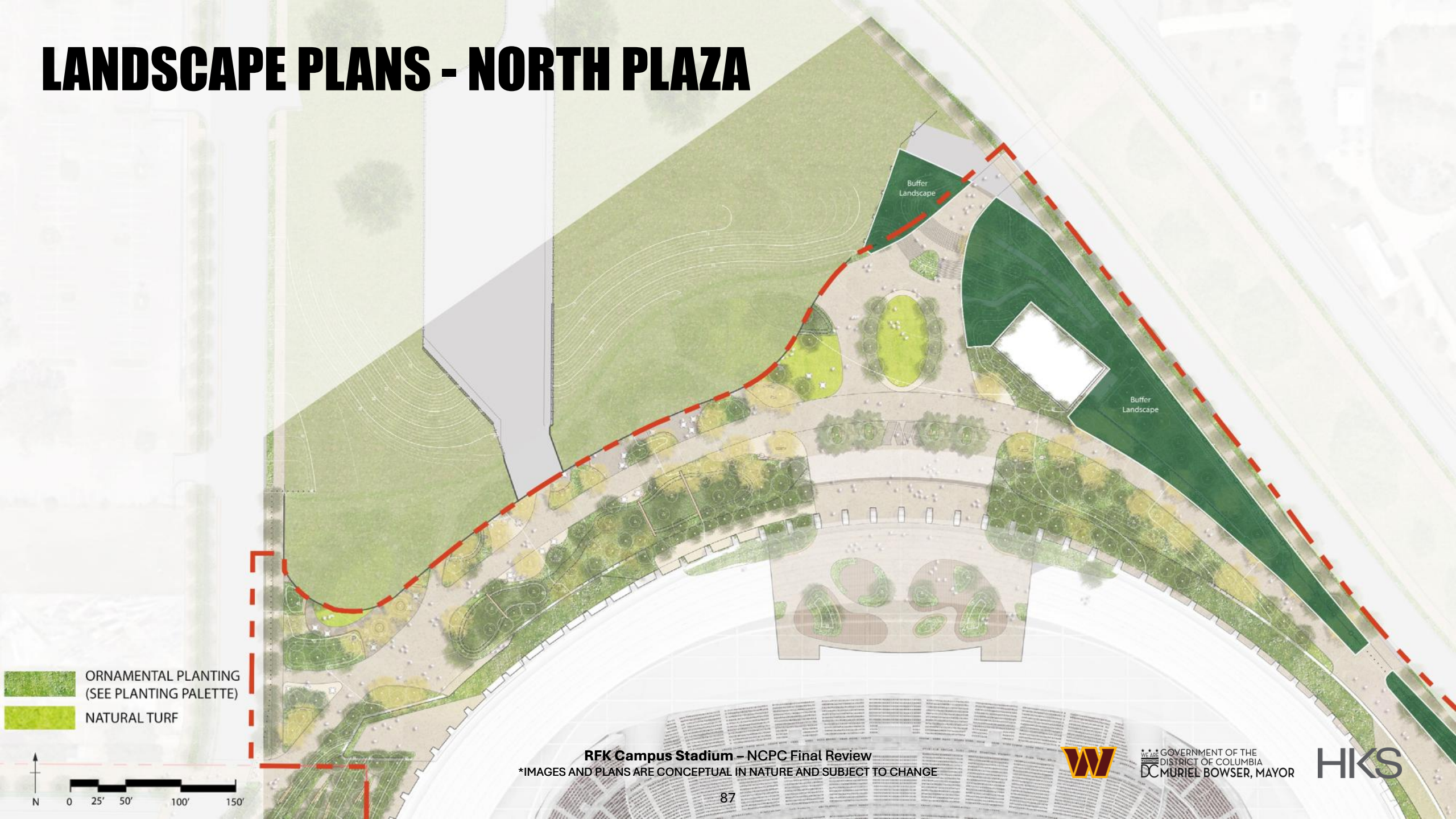
GOVERNMENT OF THE DISTRICT OF COLUMBIA
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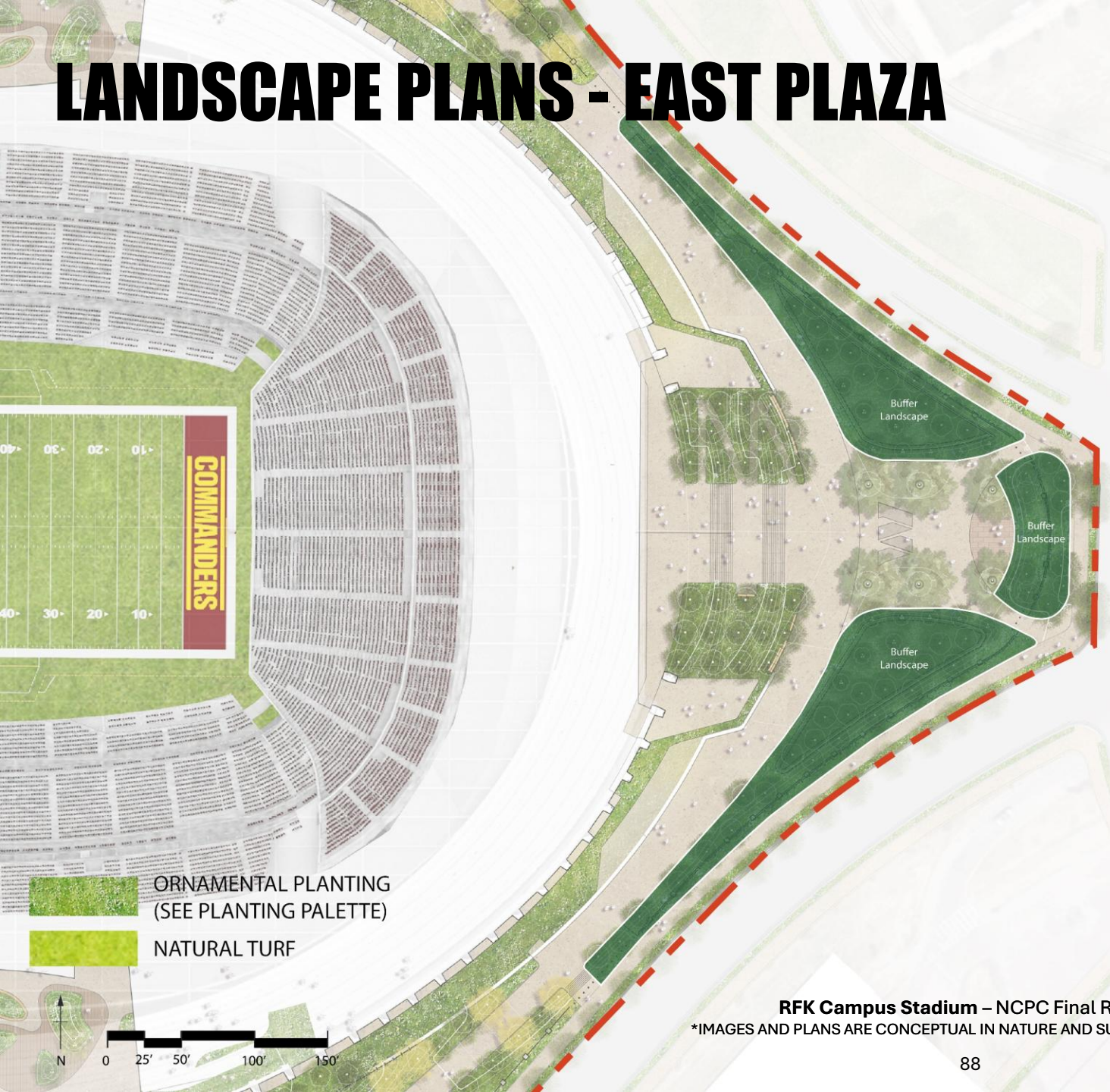
LANDSCAPE PLANS - FESTIVAL & WEST PLAZAS



