



February 27, 2026

# NCPC PRELIMINARY REVIEW

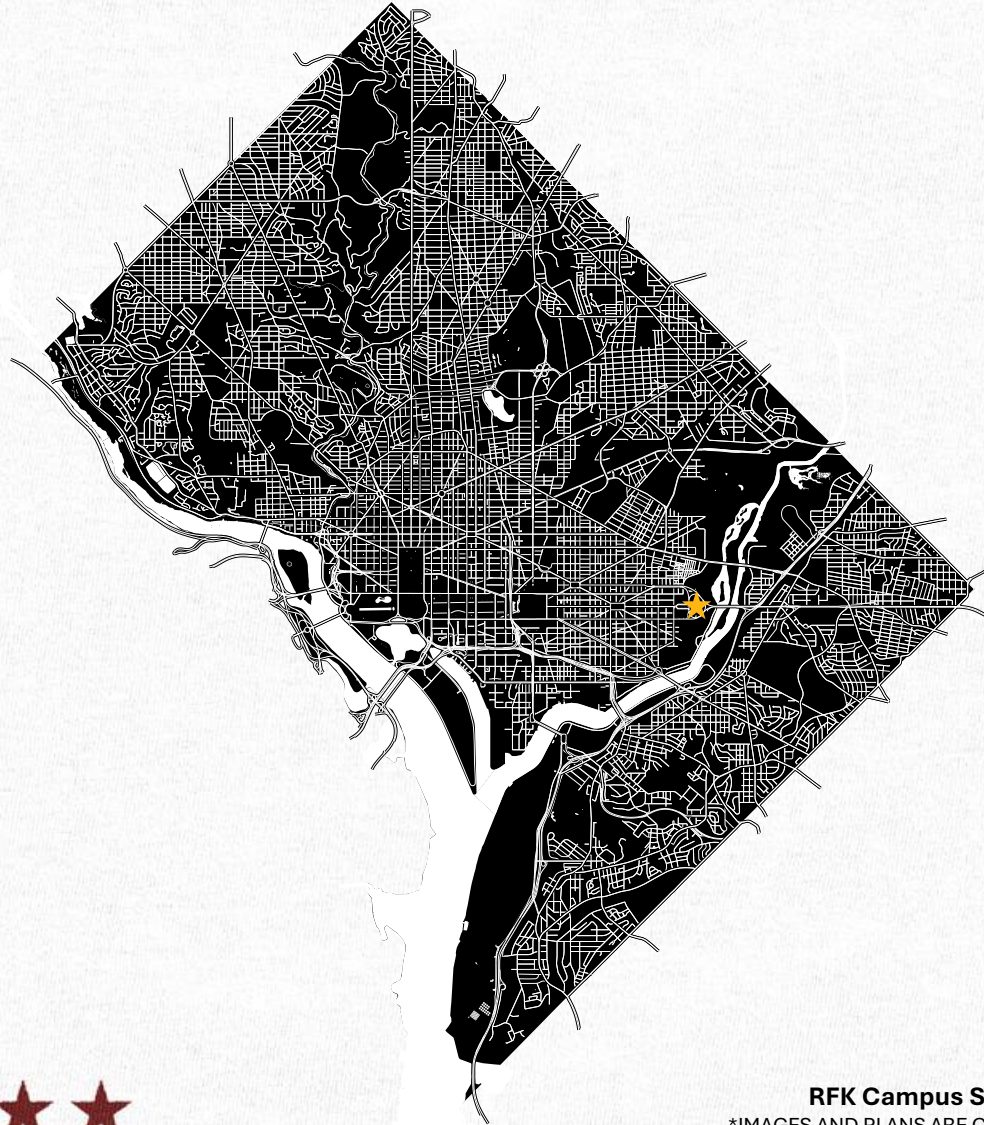
 WE ARE WASHINGTON  
GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DC MURIEL BOWSER, MAYOR



HKS



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# 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.*

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.



# NCPC CONCEPT REVIEW COMMENTS

## STADIUM DESIGN



Request	Response
<p>NCPC requested additional analysis regarding the stadium’s relationship to the U.S. Capitol and Washington Monument.</p>	<p>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.</p>
<p>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</p>	<p>This additional view is provided on page 42.</p>
<p>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.</p>	<p>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.</p>
<p>View of the stadium from the adjacent Kingman Park and Hill East neighborhoods.</p>	<p>These additional views are provided on pages 34 and 40.</p>
<p>View of the stadium from the sidewalks and public spaces surrounding the stadium.</p>	<p>These additional views are provided on pages 32 through 35, 37, 40, and 46 through 51.</p>
<p>NCPC requested additional information regarding stadium design and programming considerations as follows:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• The planned number of stadium events;</li> <li>• The approach to event noise control for surrounding uses and residences;</li> <li>• Plans for tailgating; and</li> <li>• Potential interim uses and creative placemaking strategies for surrounding public spaces and stadium surface parking until new mixed-use development is built out.</li> </ul>	<p>This additional information is provided on page 53.</p>
<p>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.</p>	<p>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.</p>



# NCPC CONCEPT REVIEW COMMENTS

## CIRCULATION AND PARKING



Request	Response
<p>NCPC requested additional information regarding proposed strategies to encourage multimodal transportation and minimize stadium traffic impacts to surrounding neighborhoods, including:</p> <ul style="list-style-type: none"> <li>• Planned multimodal transportation projects that will be in place at the time of the stadium opening;</li> <li>• Any potential contingencies if transit improvements are not complete at the time of stadium opening;</li> <li>• Traffic study to understand the stadium’s impacts to the surrounding street network;</li> <li>• 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</li> <li>• Transportation Management Plan, if available, outlining recommended strategies to manage the traffic demand, foster multiple modes of travel, and reduce congestion on the roadways.</li> </ul>	<p>This additional information is provided in section 06.</p>
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>
<p>Accessible circulation routes throughout the site and to the stadium podium.</p>	<p>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.</p>
<p>Wayfinding and signage approach throughout the site for visitors.</p>	<p>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.</p>
<p>Planned improvements to Independence Avenue, SE and C Street, NE as high-traffic roadways adjacent to the stadium public spaces.</p>	<p>Details on the general approach to improving these streets has been added to section 06. Conceptual design plans are currently in process.</p>



