

# New Stadium at RFK Campus

2400 E Capitol St NE, Washington, DC

Approval of Comments on Concept Plans

Office of the Mayor of the District of Columbia,  
RFK Stadium Project Management Office

# Project Summary

**Commission Meeting Date:** February 5, 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

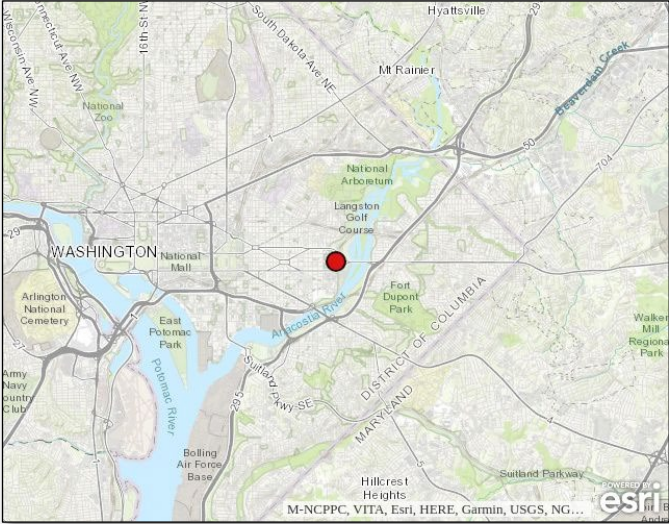
**NCPC File Number:** 8721

## Project Summary:

The District of Columbia's RFK Stadium Project Management Office, in partnership with the Washington Commanders, has submitted concept plans for a proposed new stadium on the Robert F. Kennedy Memorial Stadium Campus, located in Washington, DC. The stadium will replace the original RFK stadium, which officially closed to the public in 2019. Demolition began in late January 2025 and is anticipated to be complete in mid-2026. 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. 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 beginning in February 2026, which will be prepared by the DC Office of Planning.

The project site is comprised of approximately 30 acres within the overall 180-acre RFK Campus and is generally bounded to the northeast by C Street, NE, to the southeast by Independence Avenue, SE, and to the west by 22nd Street, NE and SE. The site also serves as the terminus of East Capitol Street, which dead-ends at its west border. To enable the return of the Washington Commanders NFL Football Team to the District of Columbia, the new 65,000-person roofed stadium will be constructed in the location of the original RFK stadium. 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.

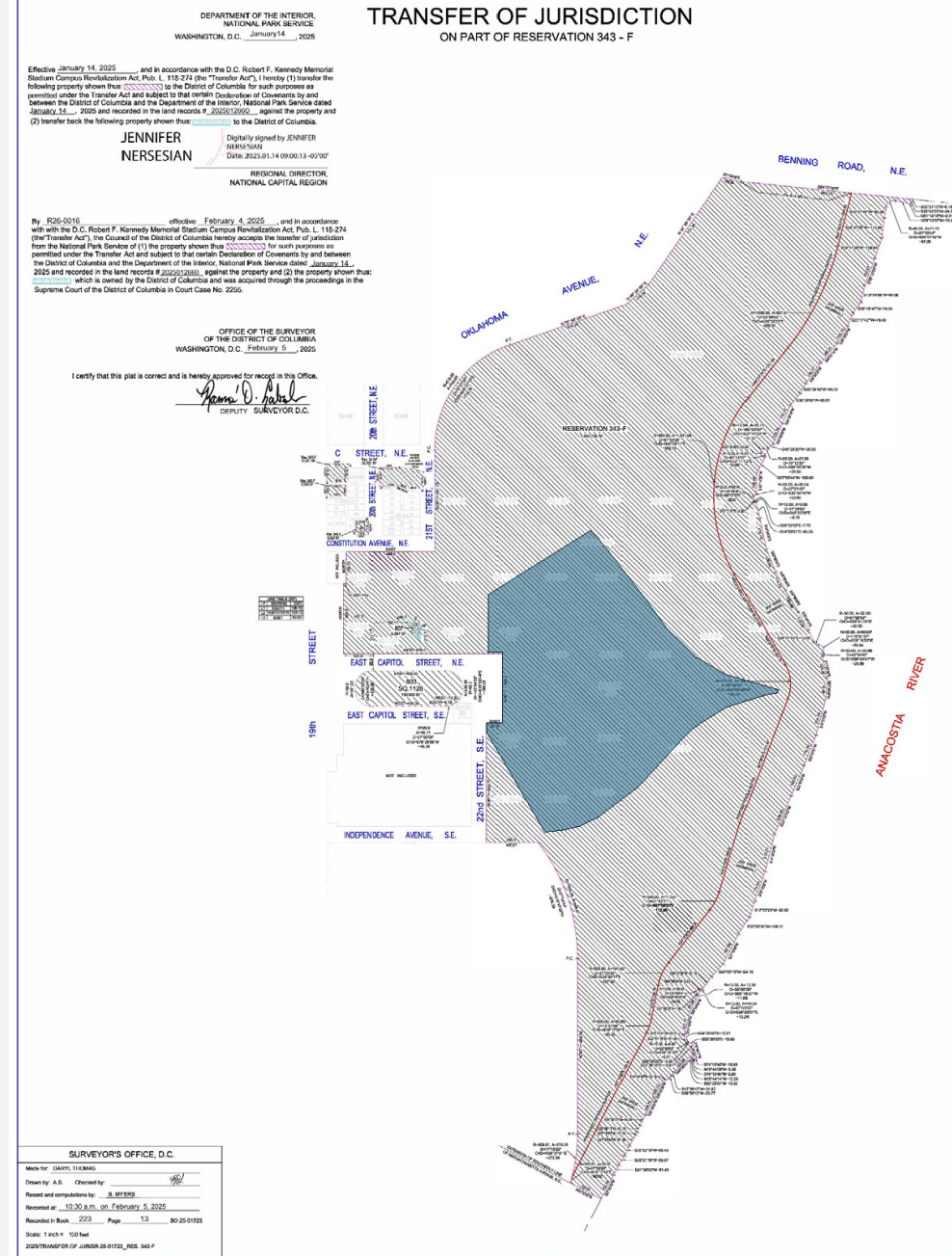
# Site Location



Location Map

# Project Site

The project site is comprised of approximately 30 acres within the overall 180-acre Robert F. Kennedy Memorial Stadium Campus (the “RFK Campus”) (Lot 805 in Square 1128). The project site is generally bounded to the northeast by C Street, NE, to the southeast by Independence Avenue, SE, and to the west by 22<sup>nd</sup> Street, NE and SE. The project site also serves as the terminus of East Capitol Street, which dead-ends at its west border.



# Existing Site

The existing stadium on the project site, RFK Stadium, closed to the public in 2019. The building is currently being demolished under the purview of Events DC, with the anticipation of completing demolition in mid-2026.



*View of RFK Stadium looking west toward the U.S. Capitol Building.*



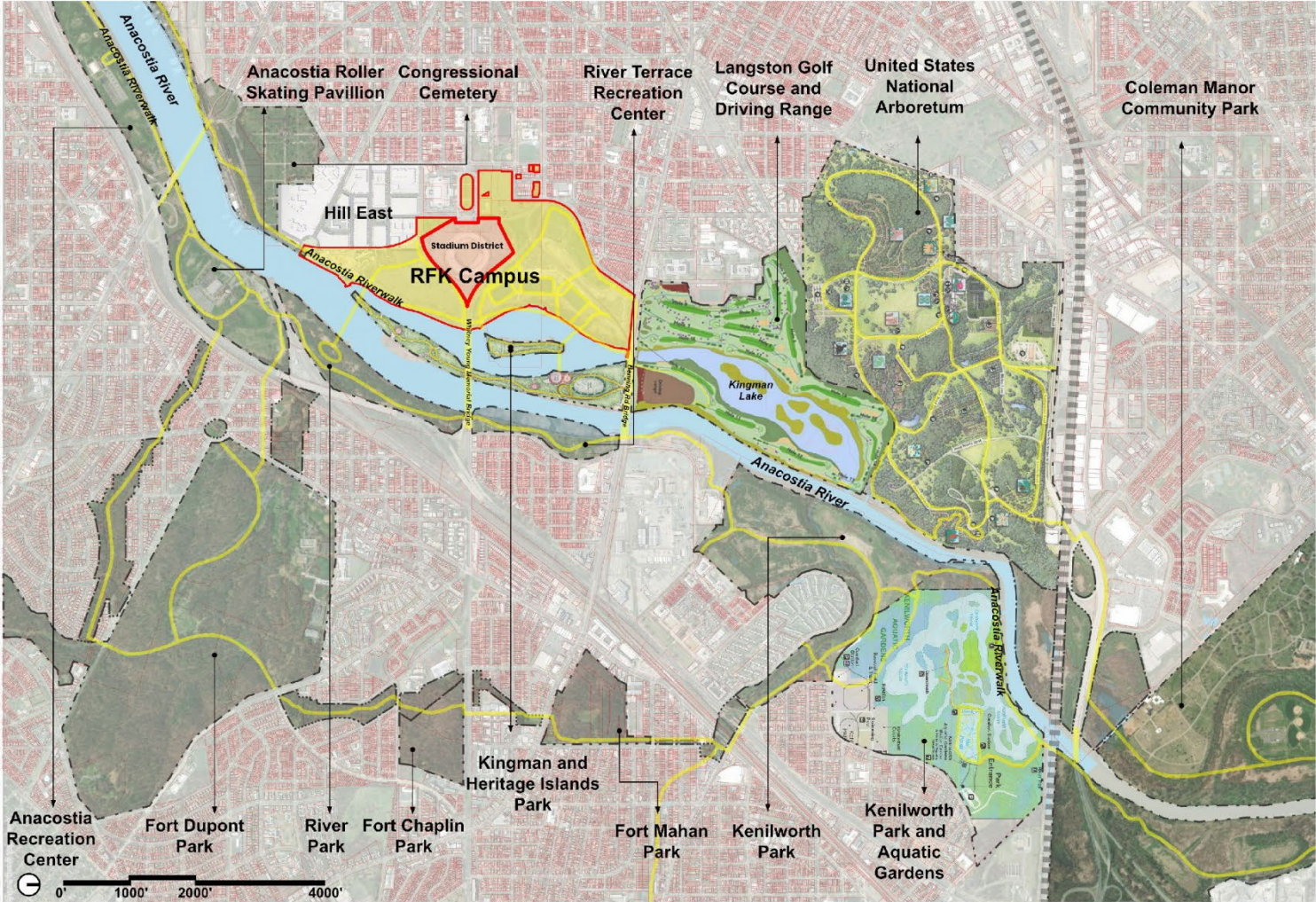
*Demolition of RFK Stadium as of Fall 2025, from Independence Avenue Southeast.*