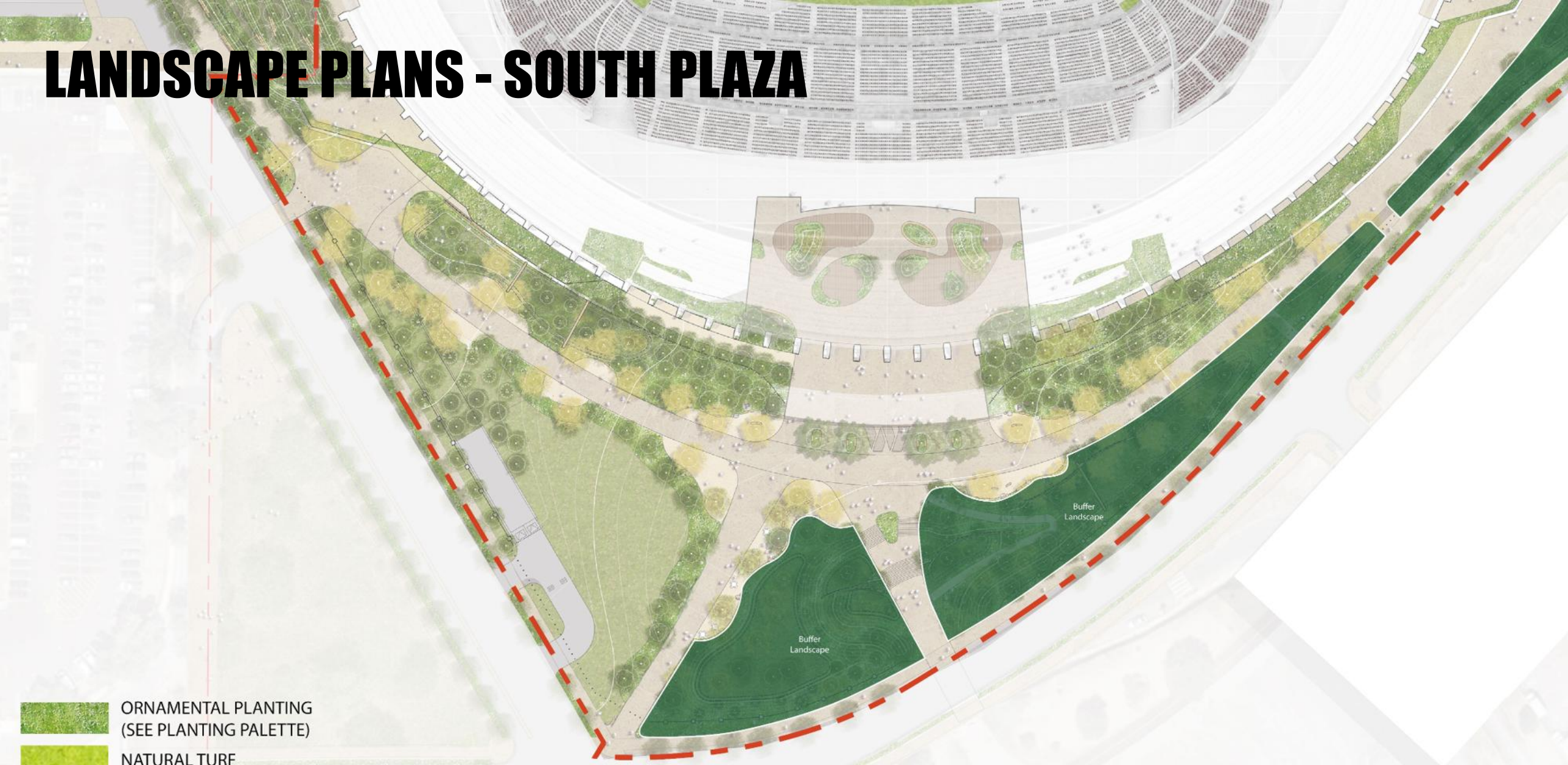
LANDSCAPE PLANS - NORTH PLAZA



LANDSCAPE PLANS - EAST PLAZA

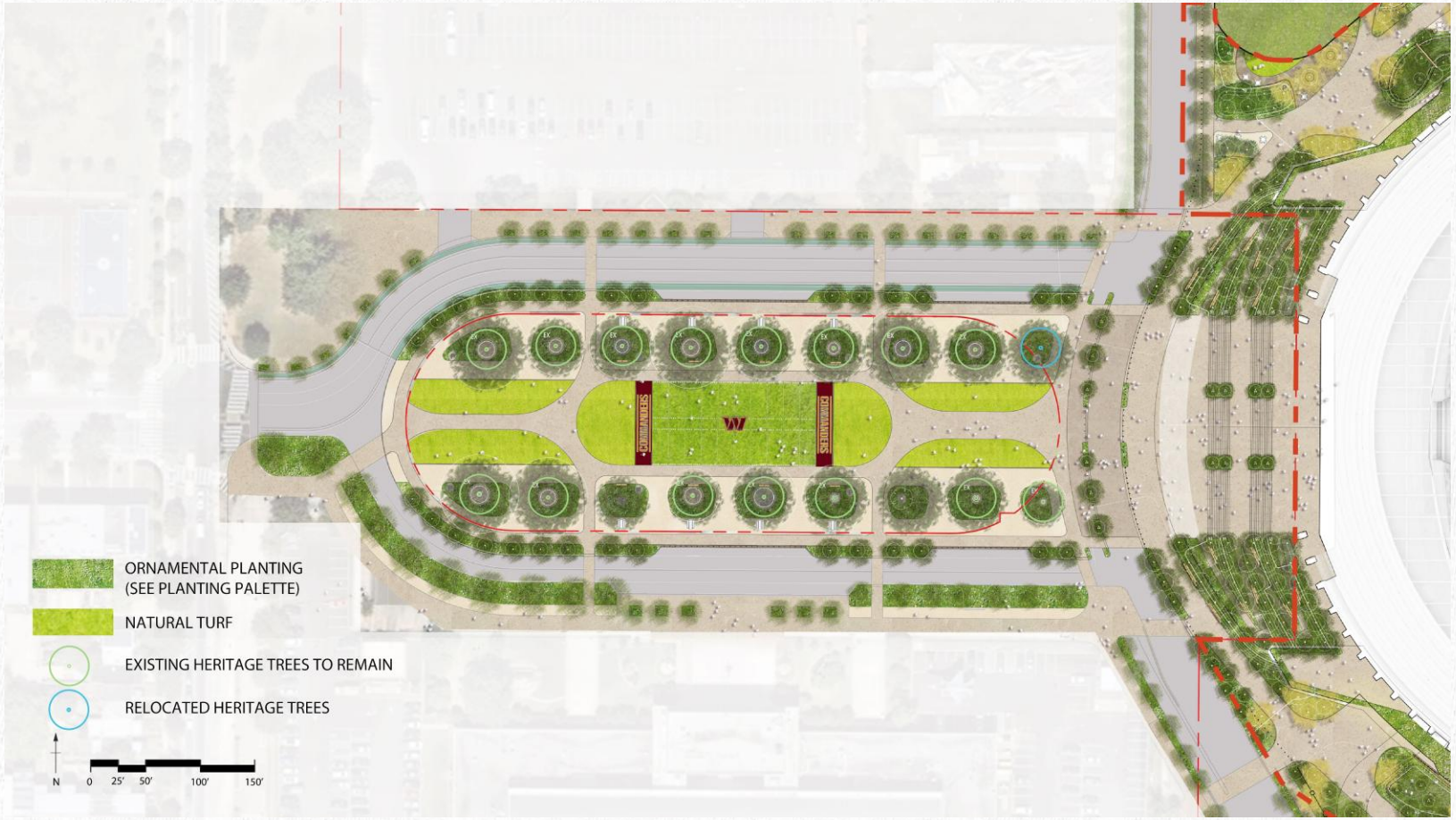


LANDSCAPE PLANS - SOUTH PLAZA



FESTIVAL PLAZA

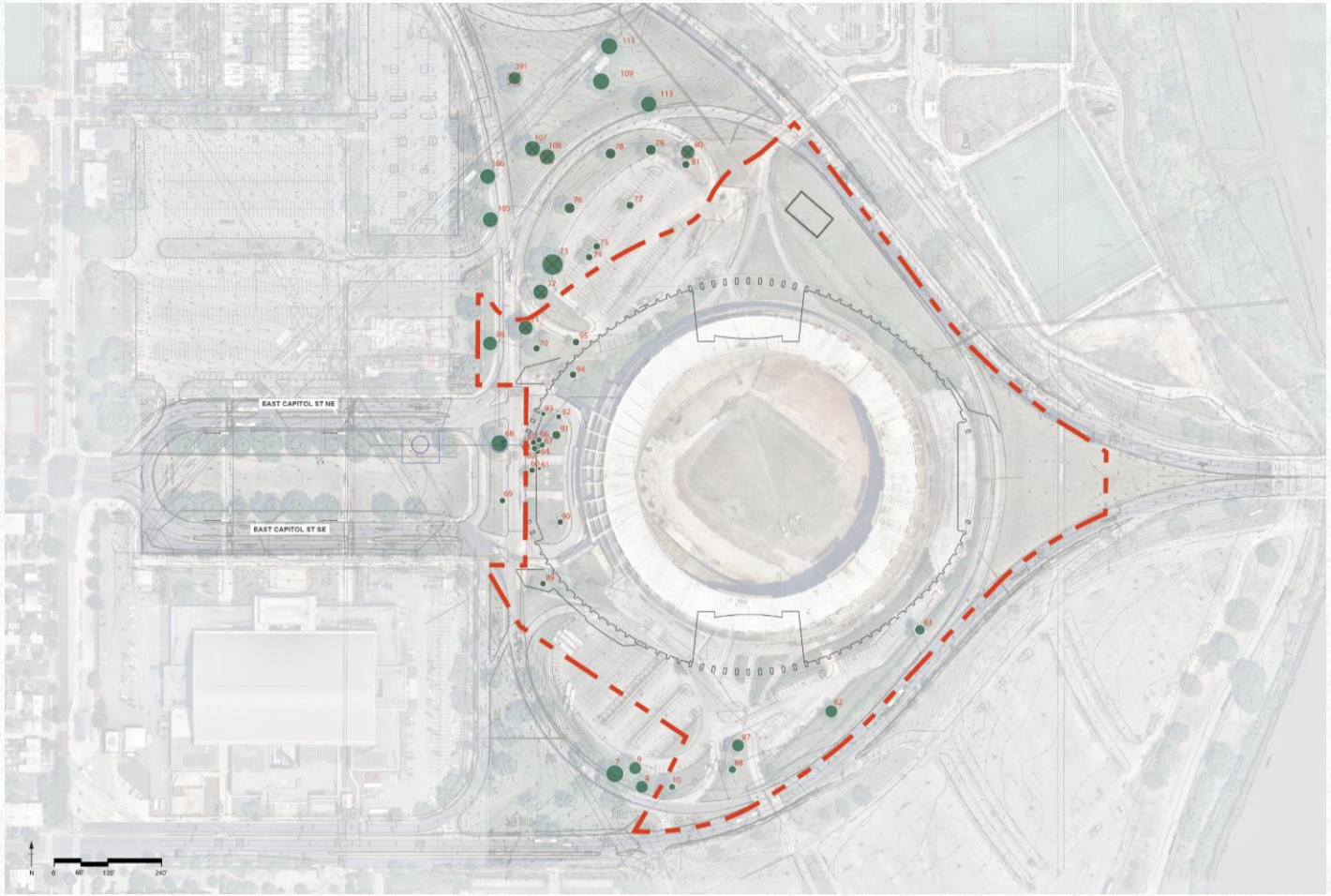
A festival plaza serves as a grand, ceremonial threshold that creates a key framed arrival to the west side of the stadium. Anchored by a direct axial alignment with the US Capitol, the space honors its location through a symmetrical layout of park programming and a monumental promenade framed by a dense canopy of trees. During game days, the plaza transforms into a vibrant hub for pregame and postgame festivities, offering an inviting, high-energy atmosphere for fans to gather. The west plaza begins at the end of Festival Plaza and features a monumental stair with a large grove of trees that frame the stadium.