# 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.

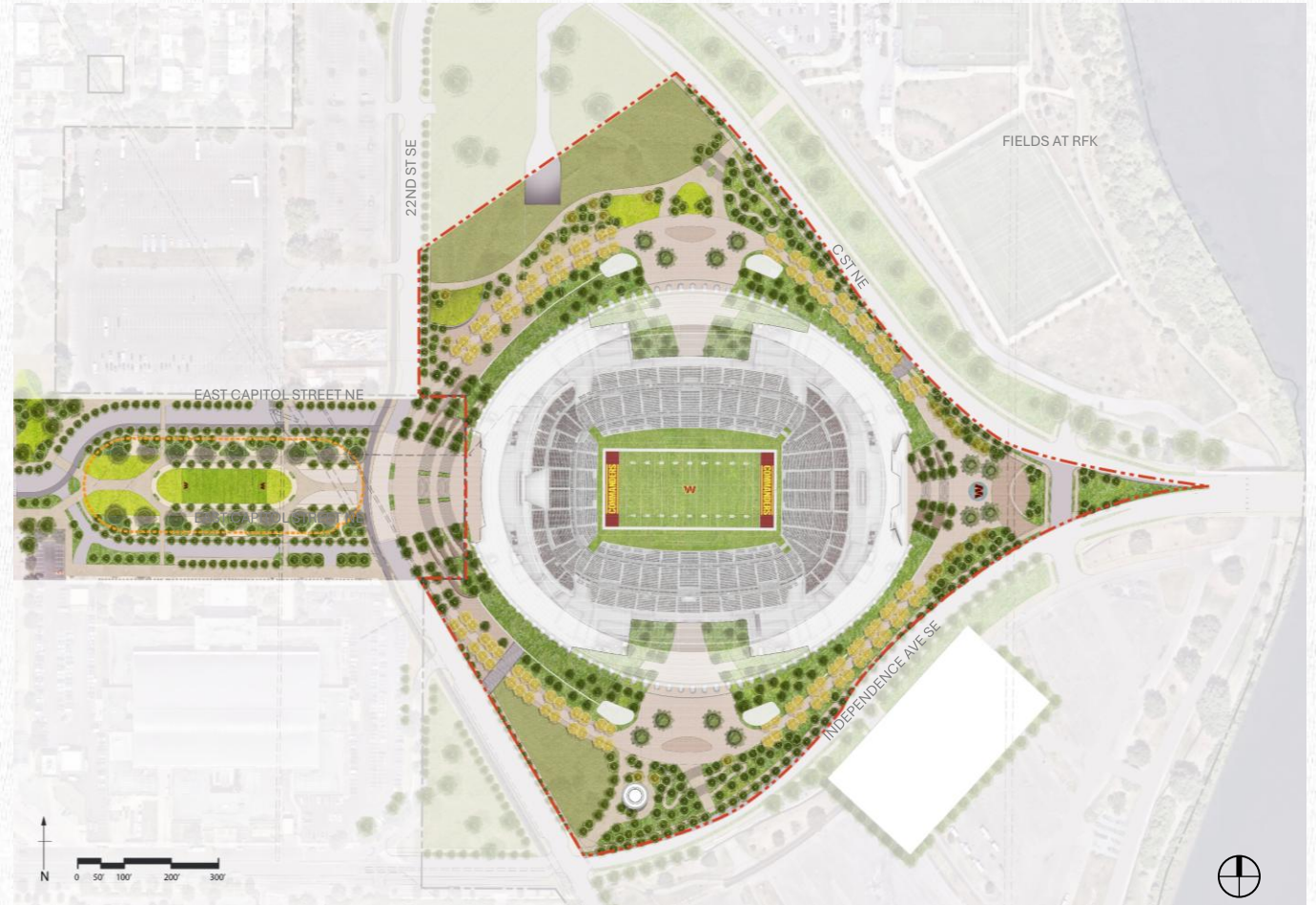


# 01. PROJECT BACKGROUND



# 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.

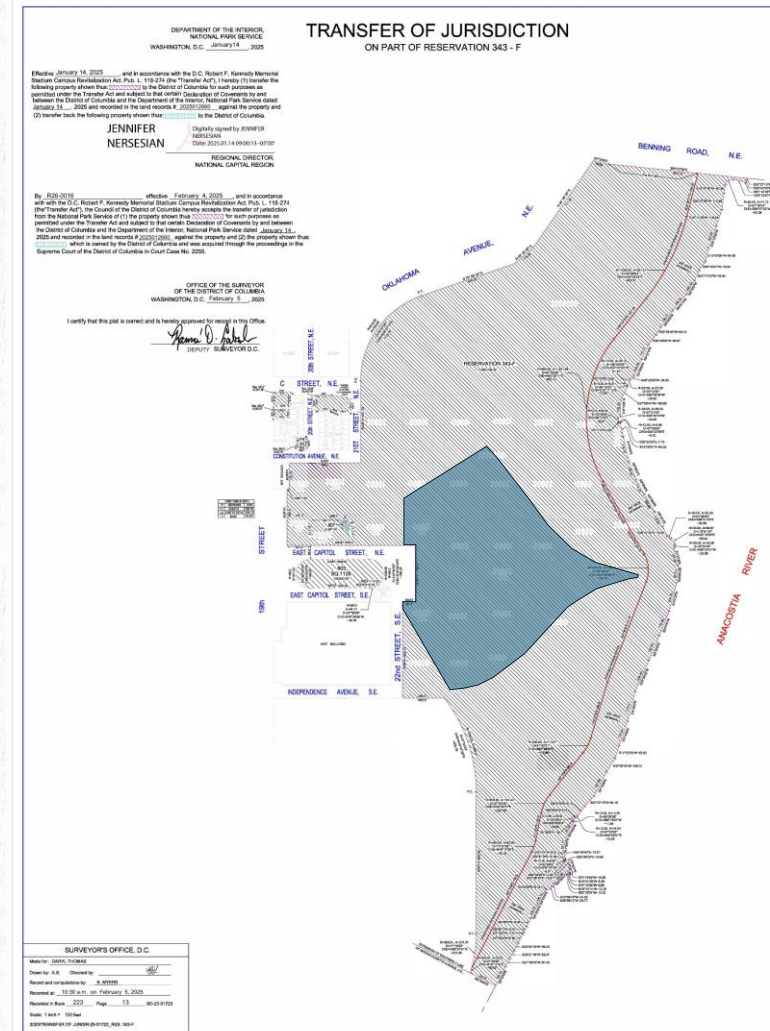




# PROJECT OVERVIEW

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 is being prepared by the DC Office of Planning and will ultimately be approved by 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.





# RECENT LEGISLATIVE MILESTONES

The following federal and local legislative actions have occurred to date in support of the project:

## **Federal Legislation**

The D.C. Robert F. Kennedy Memorial Stadium Campus Revitalization Act (Public Law 118-274) was signed into law on January 6, 2025. This law transferred administration jurisdiction of the RFK Campus from NPS to the District. Following the transfer, the District may develop and use, and permit the development and use of, the RFK Campus for the following purposes:

- stadium purposes;
- commercial and residential development;
- facilities, open space, and public outdoor opportunities;
- other public purposes for which the RFK Campus was used or approved for use prior to June 1, 1985; and
- certain related demolition purposes.

## **Transfer Of Jurisdiction**

NPS and the District executed a Declaration of Covenants on January 14, 2025, governing the transfer of jurisdiction (“TOJ”). DC Council approved the TOJ in Resolution R26-0016, effective February 4, 2025. The TOJ was completed pursuant to plat recorded in the Office of the Surveyor for the District of Columbia on February 5, 2025, at Book 223, Page 13.

## **DC Council Legislation**

The DC Council passed the Robert F. Kennedy Campus Redevelopment Act of 2025 (B26-0288; D.C. Law L26-0054), which became effective as of November 21, 2025. This law approved the redevelopment and lease of the RFK Campus to build a football stadium for the Washington Commanders, authorized the Mayor to issue bonds for related infrastructure and facilities on the RFK Campus, approved tax exemptions, and established funds in relation to the redevelopment.



# HISTORY OF THE SITE



**Early 20th century** – The federal government begins talks to build a stadium that would allow Washington, DC to host the Olympics and other major sporting events.

**1958** – The District of Columbia Stadium Act provides authorization to have the National Park Service (NPS) obtain the property for a stadium. The same year, an amendment allowed NPS to lease the land to the Armory Board.

**1961** – The Armory Board completes construction of the stadium, and it opens to the public.

**December 17, 1961** – Washington’s football team wins its first game at the new stadium, beating the Dallas Cowboys.

**1969** – The site becomes known as Robert F. Kennedy Memorial Stadium in 1969. As Attorney General, Robert F. Kennedy played a key role in helping to open Washington’s football team to Black players.