*Demolition of RFK Stadium as of Fall 2025, looking west toward the U.S. Capitol Building.*

# Connection to Local and Regional Park System

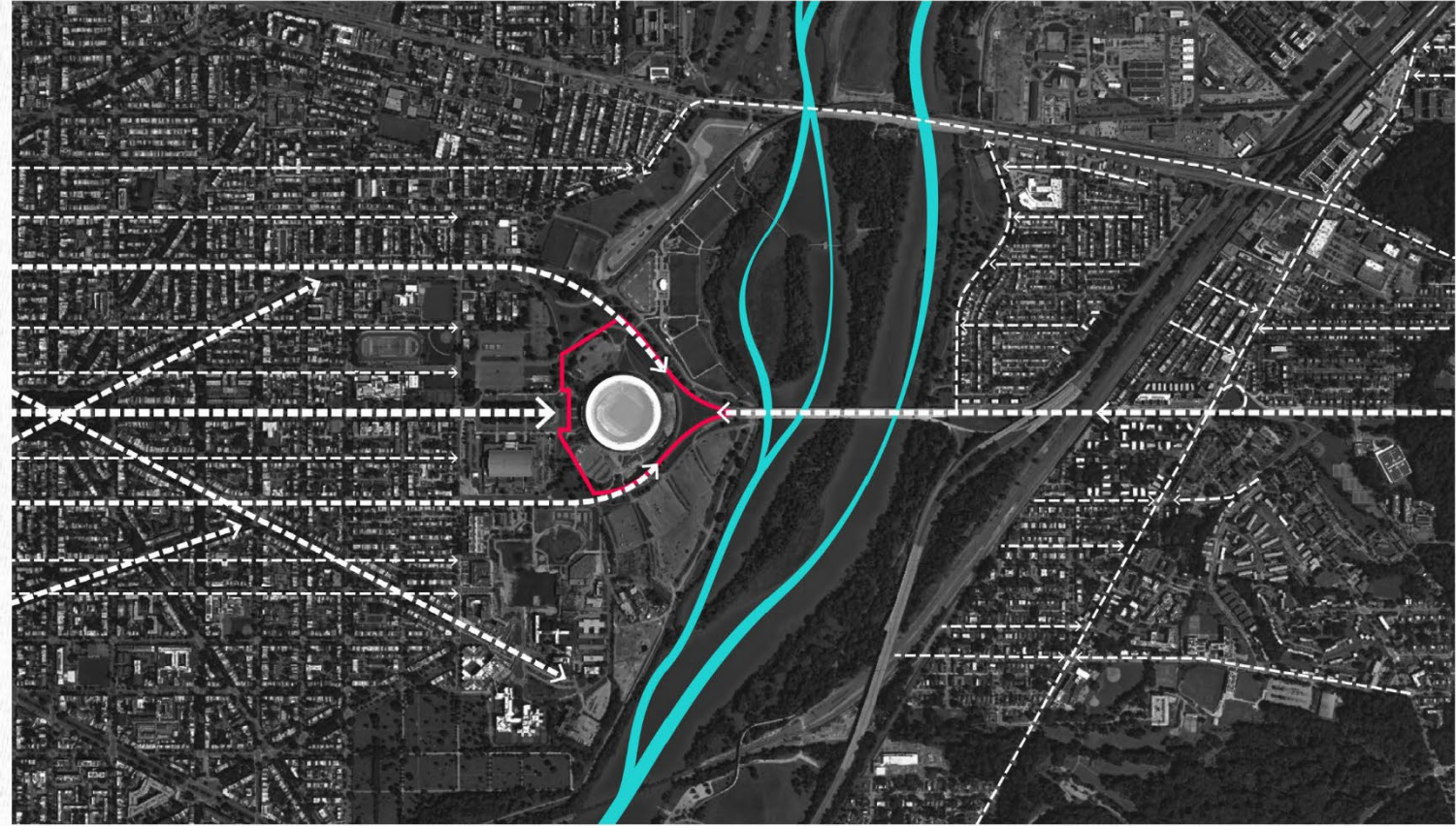
Washington, DC has the nation's highest rated park system according to the Trust for Public Land. The project to support and enhance this system of natural and recreational beauty by providing outdoor plazas, public spaces, and green areas within the surrounding RFK Campus. These areas will provide ample space on all sides of the stadium for year-round outdoor gatherings. At least 30% of the RFK Campus (excluding the riparian area) will be designated, developed, operated, and maintained as parks and open space to provide land for passive and active outdoor recreation.



# Design Drivers

## **Shaped by the City and the River**

The landscape strategy for the site acts as the grounding force for a new civic landmark, bridging the District's dual identities – its formal, historic urban fabric to the west and its natural, ever-shifting river ecology to the east. Inspired by the city's legacy as a capital of progress built upon project site foundations, the landscape terraces emerge as sculpted landforms that root the stadium deeply into its site. These terraces are carved by the flows and erosion patterns of the Anacostia River, revealing a geological language shaped by water, time, and movement. Overlaying this natural form is the strict geometry of L'Enfant's original grid, embedding the monument within the order of the city. Together, these systems converge to create a layered landscape of civic grandeur and ecological intelligence. The stadium becomes part of a new civic park for the District – anchoring it in a space of community, legacy, and momentum.



# Design Drivers

## A Place To Gather

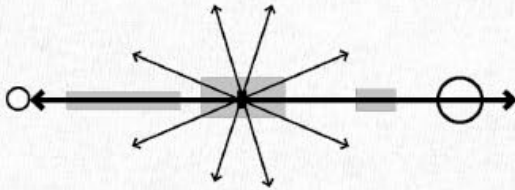
The site has long held meaning at many scales, anchoring its surrounding neighborhoods while also serving as a destination for the city, the region, and far beyond. It has brought together people from across communities, cultures, and geographies, functioning as both a local gathering place and a national stage.