EXISTING TREE SURVEY

Most of the existing trees on site are in poor or declining condition. Many exhibit signs of pest damage, cavity decay, canopy dieback, girdling roots, or structural instability. Several trees are in serious decline and would not be expected to thrive long term as part of the stadium redevelopment. As a result, removal of these compromised trees is recommended to improve overall safety, long-term canopy health, and planting performance.

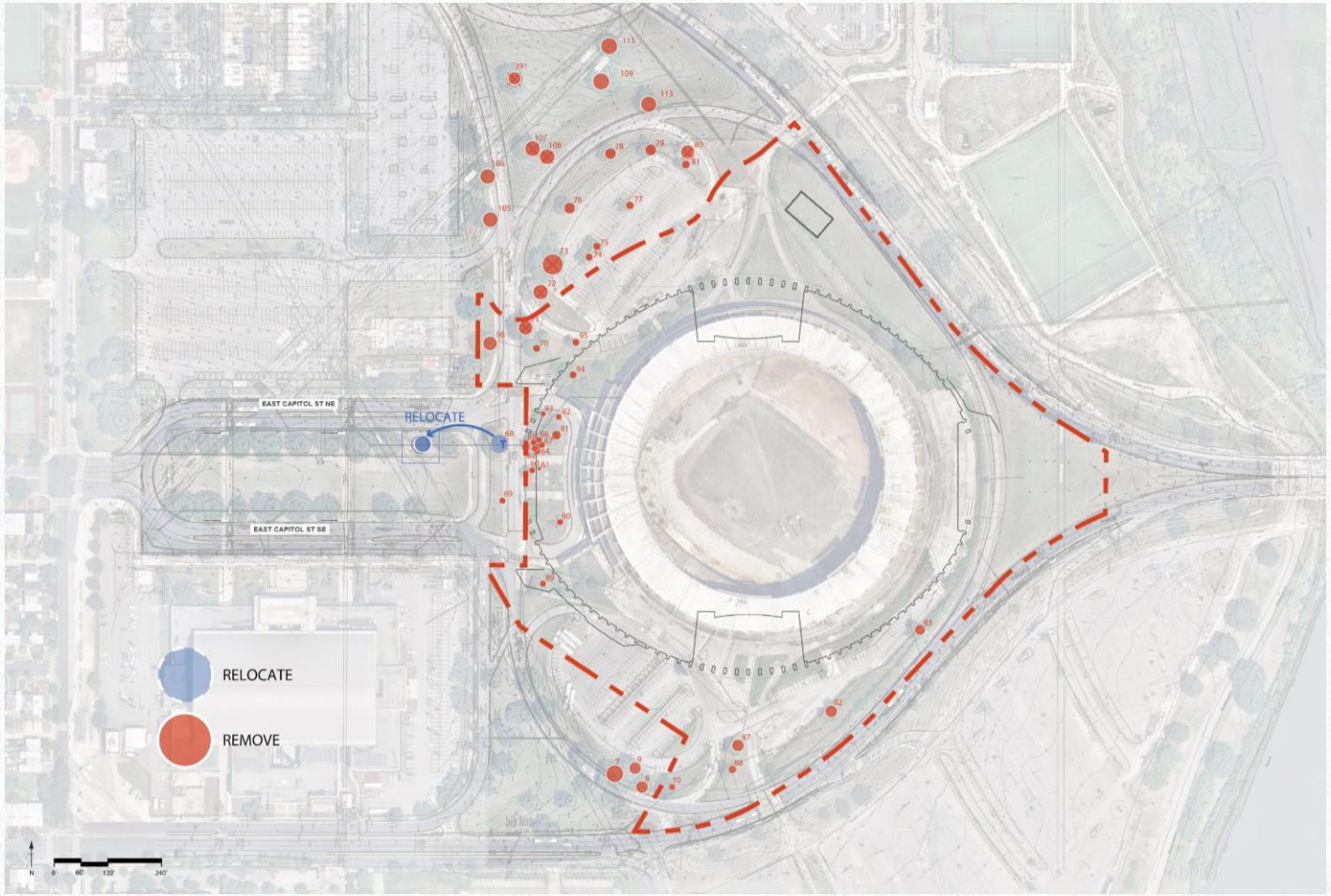
An exception to this condition is the alley of large elm trees located along to the west of the stadium. These trees are in strong health and are significant visual features within the landscape. They will remain and be protected to reinforce the existing axis from the stadium toward the Capitol, preserving both the character of the site and its broader civic relationship.



TREE PRESERVATION AND REPLACEMENT PLAN

All trees identified to remain will be protected throughout stadium construction with clearly marked protection fencing placed around the extent of their canopy of as directed by the project arborist. No stadium construction equipment, storage, grading or trenching will be allowed within these protected areas. If stadium work must occur nearby, roots will be carefully exposed by hand or with low-impact methods to avoid unnecessary damage. In addition, one large Willow Oak tree will be carefully preserved and relocated within the festival plaza, following best practices for root preparation, transport, replanting, and post-transplant care to support successful establishment.

Trees that must be removed due to grading, utilities, access, or safety needs will be replaced in accordance with project requirements and the intent of Section G of the Comprehensive Plan's Federal Environment Element. Replacement plantings will focus on native or well-adapted species that contribute to long-term canopy coverage and habitat value. If site constraints limit full replacement in a specific location, additional planting elsewhere on site or other approved mitigation measures will be used to ensure overall canopy and environmental goals are met.



Total Trees Removed

45

Total Caliper Inches Removed

939”

Total Trees Proposed

770

Total Caliper Inches Proposed

4,025”

Total Caliper Inches Added

2,826”

Total Landscape

502,930 sf

Total Tree Canopy

126,878 sf
25.2% (15’ diameter / tree)

225,566 sf
38.6% (20’ diameter / tree)

06. ENVIRONMENTAL CONSIDERATIONS

FLOOD PLAIN ANALYSIS

The RFK Campus is within FEMA Zone X and Special Flood Hazard Area (SFHA) Zone AE floodplain areas. The effective Flood Insurance Rate Map (FIRM) is 1100010038C for the District of Columbia, dated September 27, 2010. The floodplain has been studied in detail and includes both 100-YR and 500-YR base flood elevation data. Under present day conditions, no insurable structures or roadways fall within the floodplain within the Stadium Site.

The existing site has been chosen for redevelopment based on its existing land use and proximity to critical infrastructure. Based on the existing limits of the FEMA regulated floodplain, the Stadium Site development limits will encroach within the FEMA Zone AE floodplain; this encroachment occurs where the floodplain extends beneath the pedestrian walkways under C Street NE. In order to permit this encroachment, in accordance with the District of Columbia's Department of Energy and Environment (DOEE) DC Municipal Regulations (DCMR) Title 20 – Chapter 31 – Flood Hazard Rules [Section 3106.4], the applicant must either:

- Provide equivalent floodplain storage within the floodplain which offsets the volume of fill proposed, or
- Provide a hydrologic and hydraulic analysis which demonstrates no increase in the base flood elevation for any offsite properties.