**Christmas Eve 1972** – RFK hosts its first professional football playoff game, a 16–3 DC win over the Green Bay Packers. RFK Stadium would host the NFC Championship Game five times, with DC winning five times.

**January 14, 1988** – The stadium is transferred to the District and the District entered into a 50-year ground lease for the land. That lease was set to expire in 2038.

**December 22, 1996** – In the last football game played at the stadium, DC routs the Dallas Cowboys 37 to 10.

**February 28, 2024** – H.R. 4984 passes in the House of Representatives.

**December 24, 2024** – H.R. 4984 passes in the Senate.

**January 6, 2025** – H.R. 4984 signed by the President, making the transfer of the land to the District of Columbia official federal law.

**The stadium served as the home of Washington’s football team and the Washington Senators. Later, it would also be the home of DC’s first professional soccer team, the Washington Whips, as well as DC United, the Washington Diplomats, and the Washington Nationals. The Howard Bison football team played at RFK 42 times.**



# PROJECT SCHEDULE



		2026												2027				2028				2029				2030			
Milestone		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		●																										
NCPC Final Review Meeting	July 9, 2026					●																							
Design Development Complete	October 2026								●																				
Submit Below Grade Building Permits	Q4 2026								●																				
Submit Above Grade Building Permits	Q1 2027												●																
Beginning of Below Grade Construction	Q1 2027												●																
CFA Final Review	Q2 2027													●															
Building Permit Issued for Above Grade Construction	Q1 2028																												
Construction Complete	Q2 2030																										★		



# 02. 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.



## RFK Campus Stadium - NCPD Preliminary Review

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



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# 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 + 16'



**RFK Campus Stadium - NCPC Preliminary Review**  
\*IMAGES AND PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE



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# FLOOR PLAN + 35'



**RFK Campus Stadium - NCPC Preliminary Review**  
\*IMAGES AND PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE



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# FLOOR PLAN + 69'



**RFK Campus Stadium - NCPC Preliminary Review**  
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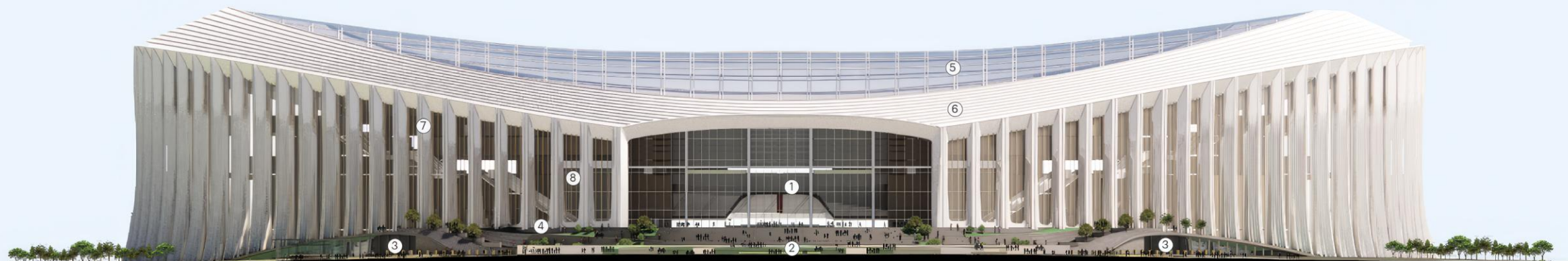
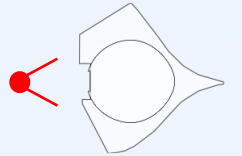
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# WEST ELEVATION



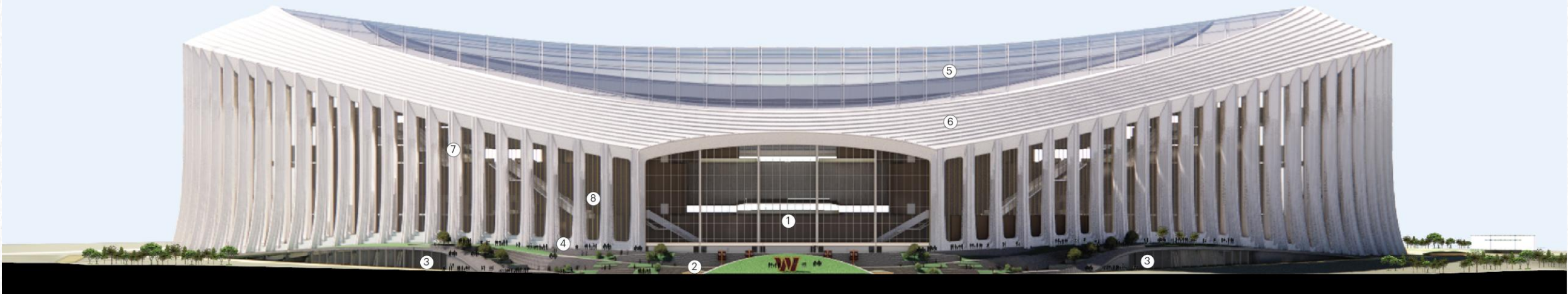
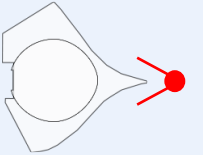
- ① OPERABLE GLAZING
- ② GRAND STAIR
- ③ TEAM STORE
- ④ LANDSCAPE TERRACE
- ⑤ TRANSLUCENT ROOFING
- ⑥ OPAQUE ROOFING
- ⑦ COLONNADE
- ⑧ GLAZING



# EAST ELEVATION



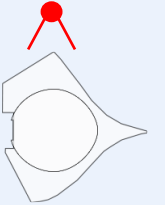
- ① OPERABLE GLAZING
- ② GRAND STAIR
- ③ TEAM STORE
- ④ LANDSCAPE TERRACE
- ⑤ TRANSLUCENT ROOFING
- ⑥ OPAQUE ROOFING
- ⑦ COLONNADE
- ⑧ GLAZING



# NORTH ELEVATION



- ① OPERABLE GLAZING
- ② GRAND STAIR
- ③ TEAM STORE
- ④ LANDSCAPE TERRACE
- ⑤ TRANSLUCENT ROOFING
- ⑥ OPAQUE ROOFING
- ⑦ COLONNADE
- ⑧ GLAZING



**RFK Campus Stadium - NCPC Preliminary Review**  
\*IMAGES AND PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE



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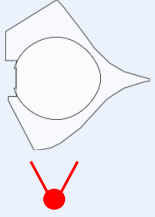


# SOUTH ELEVATION



## SOUTH ELEVATION

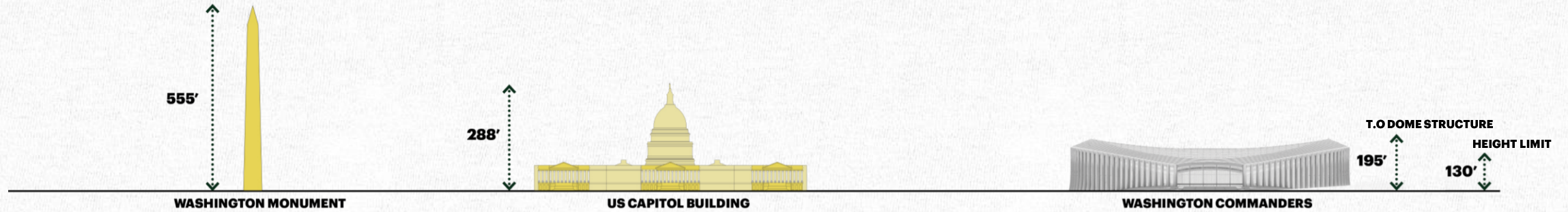
- ① OPERABLE GLAZING
- ② GRAND STAIR
- ③ TEAM STORE
- ④ LANDSCAPE TERRACE
- ⑤ TRANSLUCENT ROOFING
- ⑥ OPAQUE ROOFING
- ⑦ COLONNADE
- ⑧ GLAZING