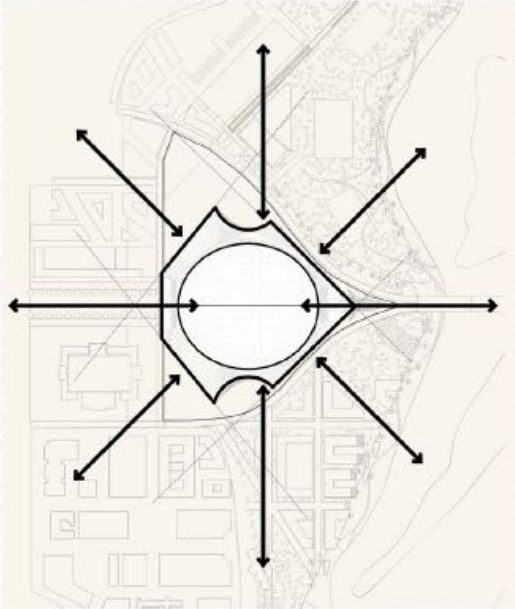
REGION



CITY



DISTRICT

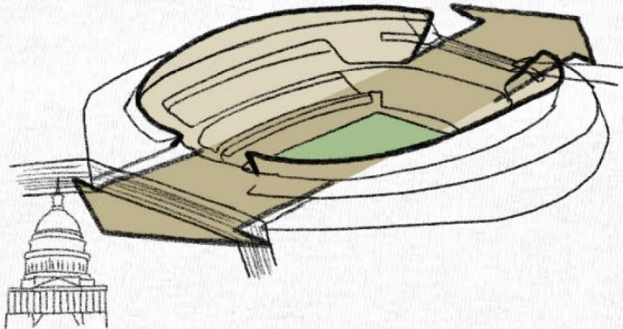
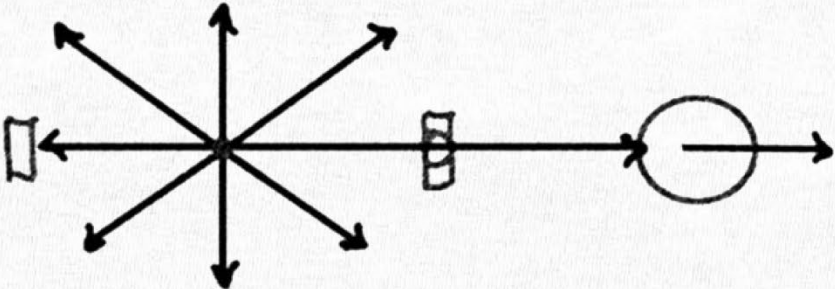
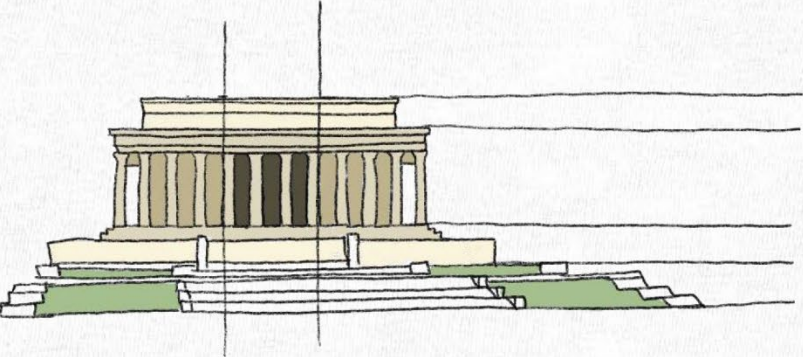


SITE

# Design Drivers

## **A Gateway to the End of the Monumental Axis**

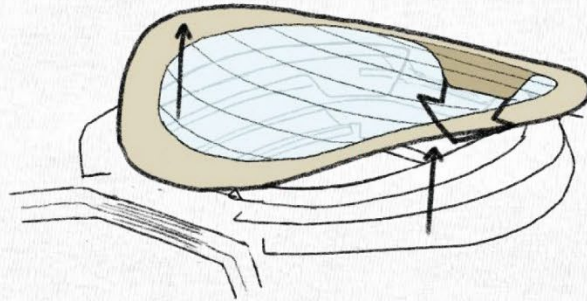
Positioned at the eastern end of the Monumental Axis, the stadium occupies a site of national significance, linking the city's great civic landmarks with the Anacostia River. This unique setting reinforces its role as a unifying presence, connecting the capital's historic core to its natural landscape and expressing the strength, continuity, and shared identity of the city and nation.



# Design Drivers

## **A Dynamic Sweeping Roof**

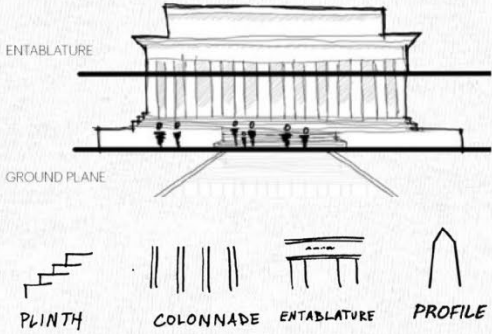
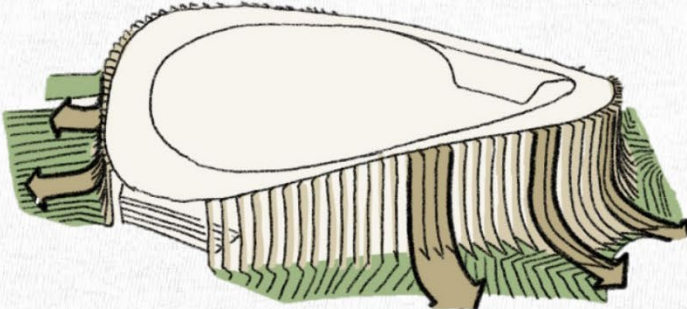
The dome form creates a dynamic roof line that sculpts the building profile. The dome raises its profile on the north and south to welcome patrons and neighbors while lowering its height along the east-west Monumental Axis to acknowledge the importance of the U.S. Capitol Building and other monuments on the axis, similar in nature to the curvature of RFK Stadium. The transparent dome shell gives an open-air feeling to the stadium interior.



# Design Drivers

## Rooted in the Landscape

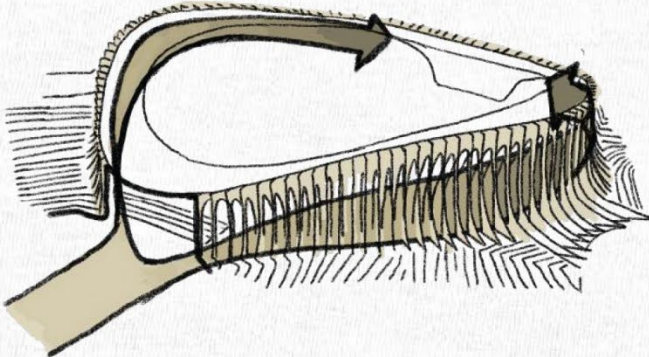
The perimeter colonnade establishes a clear rhythmic order, anchoring the building within its setting and reinforcing its civic presence. Set upon a raised podium, the structure gains a sense of permanence and dignity, while its dialogue with the surrounding monumental landscape situates it naturally within the broader civic context.



# Design Drivers

## **A Magnificent Colonnade**

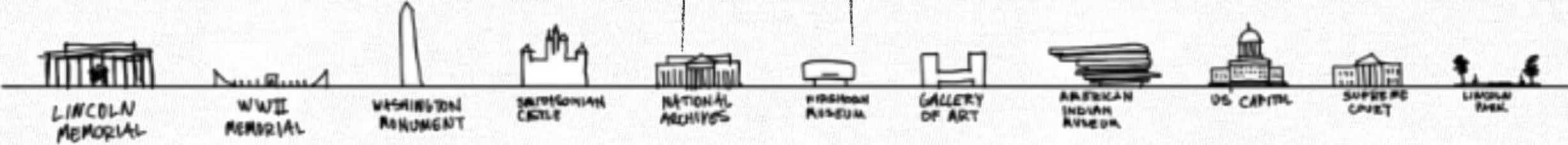
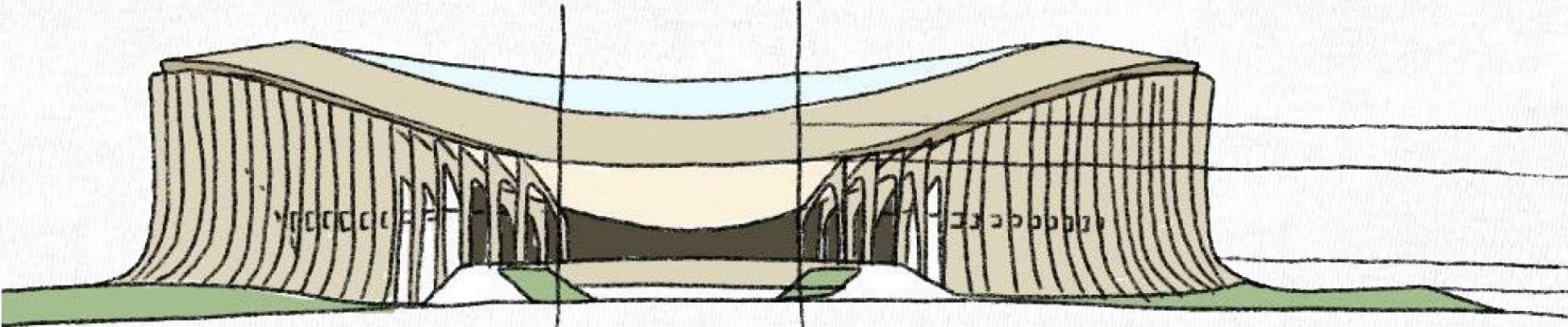
A continuous colonnade defines the stadium's perimeter, creating a rhythmic framework that shapes a series of covered indoor-outdoor spaces and allows for visual and physical permeability throughout the building. Set atop an elevated podium, this structure reinforces the stadium's civic presence while maintaining openness and a strong connection between the public realm and the interior.