The design team submitted a hydrologic and hydraulic analysis to DOEE on Friday, November 14, 2025, which demonstrated that the proposed Stadium Site would result in a no-rise condition. The no-rise condition demonstrates that there is no change to the on-site or off-site base flood elevations along the Anacostia River as a result of the development of the stadium. Mitigation or improvements are not required for the floodplain encroachments in the Stadium Site given that there are no existing structures that may be at risk of flooding. In its built condition, the stadium – as proposed – will not have any change or impact on existing flood risk on-site or off-site.

On November 20, 2025, the design team received conditional approval from DOEE for the supporting no-rise analysis. Formal approval of the no-rise analysis will be pursued with DOEE once the Stadium Site site plan is finalized and submitted for permit review.

STORMWATER MANAGEMENT ANALYSIS

Stormwater Management in Washington, DC is regulated by DOEE, which requires development projects to manage rainwater on-site through a mix of retention, treatment, and, in some cases, detention. For this project area, DOEE standards require capturing and treating rainfall to improve water quality and reduce runoff, with higher requirements applying because the site is within the Anacostia Waterfront Development Zone (AWDZ). The design team intends to meet stormwater management requirements by using a combination of green roofs, landscaped bioretention areas, permeable pavement, rainwater-harvesting cisterns, and added tree canopy. The design will ensure that the proposed best management practices are appropriately sized based on the DOEE 2020 Stormwater Management Guidebook, and the required retention, detention, and treatment required per DOEE generated calculations. Additionally, the proposed best management practices will meet the DOEE requirements for each practice, as outlined in the DOEE 2020 Stormwater Management Guidebook, and to allow for proper drainage. Specifically, this will include rainwater harvesting cisterns designed to capture and reuse stormwater from the stadium roof for non-potable applications, such as cooling tower makeup water. In addition, a distributed network of bioretention facilities will be incorporated around the Stadium Site to manage runoff and provide water quality treatment.

As this concept is further developed, the project team will continue coordinating closely with both DOEE and DOB to confirm system sizing, performance criteria, and permitting requirements, and ensure alignment with District stormwater regulations and agency expectations.

The site is within the Tidal Municipal Separate Storm Sewer System (MS4) and therefore the site is exempt from the 2-year storm detention requirement. However, it must manage the peak flows of larger storm events such as the 15-year storm ensuring proposed condition peak flows do not exceed the existing flows. The project area will encompass an extensive and advanced stormwater management strategy which will consist of best management practices that will consider the elements listed above.

ENERGY AND SUSTAINABILITY

The project's design currently includes the following strategies to meet energy conservation and sustainability objectives:



THERMAL ENERGY STORAGE
NFL's first ice thermal energy storage system



WATER REUSE
880,000-gallon cisterns collect rainwater and allow for re-use through cooling towers and irrigation



TRANSIT-ORIENTED ACCESS
Transit-oriented from day one with unparalleled multi-modal access



SUSTAINABLE CONSTRUCTION
Sustainable materials and construction process including recycled or low-emitting materials, on-site concrete batch plant to reduce truck trips and emissions.



SOLAR INTEGRATION
Most on-building solar for any NFL stadium and fully integrated into the design



SMARTER ROOF DESIGN
Roof shape reduces space conditioning energy use by approximately 25% compared to a conventional dome



NATIVE PLANTINGS
Native/biodiverse plantings that restore habitat and enhance ecological resilience



33% BELOW CODE
Regulated energy use reduced by 50% and 33% reduction from DC code baseline overall (exclusive of on-site renewable contribution)

07. SITE CIRCULATION, PARKING, AND ACCESS

SITE CIRCULATION, PARKING, AND ACCESS

The parking garages, Garage G1 and Garage G2, are part of the overall transportation strategy for the stadium and overall campus on Day One and beyond. The proposed approach to circulation, parking, and access leverages the Campus' existing infrastructure and facilities. The project will be truly multi-modal, taking advantage of Metro and Metro Bus facilities, new and upgraded bicycle and pedestrian infrastructure, existing and newly constructed streets, and the new structured parking garages.

A significant number of visitors are anticipated to access the site by Metrorail or Metrobus. Both forms of public transportation will be conveniently located and provide frequent, reliable, and accessible service. The Stadium-Armory Metrorail Station will be enhanced to better accommodate increased ridership and improved access for stadium patrons.

On Day One, personal vehicles will be accommodated through a combination of the two new permanent structured parking garages (Garages G1 and G2) and temporary surface parking lots. At full build-out, all surface parking will be replaced with new above-grade mixed-use development that will include additional structured parking.

The existing pedestrian and bicycle infrastructure within the Campus will be improved and expanded to encourage active modes. Of particular importance to Garages G1 and G2 are planned upgrades to the existing tunnels under C Street and Independence Avenue, which will provide safe and efficient pedestrian access to the stadium without conflicting with vehicular traffic. Patrons walking to and from Garages G1 and G2 will be able to use these enhanced underpasses to follow a largely vehicle-free pedestrian route.

The provision of multiple transportation options will make stadium access safe and accessible to a diverse range of visitors and for a variety of event types.













EXISTING ROADS

The transportation plan for Day One is based on a vision to create a multi-modal neighborhood centered around a stadium with excellent transportation options on game days and non-game days, with the following principles:

1. Minimize the space occupied by vehicle parking;
2. Right-size transportation infrastructure to maintain human scale;
3. Prioritize modes that work best on both game days and non-game days;
4. Reuse transportation infrastructure that worked well in the past; and
5. Be a good transportation neighbor.

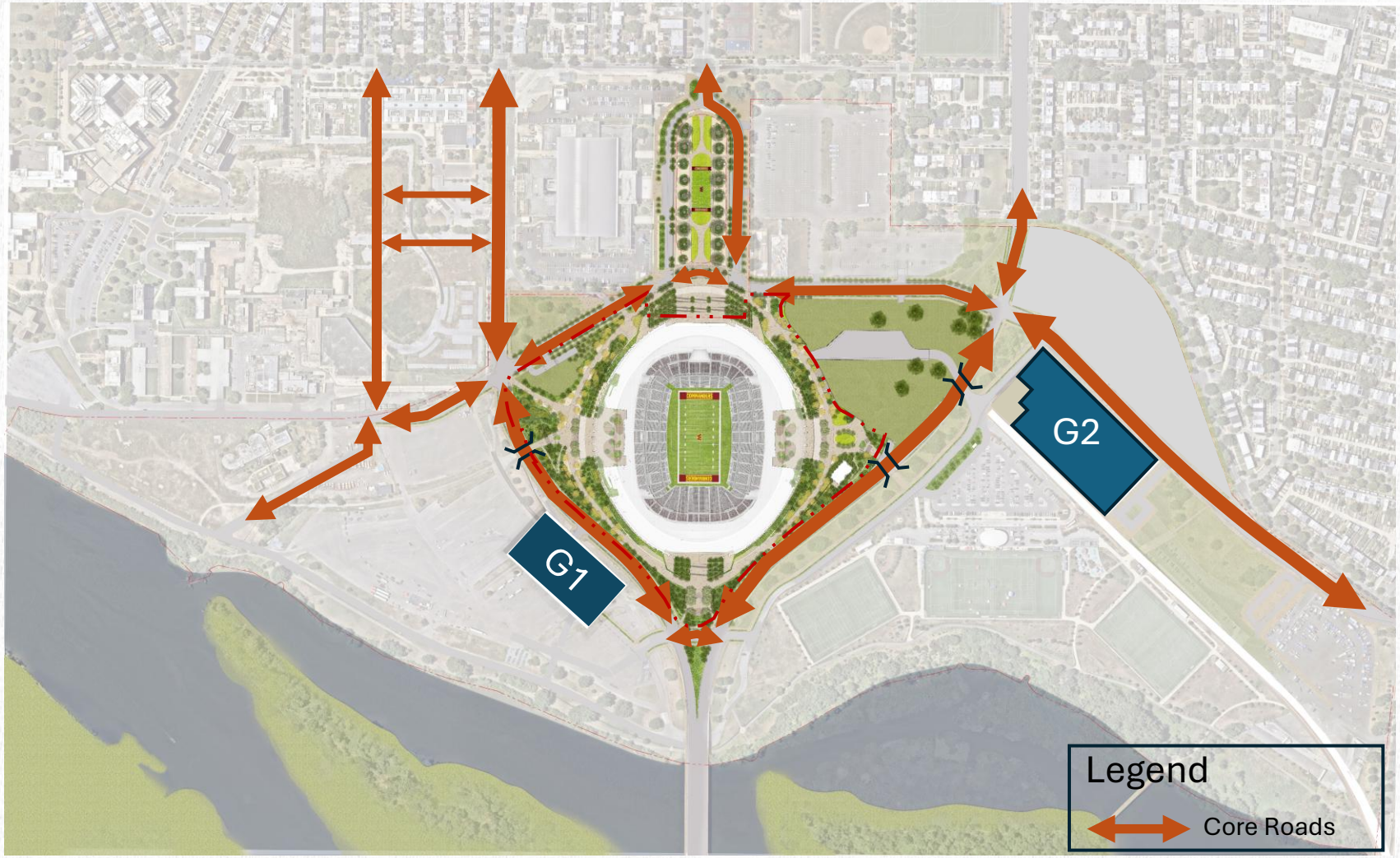
Garages G1 and G2 play a significant role in achieving these principles. The use of structured parking, combined with transit and accommodations for non-auto modes, allows the RFK Campus to greatly minimize the amount of land set aside for parking. This makes that land available for the other active mix of uses envisioned in the Office of Planning's Master Plan for the RFK Campus.