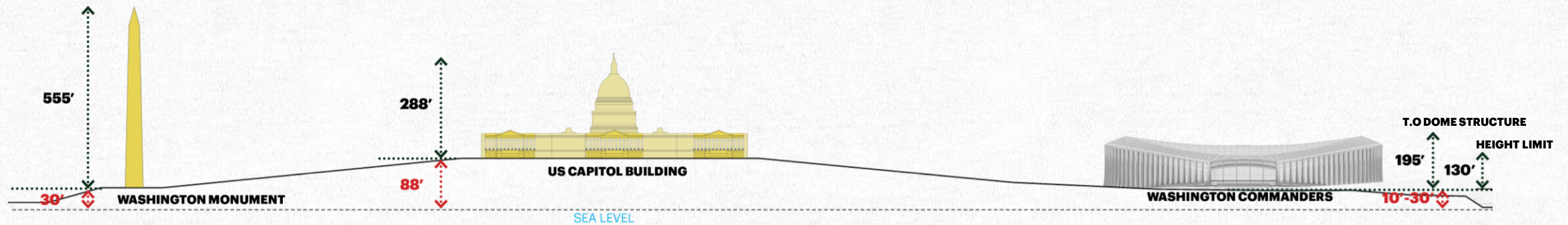


# ELEVATIONS AND HEIGHT COMPARISON

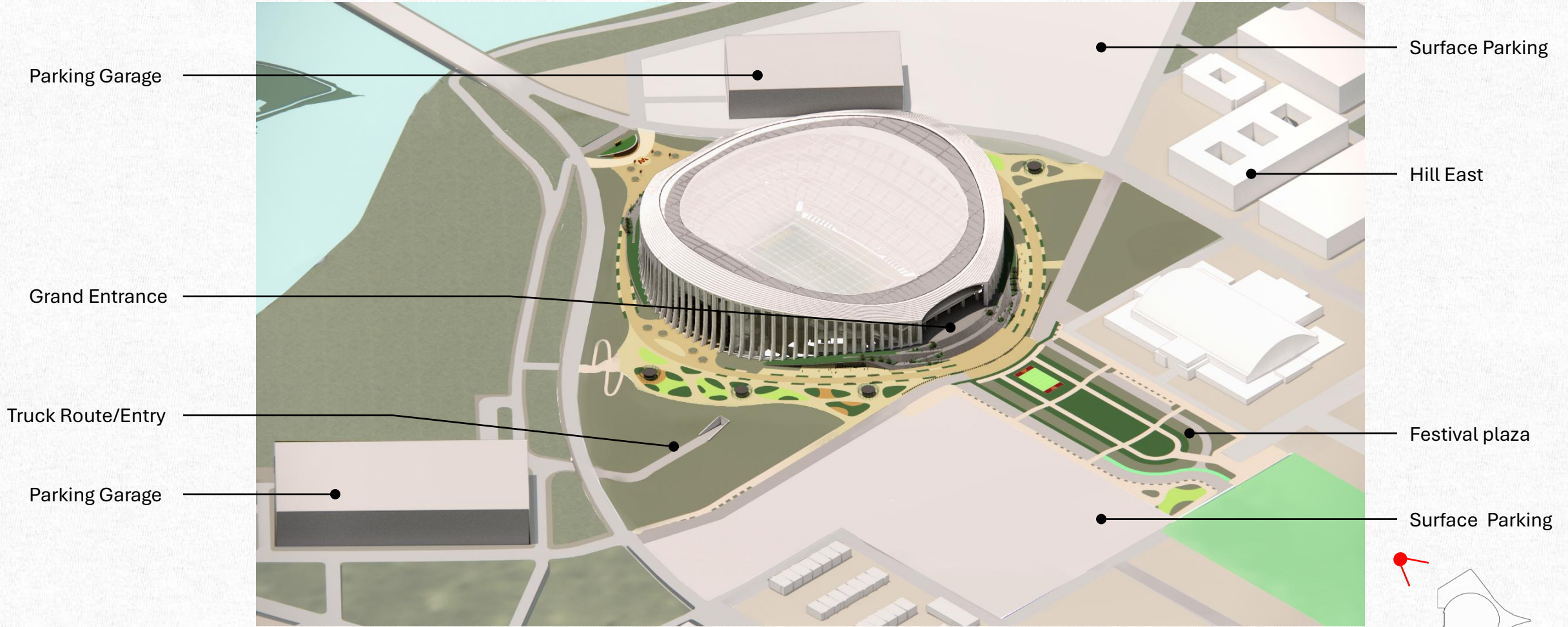
TRUE ELEVATION HEIGHT COMPARITIVE



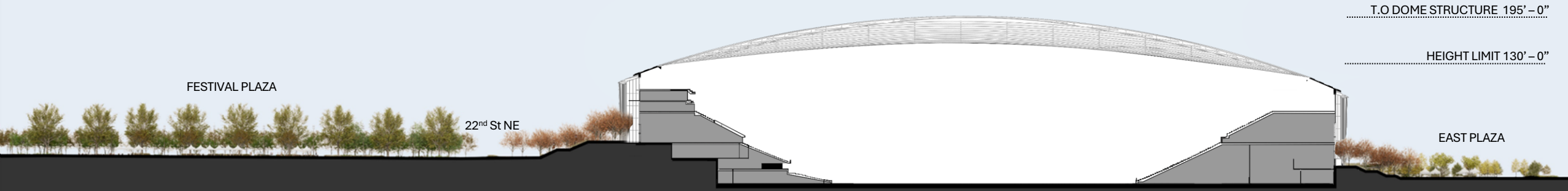
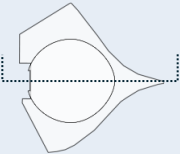
SEA ELEVATION HEIGHT COMPARITIVE



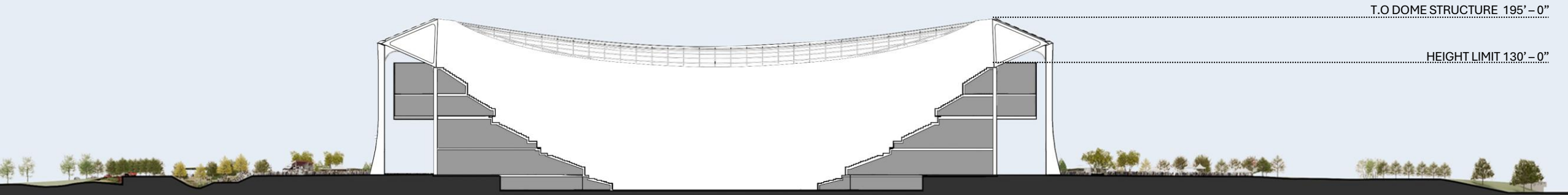
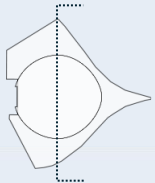
# NORTHWEST AXONOMETRIC



# SECTION-EAST/WEST



# SECTION-NORTH/SOUTH



T.O DOME STRUCTURE 195'-0"