# Design Drivers

## A New Landmark

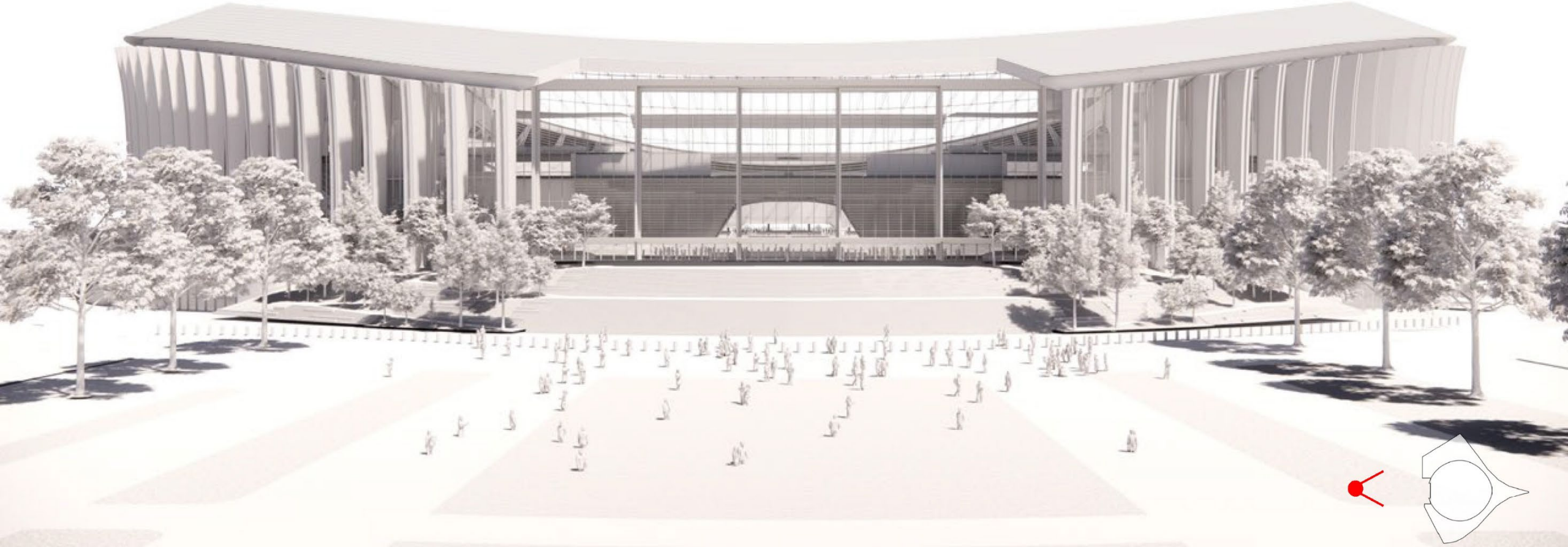
The building draws from tradition while expressing it through a contemporary lens. Its composed yet dynamic form establishes a strong presence along the Monumental Axis, reflecting the city's project site civic character while asserting a confident identity of its own.