DAY ONE ROADS - CORE

The Day One roads are based on significant preliminary traffic analyses, exploring how stadium patrons would access the site. Currently, these preliminary traffic plans are being studied and refined. The roadway plan for Day One has several major elements. The existing curvilinear high speed roadway network will be replaced with an urban grid of two-way streets, bringing them as close as possible to modern DDOT standards. These roads are meant to serve gameday and non-gameday traffic, forming the backbone for the Office of Planning's Master Plan. In addition, the proposed improvements include a mix of upgrades to existing streets and new roadways. To the highest extent possible, all streets will have DDOT standard sidewalks and pedestrian accommodations, even where they do not currently.

Several of the core roads serve as access to the parking garages, including Independence Avenue (access to G1) and the new north-south road (access to G2).

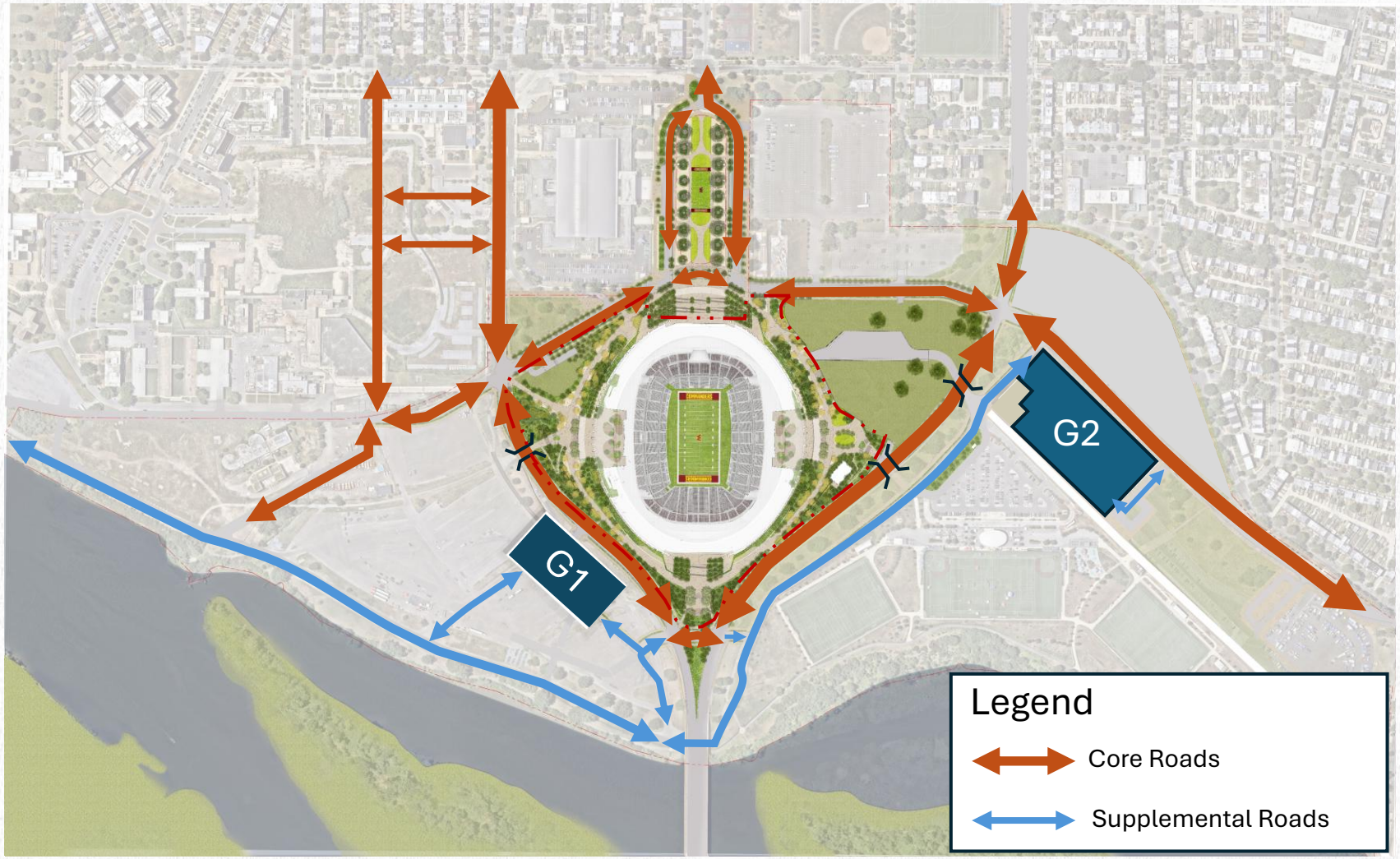


DAY ONE ROADS - SUPPLEMENTAL

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.

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.

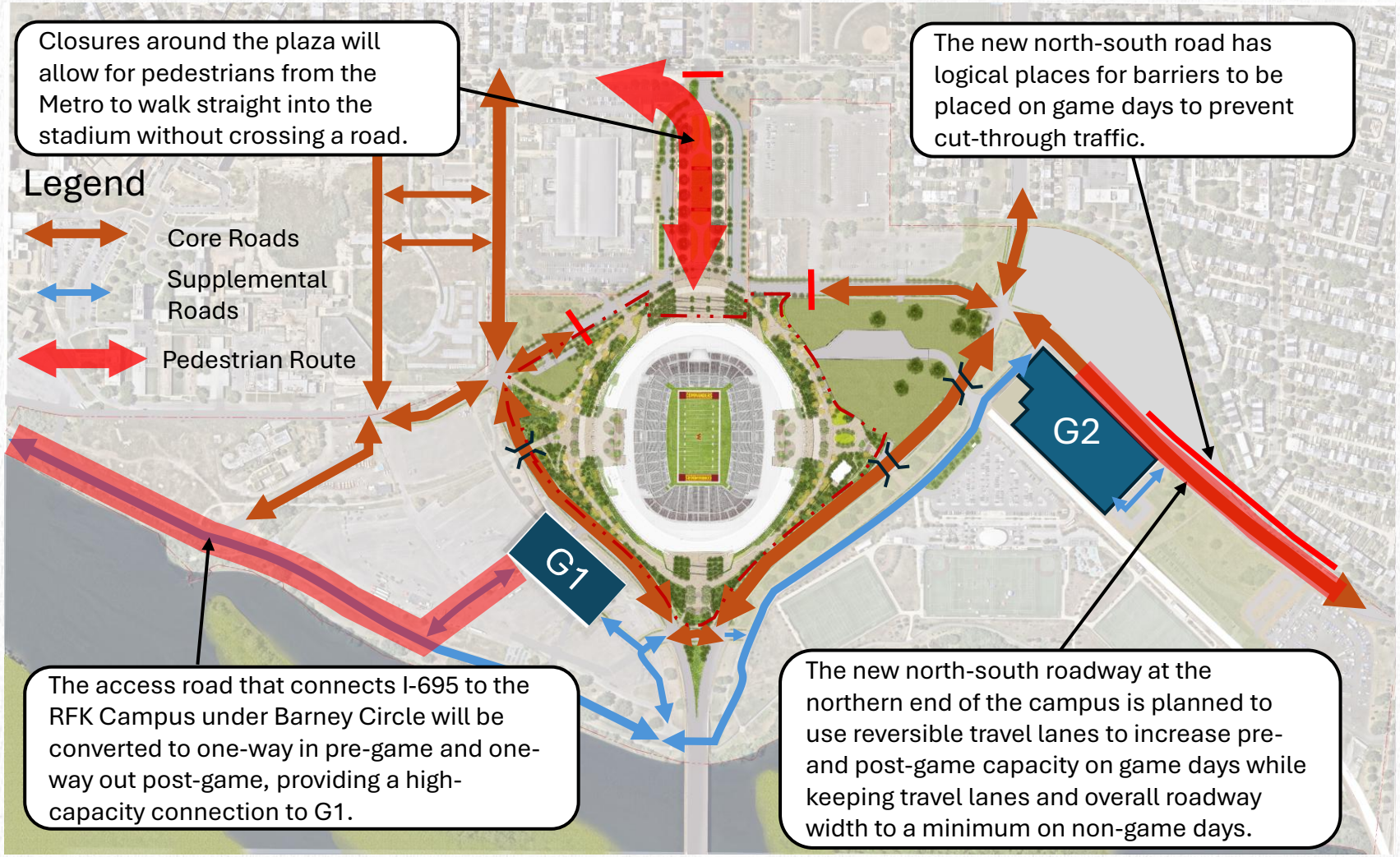
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GAME DAY SPECIAL OPERATIONS