HEIGHT LIMIT 130'-0"

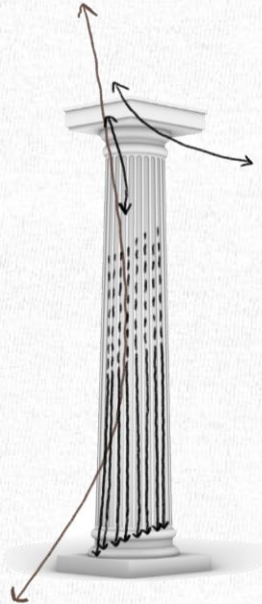


# COLUMN DETAILS

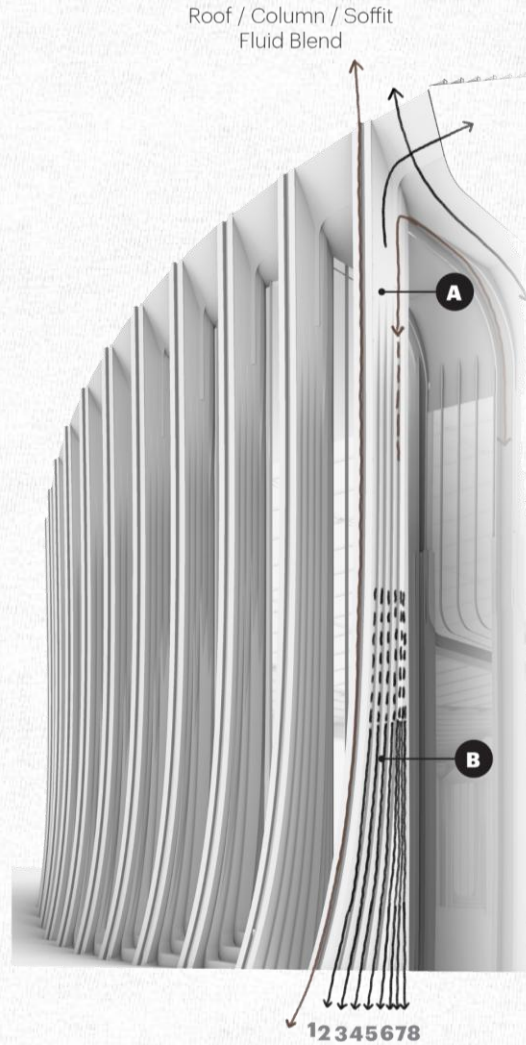


## Classical Column Design Reference

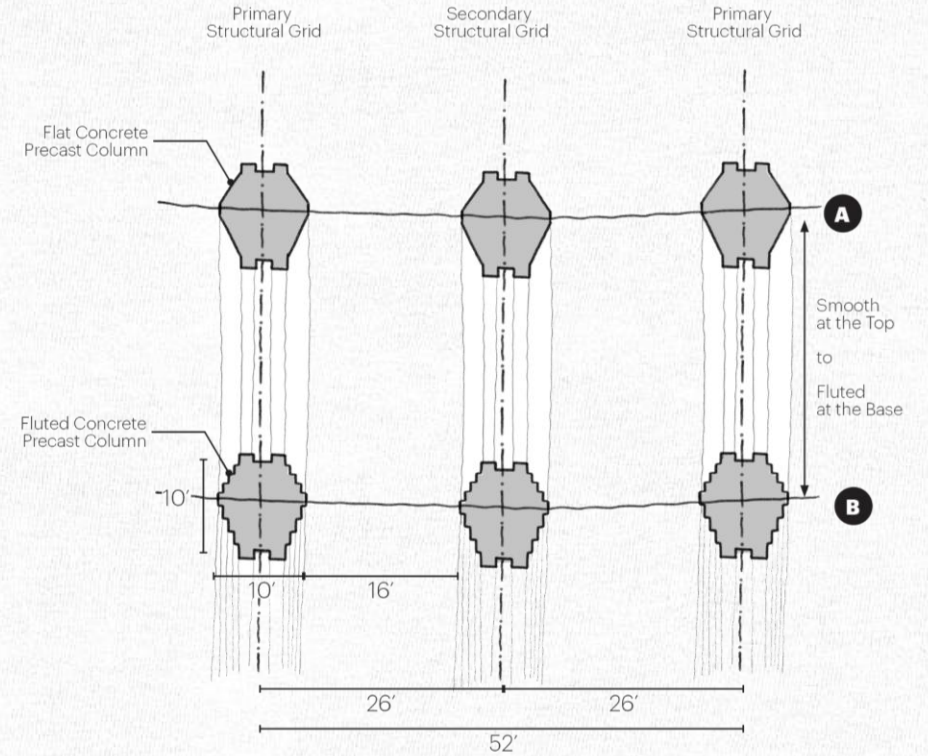
Cornice / Frieze / Capital / Column / Drum / Stereobase - Composition