# Former Stadium View from West



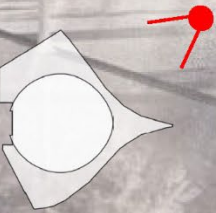
# Conceptual View from West



# Former Stadium View from Anacostia River



# Conceptual View from Anacostia River



# Former Stadium View from West



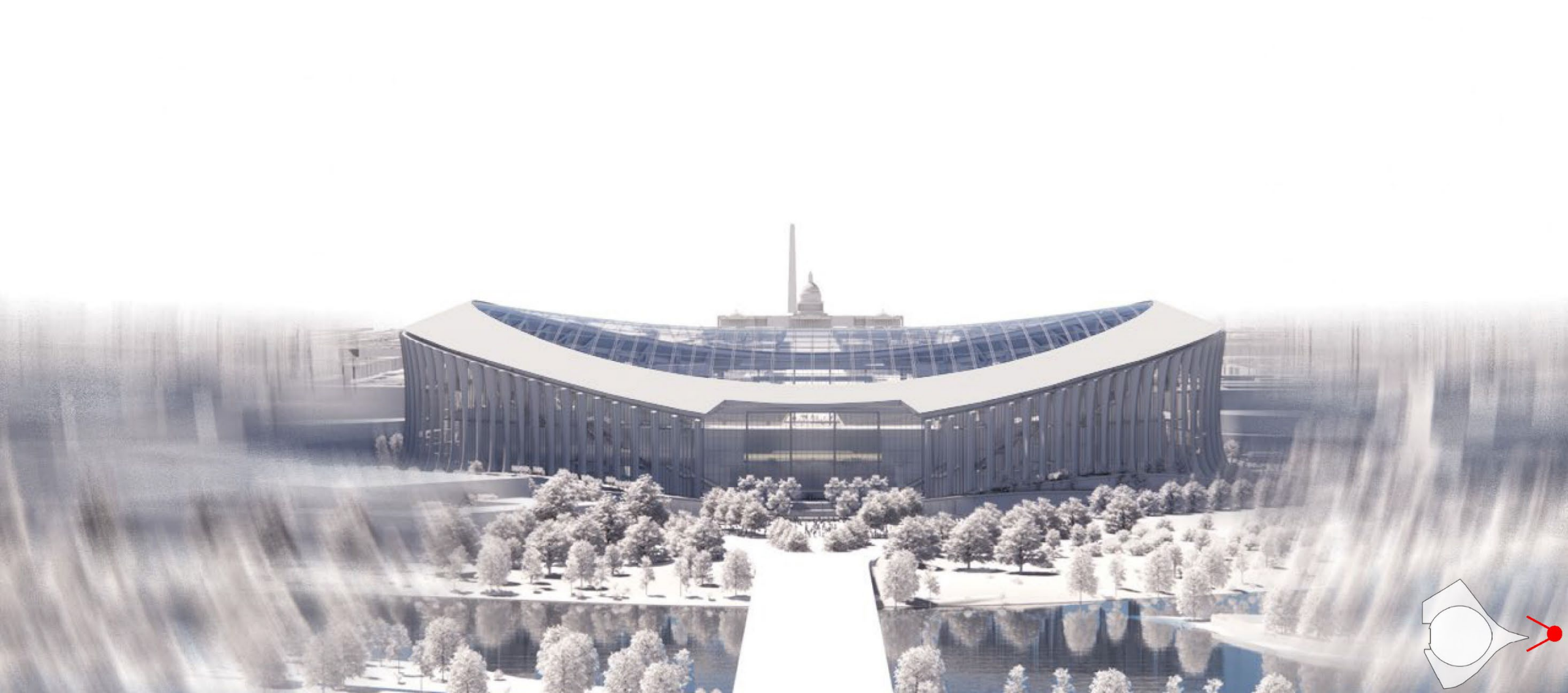
# Conceptual View from West



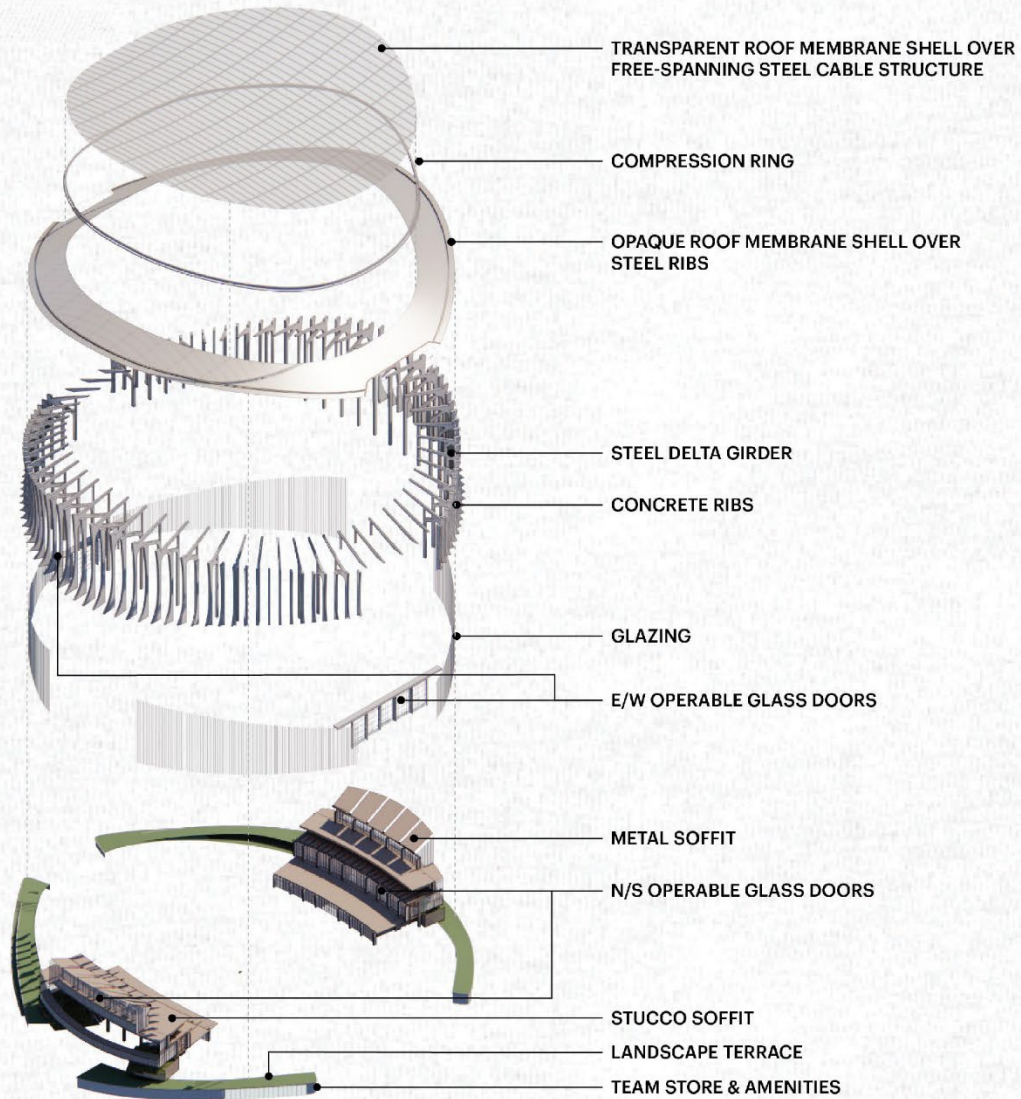
# Former Stadium View from East



# Conceptual View from East



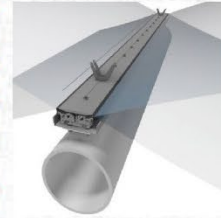
# Materials



TRANSPARENT MEMBRANE



SINGLE-CABLE ROOF



ETFE DETAIL



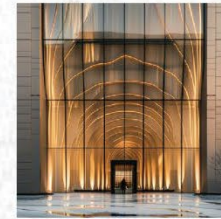
TRANSITIONAL COLONNADE



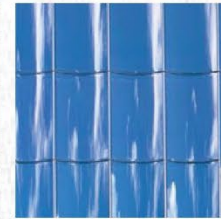
BUILT-UP STEEL STRUCTURE



C.I.P. CONCRETE STRUCTURE



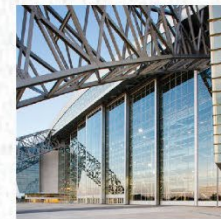
ENTRANCE GLAZING



FLUTED GLASS CURTAINWALL



GLAZING



OPERABLE GLASS DOORS



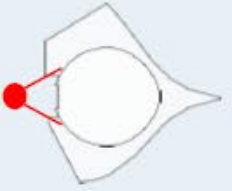
LANDSCAPE TERRACE



OPERABLE GLASS DOORS

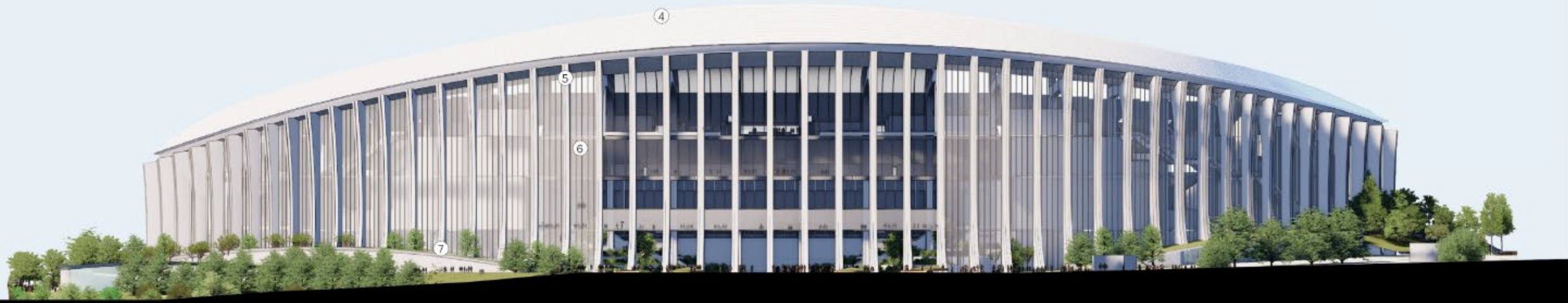
# Proposed West Elevation

- ① OPERABLE GLAZING
- ② GRAND STAIR
- ③ TRANSLUCENT ROOFING
- ④ OPAQUE ROOFING
- ⑤ COLONNADE
- ⑥ GLAZING
- ⑦ LANDSCAPED TERRACE



# Proposed North Elevation

- ① OPERABLE GLAZING
- ② GRAND STAIR
- ③ TRANSLUCENT ROOFING
- ④ OPAQUE ROOFING
- ⑤ COLONNADE
- ⑥ GLAZING
- ⑦ LANDSCAPED TERRACE



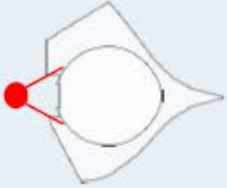
# Proposed South Elevation

- ① OPERABLE GLAZING
- ② GRAND STAIR
- ③ TRANSLUCENT ROOFING
- ④ OPAQUE ROOFING
- ⑤ COLONNADE
- ⑥ GLAZING
- ⑦ LANDSCAPED TERRACE

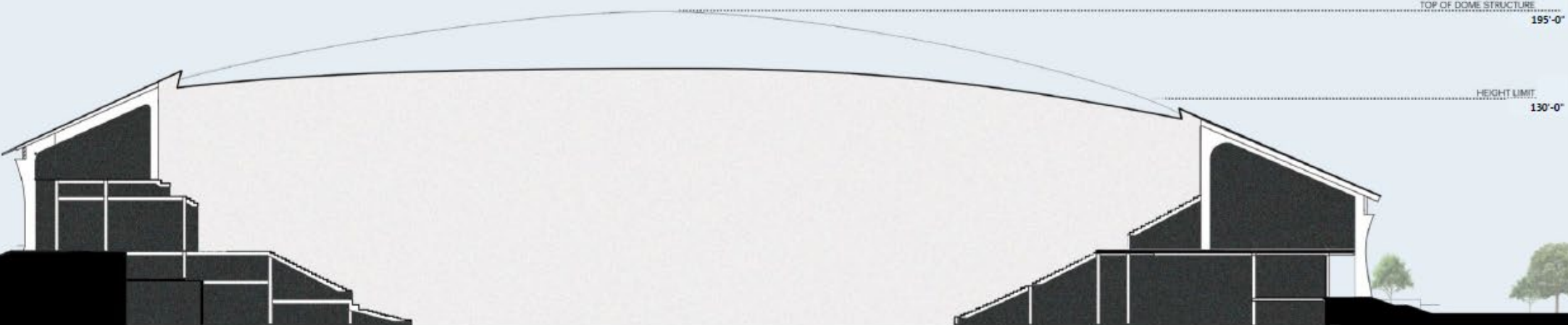
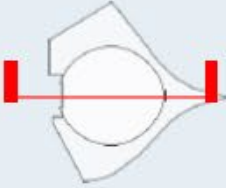


# Proposed East Elevation

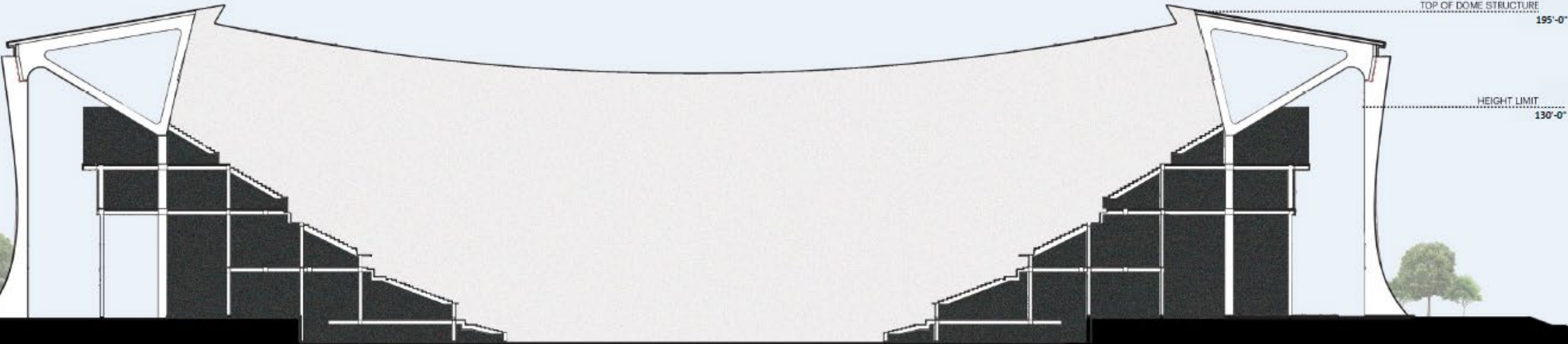
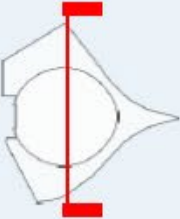
- ① OPERABLE GLAZING
- ② GRAND STAIR
- ③ TRANSLUCENT ROOFING
- ④ OPAQUE ROOFING
- ⑤ COLONNADE
- ⑥ GLAZING
- ⑦ LANDSCAPED TERRACE