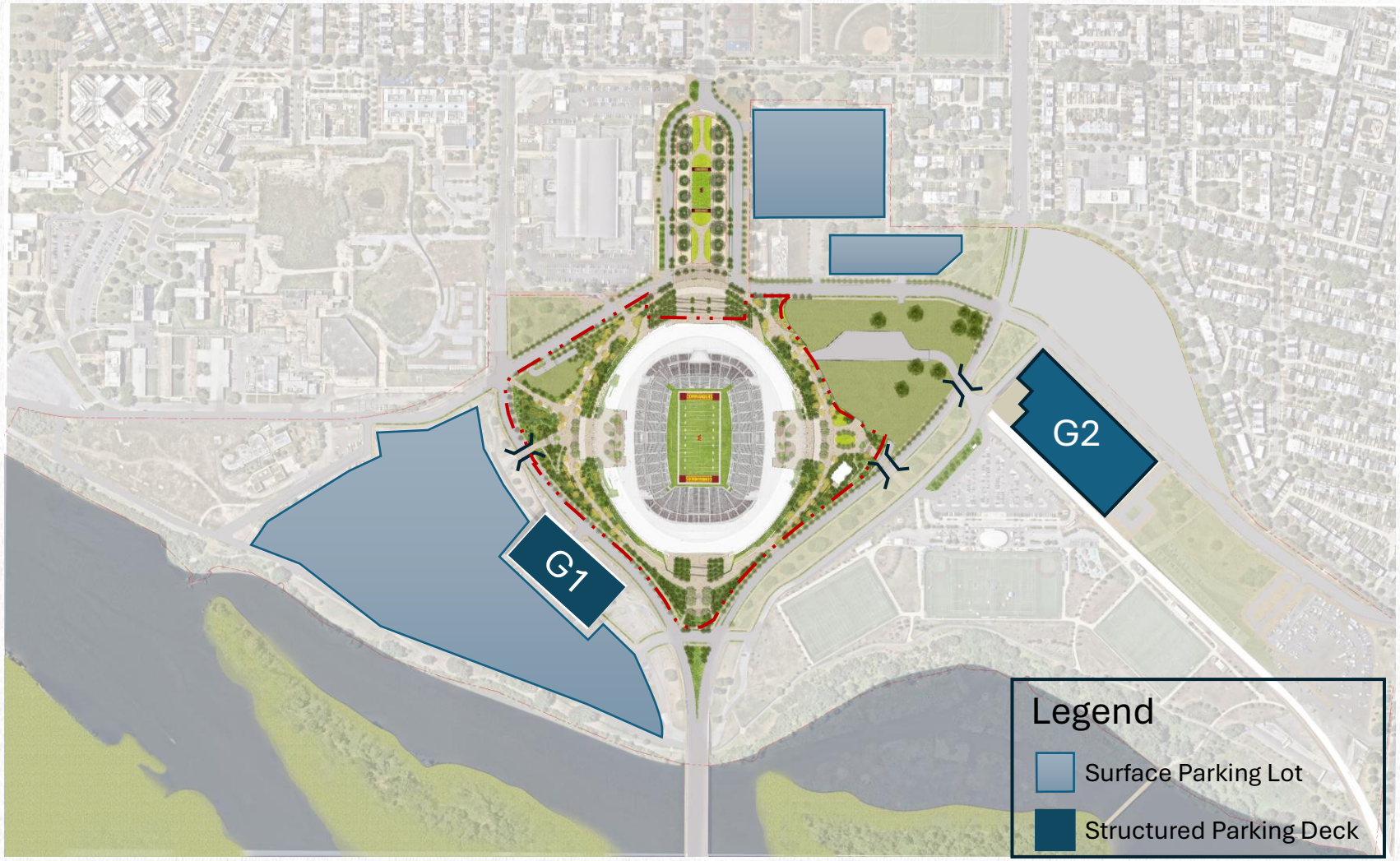
Special operations are planned to complement the overall traffic strategy. The major approach routes to Garages G1 and G2 are planned to have special operations on game days to encourage drivers to use high-capacity links to nearby highways. Road closures will also be employed to minimize pedestrian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



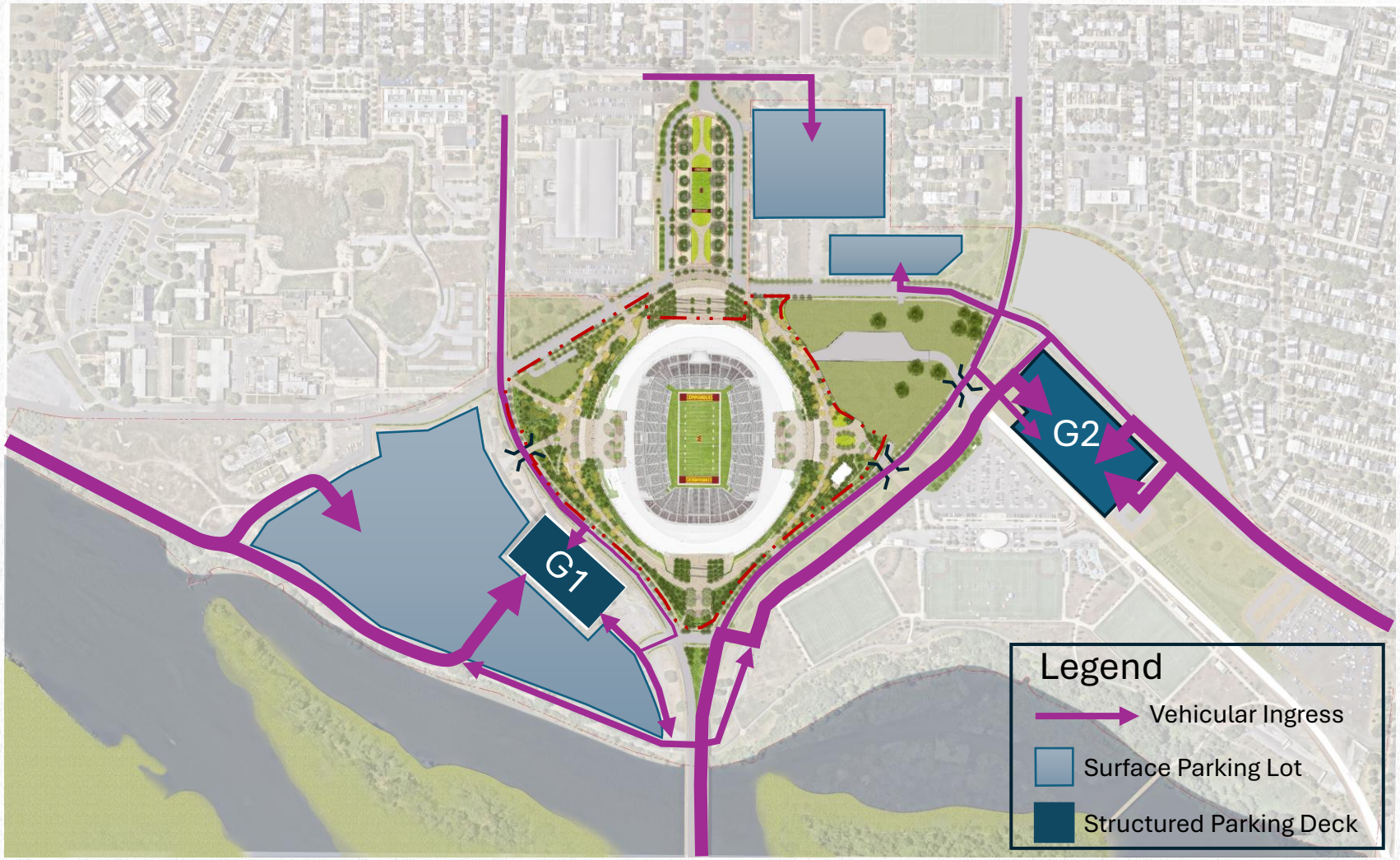
VEHICLE PARKING

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. The space count between the structured parking garages is being further refined based on feedback from the garage NCPC application. 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