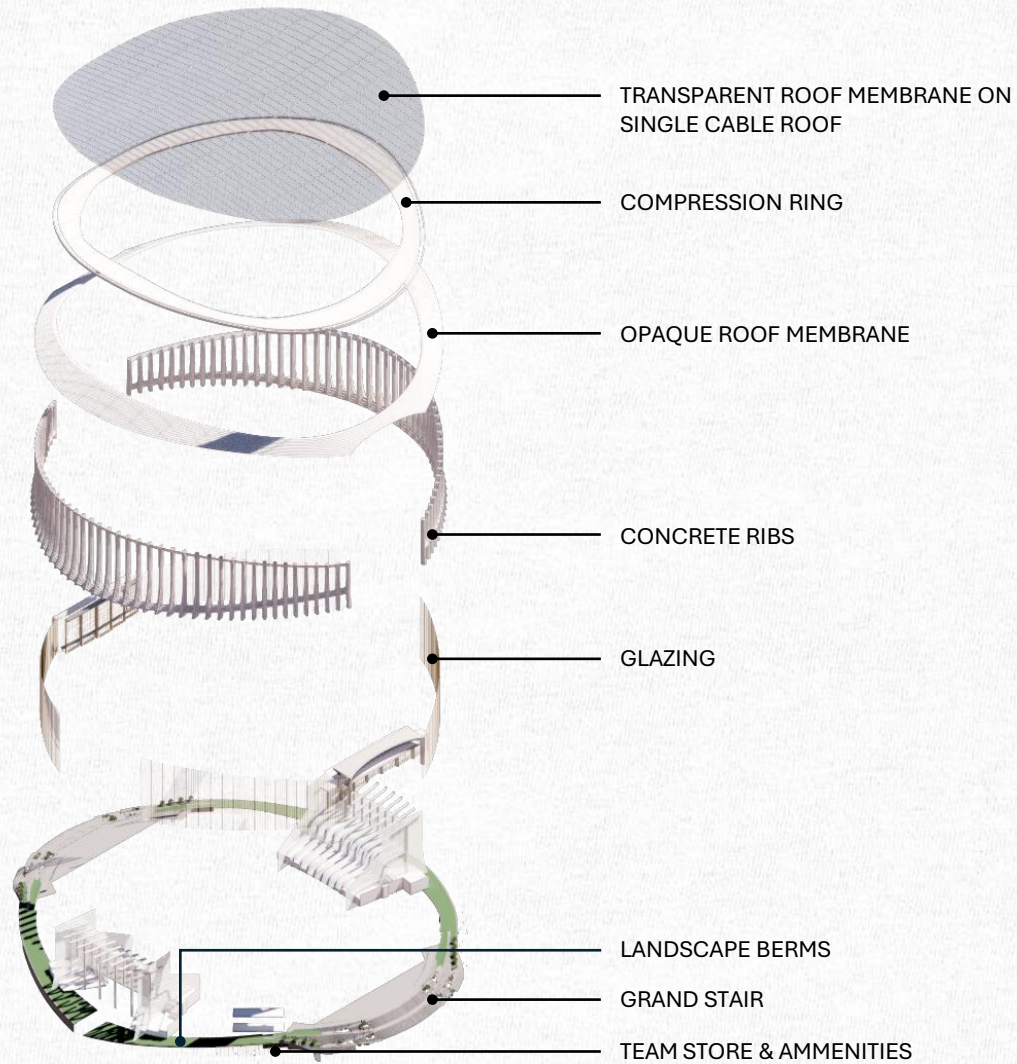
Classical fluted column articulation



8 flutes blended into ONE  
8 Wards of DC, united into ONE



# MATERIALS



TRANSPARENT ROOF MEMBRANE



SINGLE CABLE ROOF



VIDEO BOARD



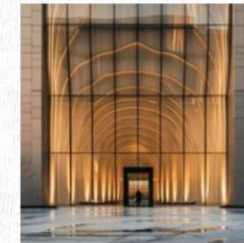
TRANSITIONAL COLONNADE



BUILT-UP STEEL STRUCTURE



C.I.P. CONCRETE STRUCTURE



ENTRANCE GLAZING



LANDSCAPE TERRACE



GLAZING



# 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**

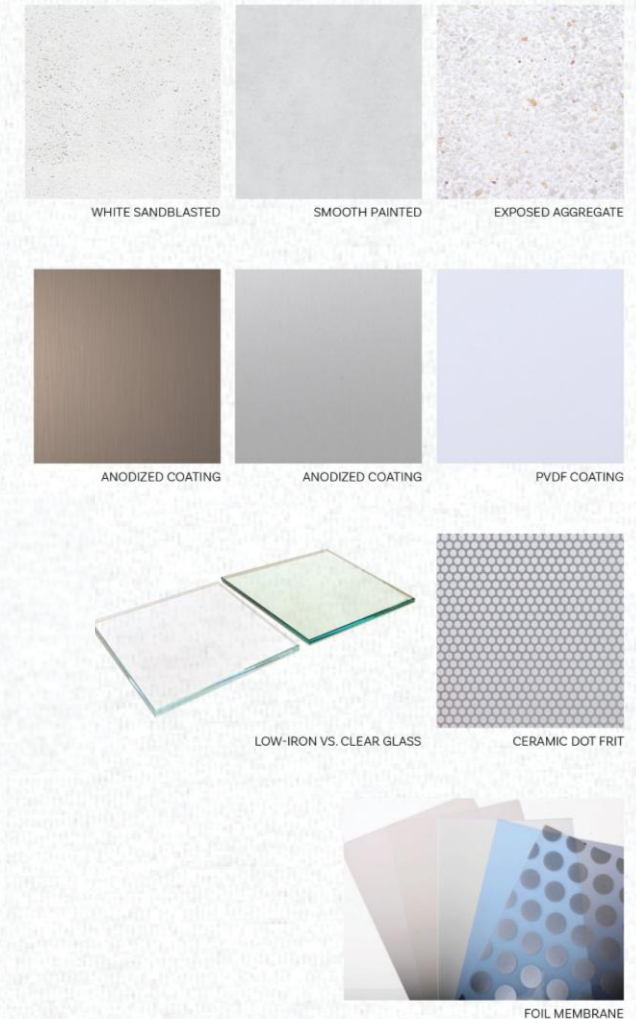
The opaque cladding on the stadium is characterized by aluminum plate panels that are factory-coated and formed into the final cladding panels. The metals being researched for the stadium facade are primarily aluminum with a PVDF coating. The built-up steel ribs and compression ring supporting the dome 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 is to 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 ambient lighting 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.



## RFK Campus Stadium – CFA Concept Review

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

\*PARKING GARAGE IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE



# 03. EXTERIOR VIEWS







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



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Conceptual viewshed from west



Conceptual viewshed from east

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



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\*PARKING GARAGE IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE  
\*IMAGES AND PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE



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Conceptual viewshed from north

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

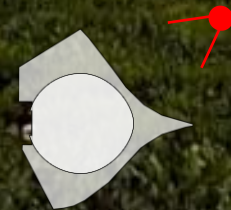


Previous viewshed from Anacostia River

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



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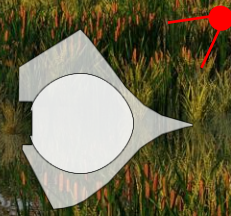


Conceptual viewshed from Anacostia River

\*PARKING GARAGE IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE  
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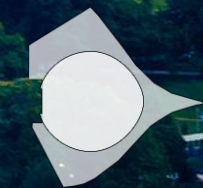


Previous viewed from far west

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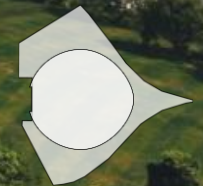


Conceptual viewed from far west

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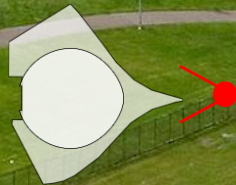
TEAM UP TO  
BEAT CANCER  
RED-CARD-CANCER.COM



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Conceptual viewshed from 40<sup>th</sup> Street NE  
Anacostia Hills escarpment

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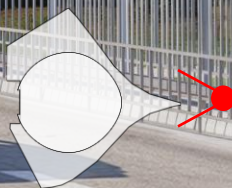




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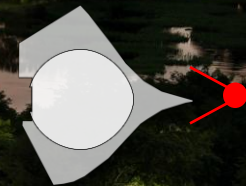
Conceptual viewshed from east



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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.






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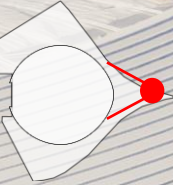
# GAMEDAY VIEW



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# GAMEDAY VIEW



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





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# GAMEDAY VIEW



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  GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DC MURIEL BOWSER, MAYOR 