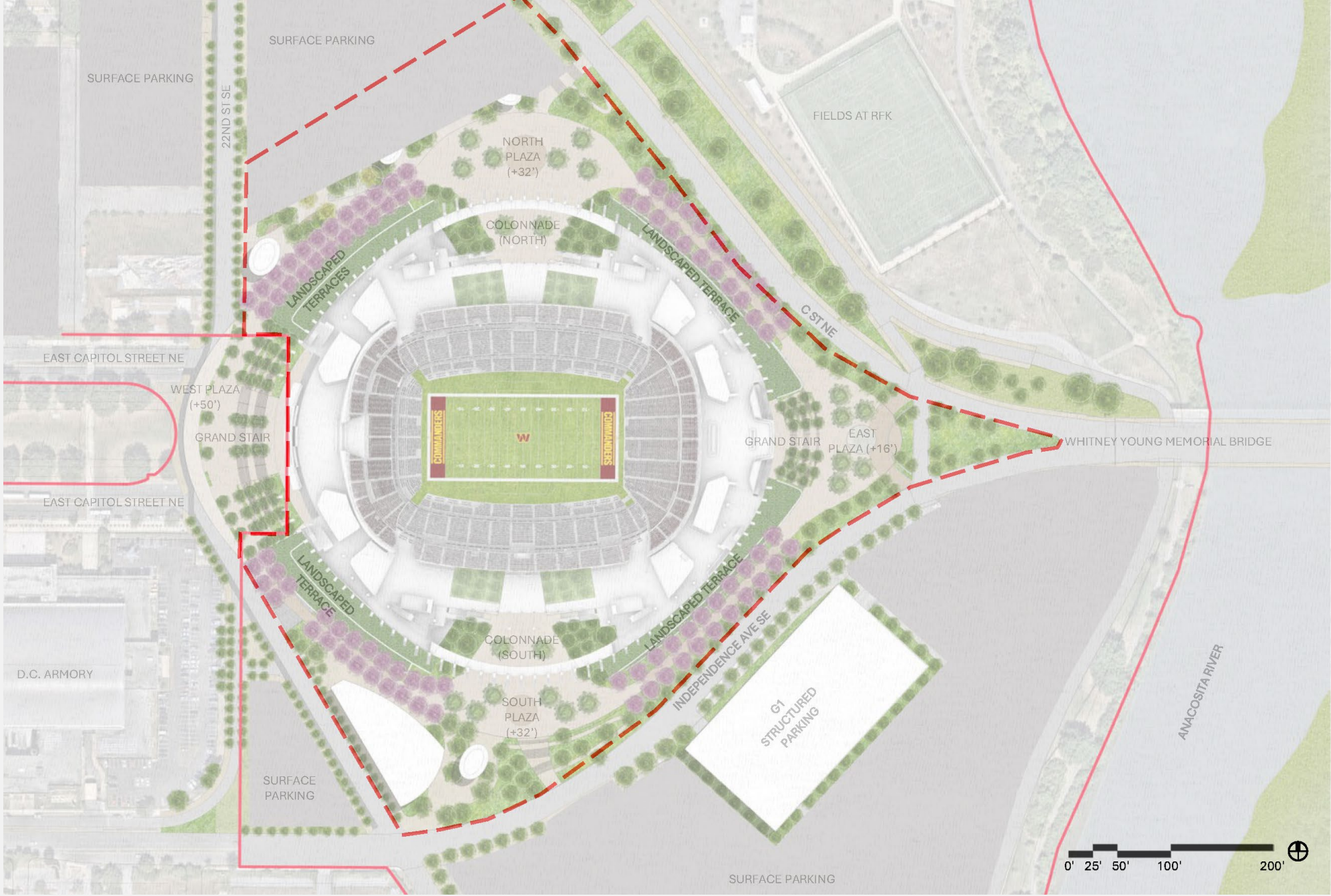
# Proposed North/South Section



# Proposed East/West Section



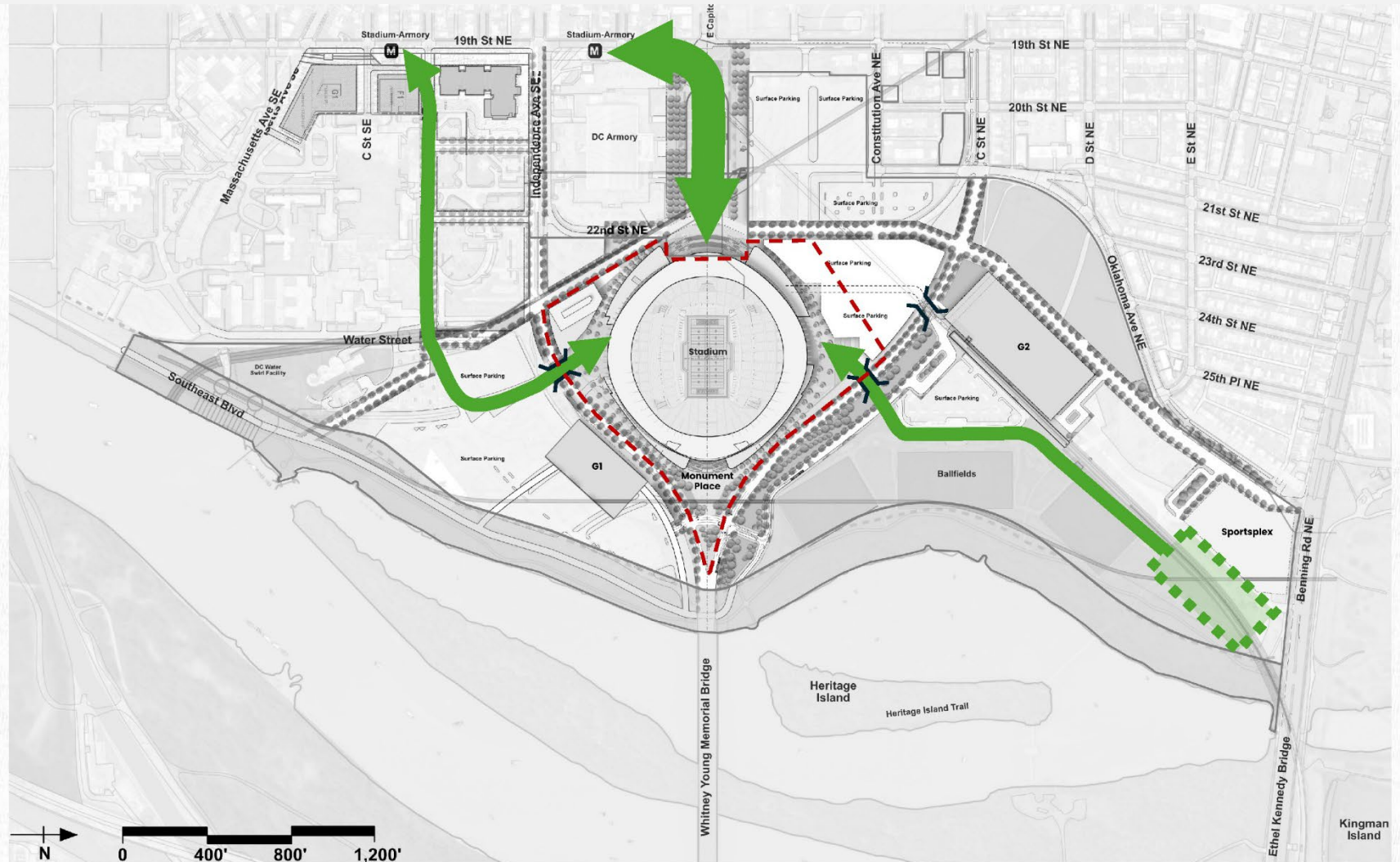
# Site Plan



# Public Transportation

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, including a new festival plaza, that provide access directly from the Stadium Armory Metrorail station to the stadium's west entry point. The site plan also encourages use of the Metro station's southern portal via new road connections in Hill East to approach the stadium from the south.