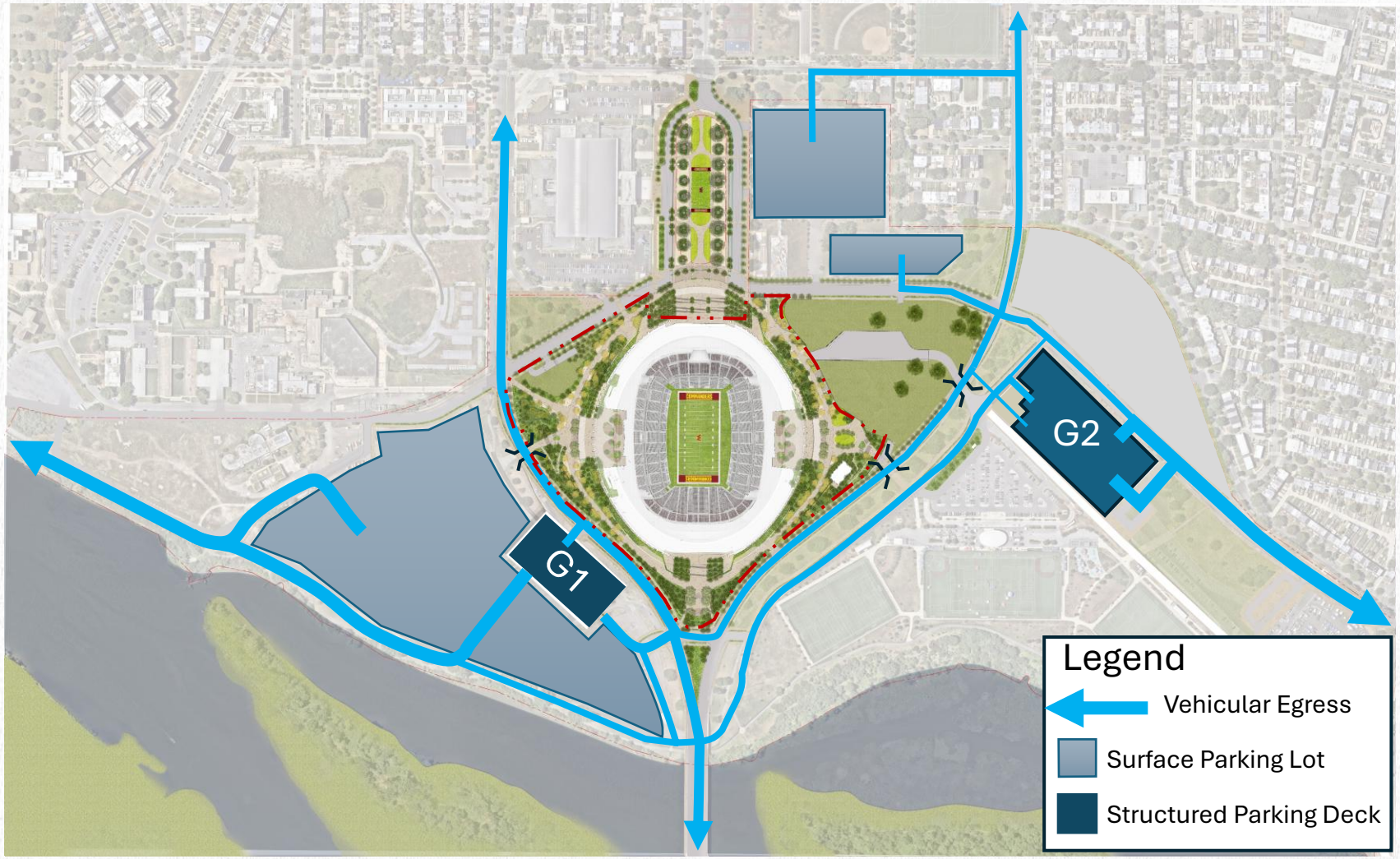
VEHICULAR INGRESS

The primary vehicular to the south parking include (i) re-use of the access road that connects I-695 under Barney Circle; and (ii) the Whitney Young Memorial Bridge (via DC-295) which provides direct connections to parking structures and parking lots and avoids the use of local streets. The primary vehicle access route to the north parking will be the new north-south road that connects to Benning Road. On this approach road, Oklahoma Avenue will be re-configured and disconnected from the new north-south road to separate local from game-day traffic. At the former RFK stadium, the surface lots north of the stadium had multiple access points directly from Oklahoma Avenue. Under the proposed plan, traffic is routed to the new north-south road to separate Oklahoma Avenue and local traffic to and from parking garages.



VEHICULAR EGRESS

Egress from the site will largely follow the inverse of the respective ingress routes. Most egressing traffic from the south and north parking will be directed to I-695 via the access road, and secondary traffic will be routed to DC-295 via the Whitney Young Memorial Bridge and Benning Road. Local traffic is expected to use the local street network to the north, west, and south of the Campus. Special operations, such as converting streets to one-way before and after games, will be used on the major access routes to increase capacity on the most direct connections to regional highways, encouraging drivers to use those paths instead of local streets.



PEDESTRIAN MOVEMENT

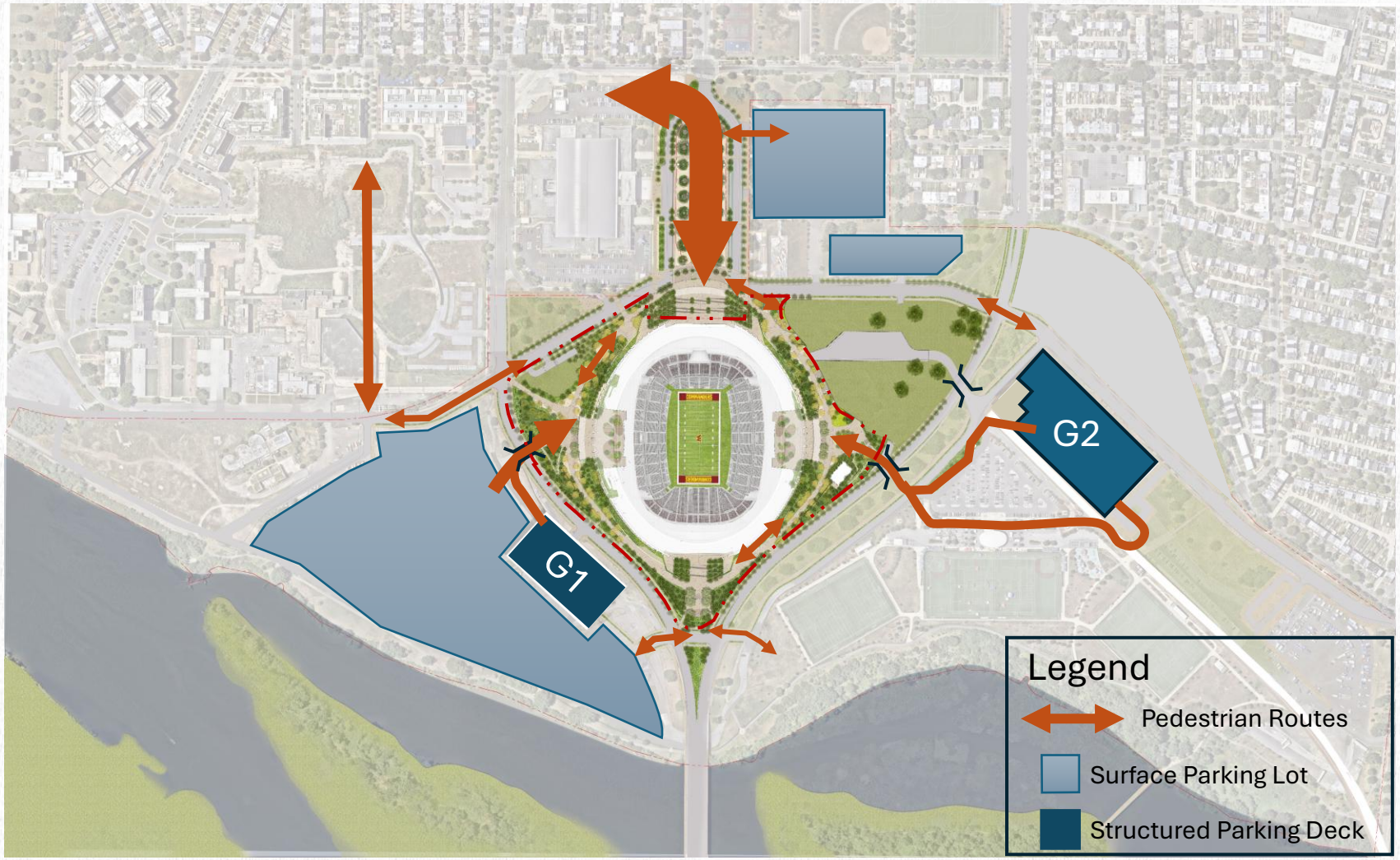
The project will significantly enhance the pedestrian experience compared to existing conditions. Today, pedestrian access is largely limited to routes along high-speed roadways, some of which lack sidewalks. On Day One, all project roadways will, to the greatest extent practicable, include DDOT-standard sidewalks, landscaped buffer and planter zones, and enhanced opportunities for safe pedestrian crossings.

Pedestrian access from the west, including from the Metrorail station, will be accommodated through an active and welcoming plaza designed to serve as a primary gateway to the site.

Pedestrian access to and from the parking areas south of the stadium will primarily utilize the existing underpass that historically connected the former RFK Stadium to the surface parking lots to the south.

Similarly, pedestrian access to and from Garage G2 will be provided primarily through the existing underpass beneath C Street, which previously connected the former RFK Stadium to the surface parking areas to the north.