# NON-GAMEDAY VIEW



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

# NON-GAMEDAY VIEW



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



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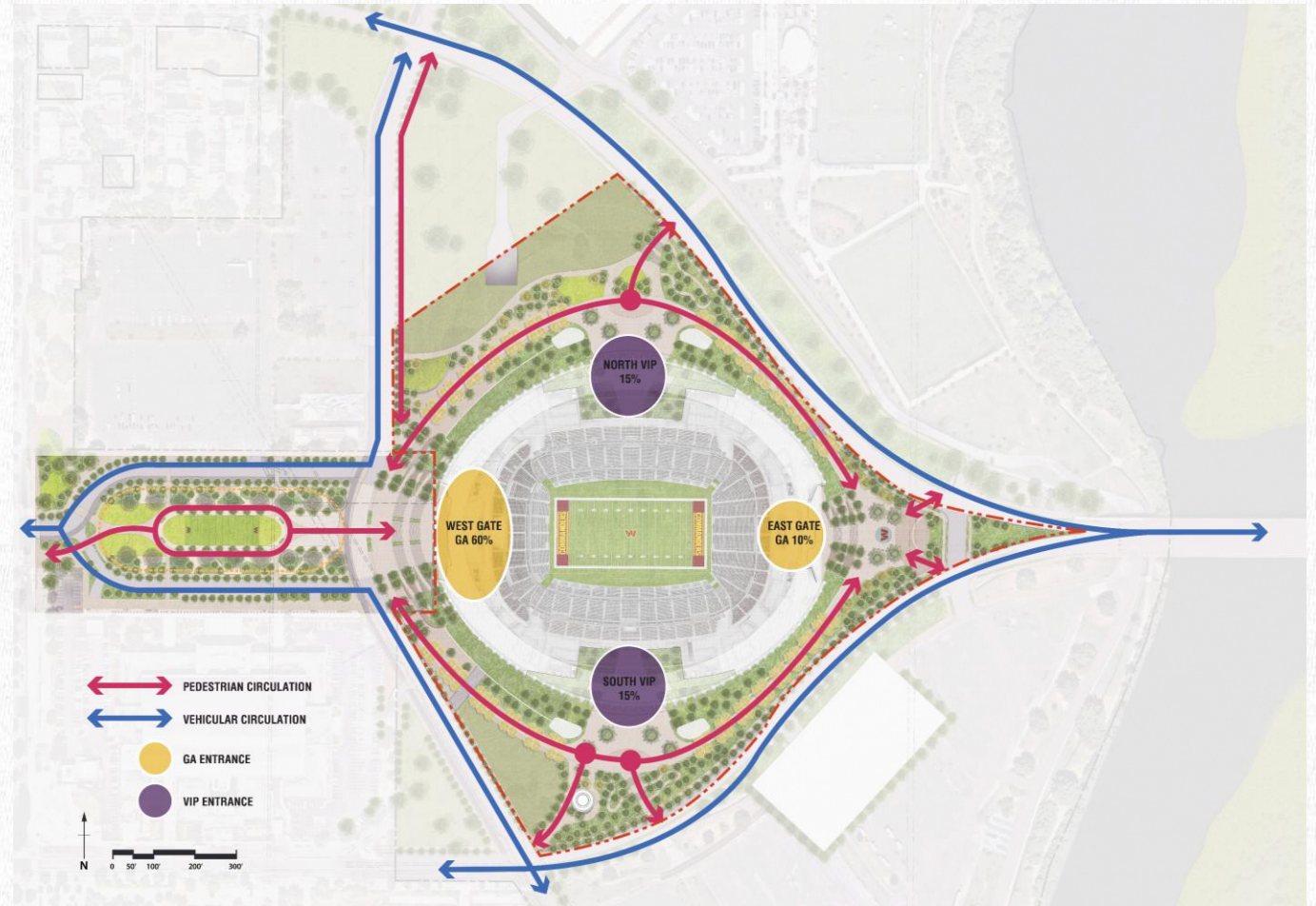


# PERIMETER SECURITY

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.



# 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.

Tailgating has been part of the Commanders' game day experience for decades and is an experience the fans and community want to continue. Tailgating will occur throughout the RFK Campus on the surface parking

lots, as well as a festival plaza on the west side of the stadium. Over time, as the surrounding districts develop, it is anticipated that tailgating from the surface parking lots will migrate to the top levels of the parking decks as new buildings are constructed on the surface parking lots.

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.



# 04. 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 coccinea*  
Scarlet Oak  
Native Species



*Betula nigra*  
River Birch  
Native Species



*Nyssa sylvatica*  
Black Gum  
Native Species



*Liriodendron tulipifera*  
Tulip Tree  
Native Species



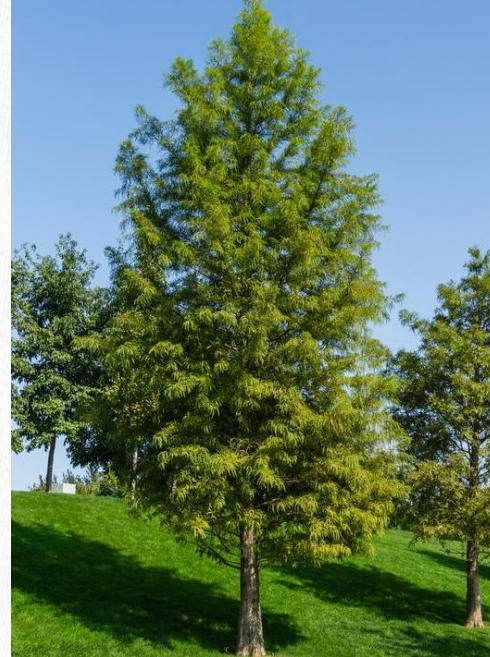
# PLANTING PALETTE - TREES



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



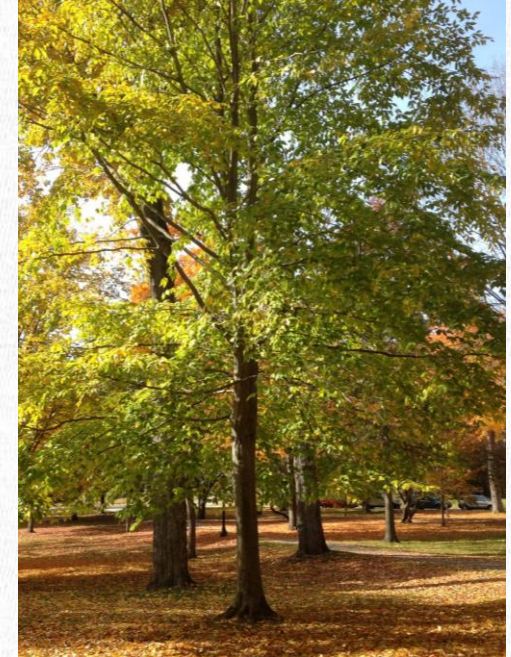
*Acer rubrum*  
Red Maple  
Native Species



*Taxodium distichum*  
Bald Cypress  
Native Species



*Liquidambar styraciflua*  
Sweet Gum  
Native Species



*Fagus grandifolia*  
American Beech  
Native Species



# 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



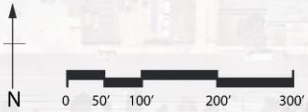
*Deschampsia cespitosa*  
Tufted Hairgrass  
Native / Pollinator supportive



*Carex pensylvanica*  
Pennsylvania Sedge  
Native



# LANDSCAPE PLANS OVERALL



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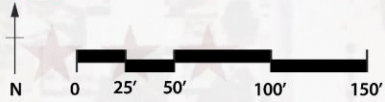
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MURIEL BOWSER, MAYOR



# LANDSCAPE PLANS - FESTIVAL & WEST PLAZAS



-  ORNAMENTAL PLANTING (SEE PLANTING PALETTE)
-  NATURAL TURF
-  EXISTING HERITAGE TREES TO REMAIN
-  RELOCATED HERITAGE TREES