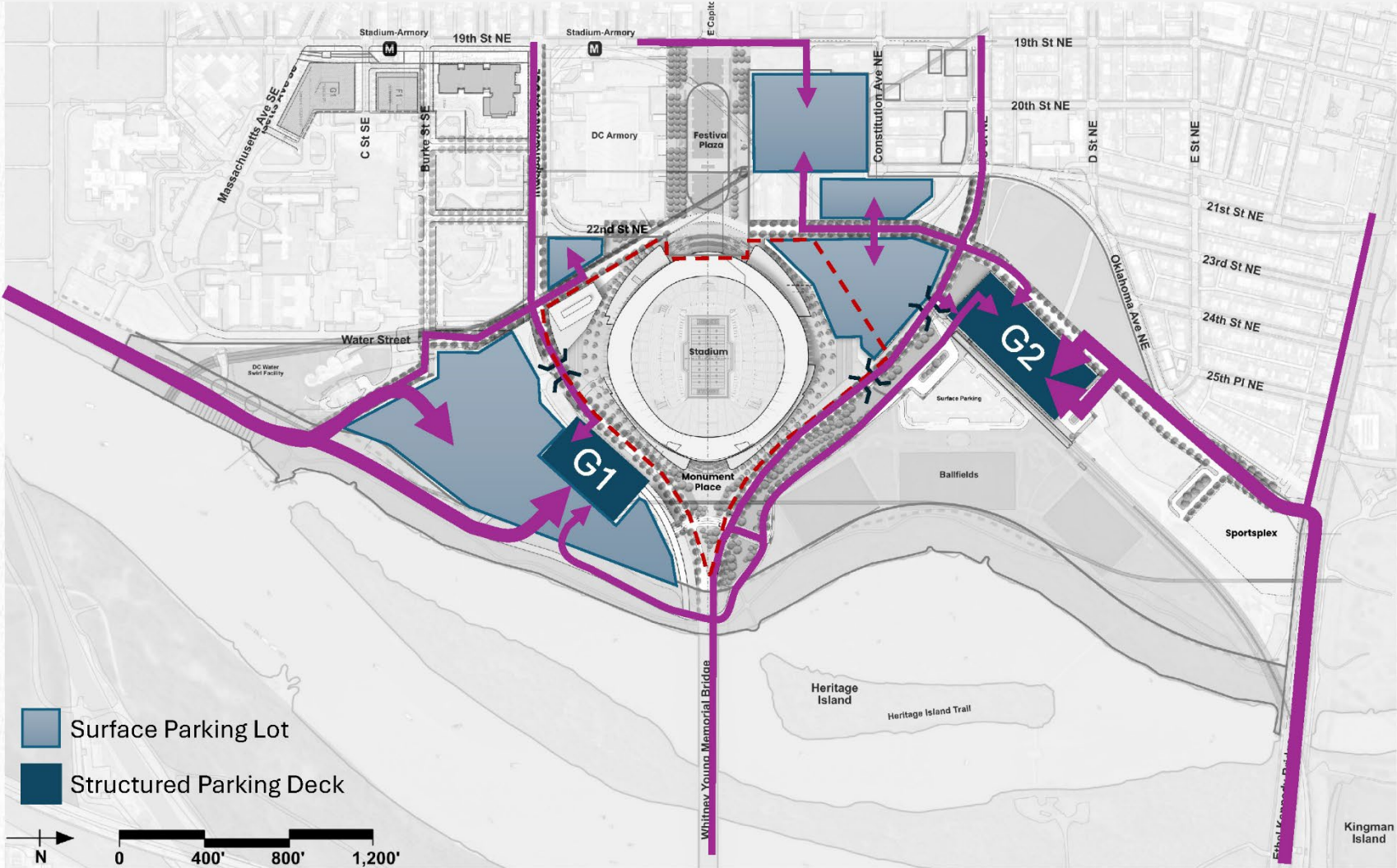
The site plan has also been designed to accommodate a new Bus Rapid Transit (BRT) station near Benning Road. WMATA and DDOT are currently planning to establish BRT service to this station by 2030. The access plan accounts for this possibility through a designated pedestrian route to and from the future BRT station with minimal roadway crossings.



# Vehicular Ingress and Parking

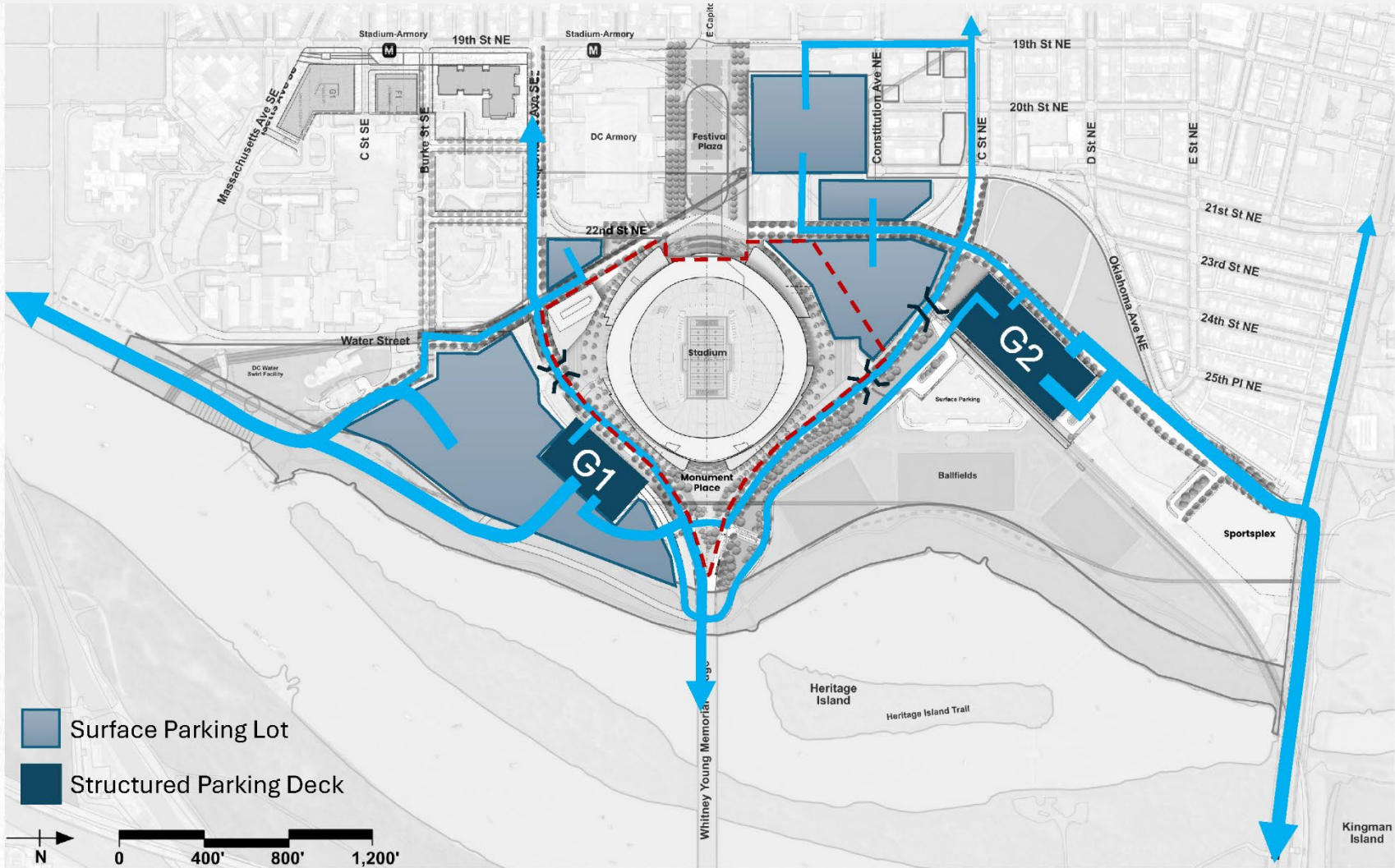
Parking for the stadium on Day One will be provided by a combination of two permanent new structured parking garages (G1 and G2) and the use of temporary surface parking lots.

Vehicles will access parking primarily via the existing parking access road known as Southeast Boulevard, which connects to I-695 under Barney Circle from the south. Secondary access will be from the Whitney Young Memorial Bridge and Benning Road from the east, Independence Avenue and C Street from the west, and Oklahoma Avenue to the north.



# Vehicular Egress

Parking egress will largely follow the inverse of the respective ingress routes. Most egressing traffic will be directed to I-695 via Southeast Boulevard 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 site.