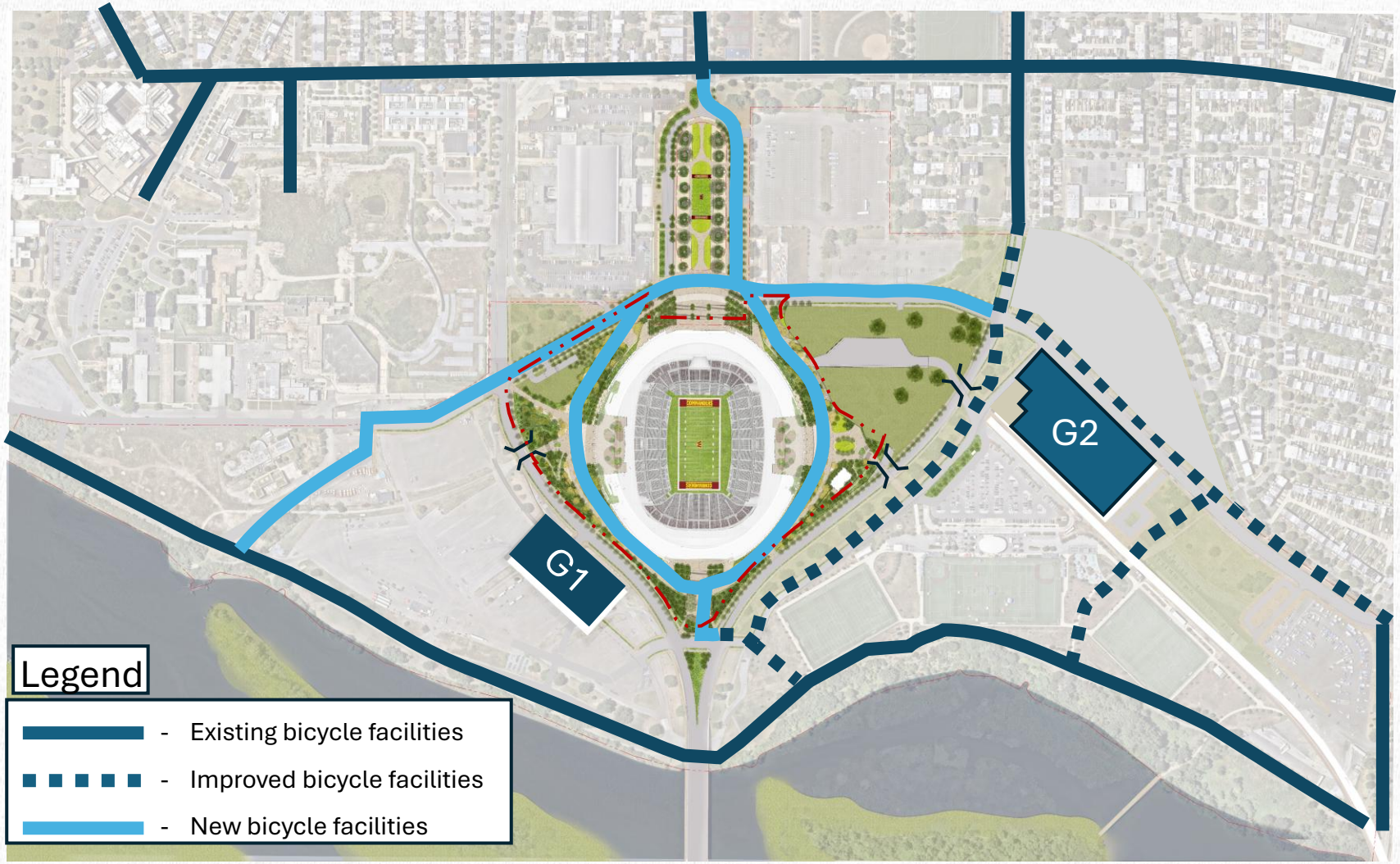
Collectively, these improvements will create a safer, more comfortable, and more connected pedestrian environment for visitors arriving from transit, parking facilities, and surrounding neighborhoods.



BICYCLE ACCESS

The Day One transportation plan strengthens and expands connections to the high-quality bicycle facilities serving the site and surrounding area, including the Anacostia Riverwalk Trail and the protected bicycle lanes on C Street, NE. New protected bike lanes will be constructed along key north-south corridors through the Campus, including facilities adjacent to the stadium, creating a safe and connected network for cyclists.

Multiple existing and planned bicycle routes will converge within the site, including the C Street NE protected bike lanes, new north-south protected bicycle facilities, and enhanced trail connections. To support bicycle access and encourage cycling as a transportation option, convenient bicycle parking will be provided at strategic locations throughout the site, including areas near major destinations and primary circulation routes.



PUBLIC TRANSPORTATION

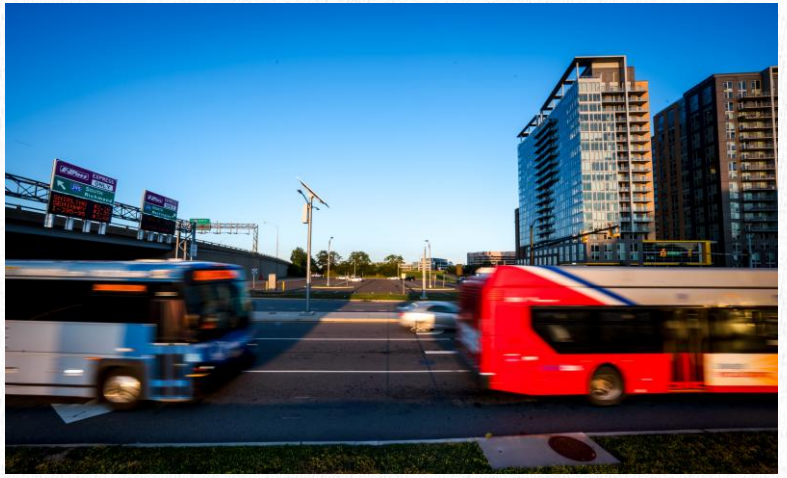
The use of public transportation is a key strategy supporting the transportation vision for the Campus and will help to supplement demand otherwise created for vehicle parking. Metrorail will be the primary mode of transportation to the stadium on game days. The site plan encourages use of the Metro through a variety of design elements, including beautiful new public spaces, such as the new Festival Plaza that provide access directly from the Stadium-Armory Metrorail station to the stadium's west entry point. In addition, several transit improvements are expected by Day One as follows:

Walking route to/from the southern portal of the Stadium-Armory Station: A straightforward way to enhance the capacity of the Stadium-Armory Station is to provide a wide and safe walking route to and from the station's existing southern portal, which will split riders between the south and north portals. In the past, most RFK Stadium patrons who took Metro only used the northern portal, and the associated stairs, escalators, and fare gates, which limited the vertical capacity of the station to process passengers. Creating a nicer walk, and encouraging riders, especially post-game, to use the southern portal will leverage existing transit capacity that currently exists but is underutilized.

Other Stadium-Armory Station Improvements: WMATA has recommended expanding Stadium-Armory station to increase capacity, improve accessibility, and move customers more efficiently after events (similar to what occurred at the Navy Yard station prior to the opening of Nationals Park).

Enhanced bus service/Bus Rapid Transit (BRT): WMATA has recommended developing a BRT connection between RFK and Union Station (along Benning Road and H Street) to provide, fast, reliable access to Metro Rail, regional rail, and destinations across the region. This includes creating a new transit plaza near the stadium to support BRT and local bus service, with a placeholder along the 22nd Street NE extension while planning continues.





TRANSPORTATION DEMAND MANAGEMENT

The transportation plan for the RFK Campus incorporates Transportation Demand Management (TDM) measures to encourage the use of non-automobile modes of travel. TDM measures can be split into two categories: (1) Passive TDM, which are infrastructure elements that encourage non-auto modes, and (2) Active TDM, which are events, marketing, and game-day specific efforts to encourage non-auto modes.

TDM planning to date has focused primarily on Passive TDM measures, as it is critical that the infrastructure supporting non-auto travel modes be in place before Day One. The most impactful Passive TDM measure is the transportation strategy itself: to encourage stadium patrons to utilize non-auto travel options, the strategy is based on the available capacity of non-auto modes on event days. That capacity is then used to establish an appropriate parking supply target, rather than determining the parking supply first and accommodating demand thereafter.

Active TDM measures have been identified conceptually, with a finalized program still to be developed and refined. The proposed Active TDM measures include the following:

- Pre- and post-game activities to encourage a staggered arrival and departure: This includes measures like activating the plaza in front of the stadium to spread out arrivals and departures and having temporary or pop-up food and beverage services on event days.
- Facilitation of other modes: For example, having bicycle meet-ups on routes to the stadium, or expandable game-day micromobility corrals.
- Messaging and marketing: This includes measures such as integrating information on all available travel modes directly into the ticket purchasing experience and allowing attendees to evaluate their transportation options before arriving at the stadium. Active TDM measures may also include targeted communications, such as push notifications, emails, and mobile app alerts, that provide real-time travel information and remind attendees of available travel options, recommended arrival and departure times, and optimal pre- and post-event travel routes.
- Financial incentives: Examples of these measures are free or discounted transit for ticket-holders, having transferable parking passes that work for non-auto modes, and offering bicycle promotions with prizes (e.g., "Bike to the Game Day," akin to "Bike to Work Day").