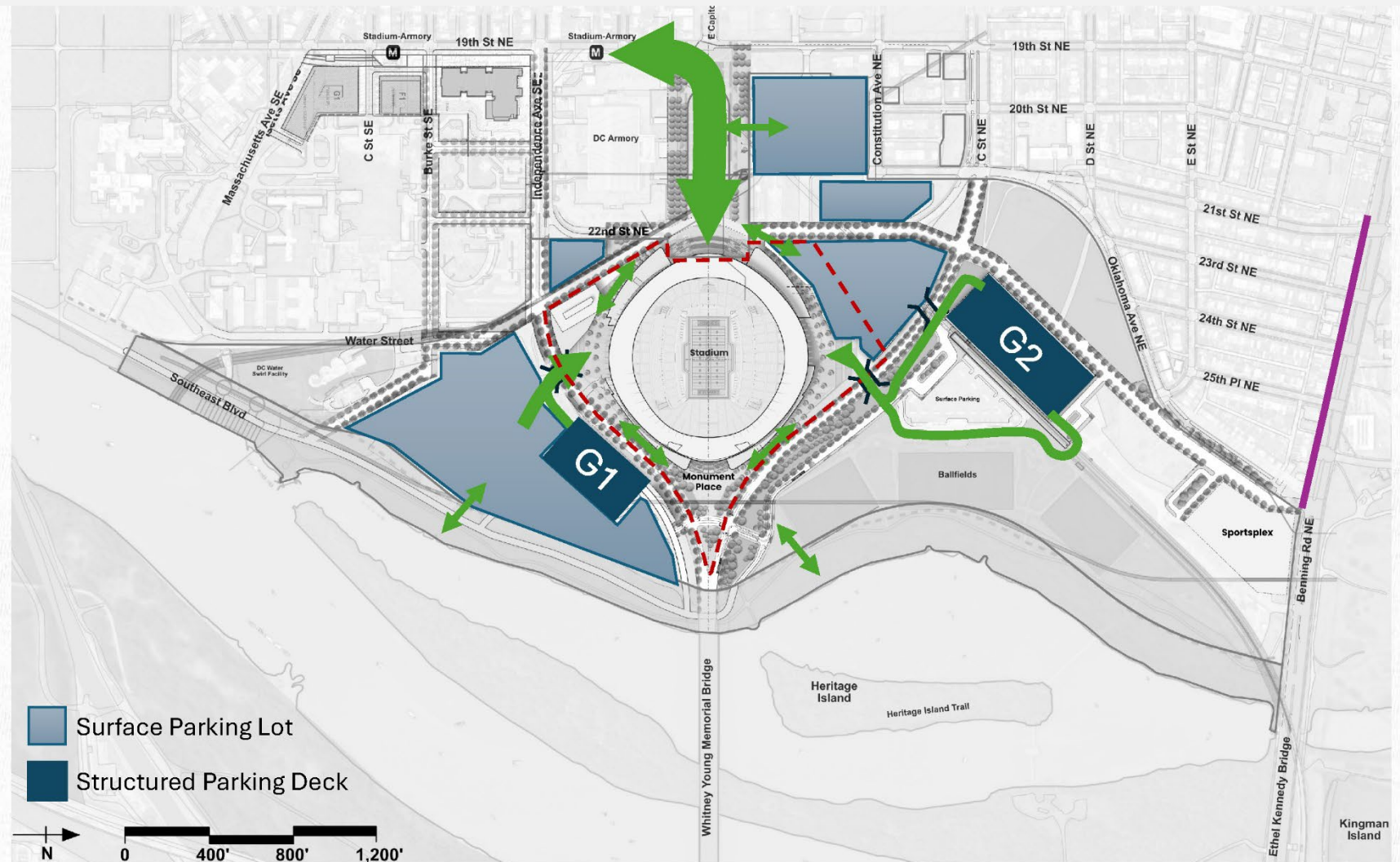


# Pedestrian Movement

Pedestrians will access the stadium via below-grade access tunnels that do not cross vehicular traffic or through at-grade crossings at signalized intersections. Most pedestrians are expected to access the stadium from the west.

Pedestrian access to the stadium from G1 will be primarily through the existing underpass that used to connect RFK to surface parking south of the stadium. Pedestrian access to the stadium from G2 will be primarily through the existing underpass below C Street that used to connect RFK to surface parking north of the stadium.

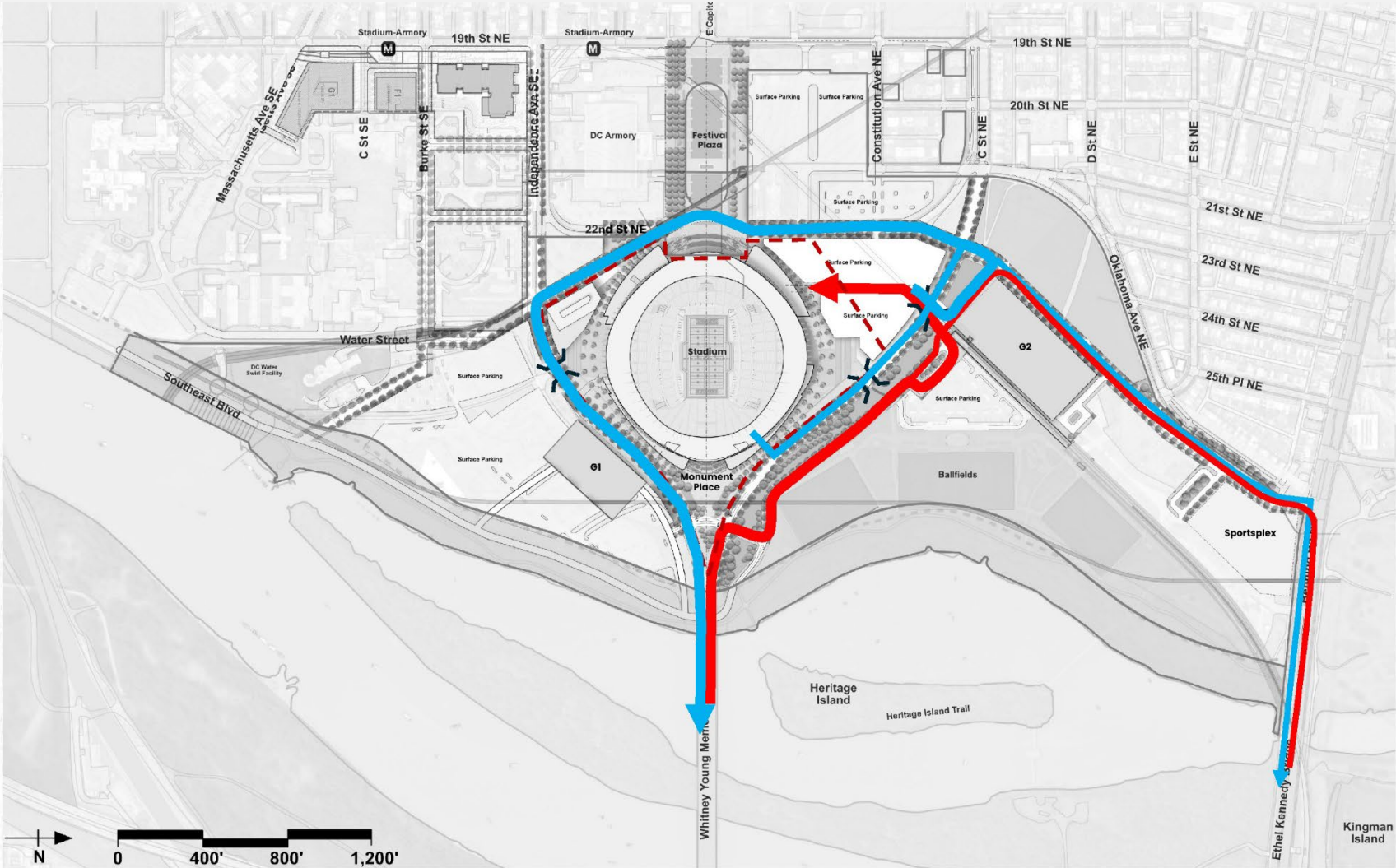
Pedestrian access to the stadium from the Day One surface parking lots and from the Metro station will be from a festival plaza west of the stadium.



# Loading and Deliveries

Loading access will be on the north side of the stadium, with primary access from DC-295 via the Whitney Young Memorial Bridge and secondary access from Benning Road. An inspection area is planned near G2 outside of the security perimeter, as required by the NFL. Large vehicle delivery and loading activity will be scheduled to occur outside of pre- and post-game activities.

Egress from the loading facilities will primarily be via the Whitney Young Memorial Bridge through a route designed to accommodate turning movements for large tractor trailers. Truck routing will be minimal on Benning Road.

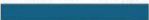




# Bicycle Access

The site is currently served by high-quality bicycle facilities, including bike lanes on East Capitol Street, protected bike lanes on C Street on the west side of the stadium, and the Riverwalk Trail system on the east side of the stadium.

Some existing bicycle facilities on the north side of the stadium will be modified and upgraded as part of the overall transportation plan and construction of new streets.

New bicycle facilities will also be provided throughout the RFK Campus, including protected bike lanes on the new north-south connector street and trails through the plaza and around the stadium.

-  - Existing bicycle facilities
-  - Modified bicycle facilities
-  - New bicycle facilities