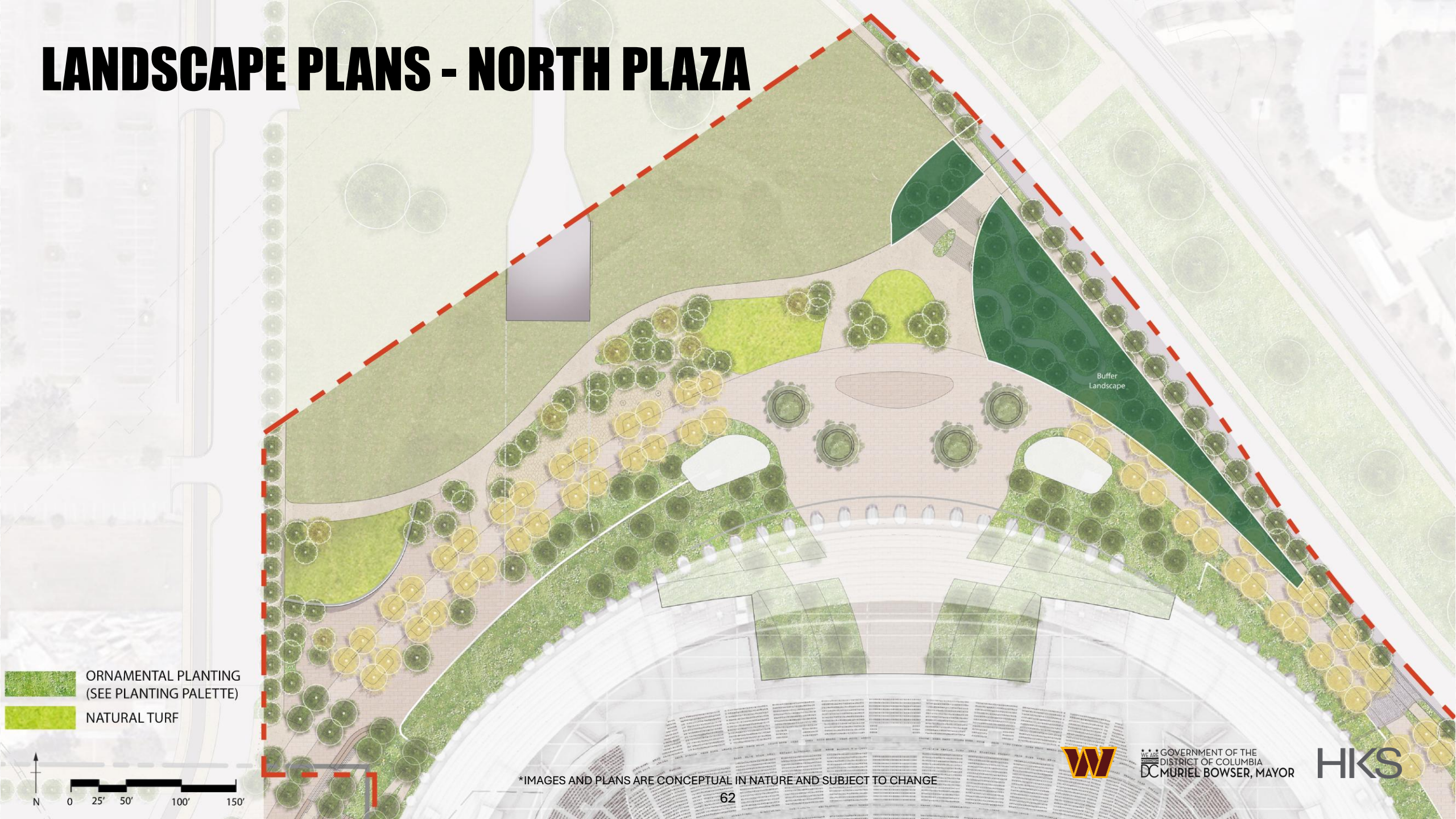
RFK Campus Stadium - NCPG Preliminary Review  
 \*IMAGES AND PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE



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# LANDSCAPE PLANS - NORTH PLAZA



ORNAMENTAL PLANTING  
(SEE PLANTING PALETTE)

NATURAL TURF

Buffer  
Landscape

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



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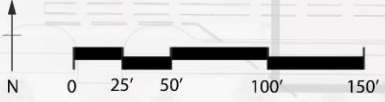




# LANDSCAPE PLANS - SOUTH PLAZA

ORNAMENTAL PLANTING  
(SEE PLANTING PALETTE)

NATURAL TURF



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# 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.

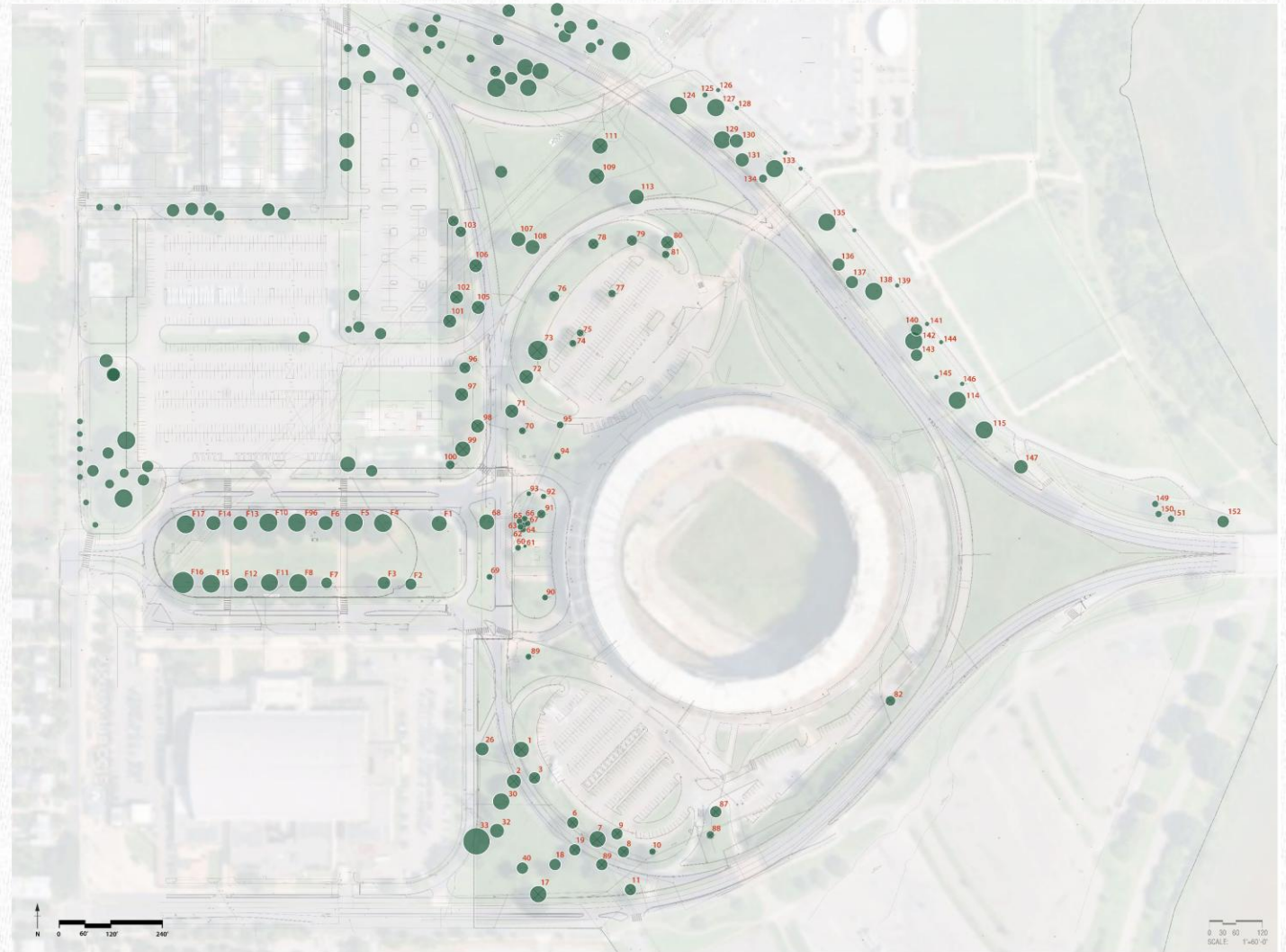




# EXISTING TREE SURVEY

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.

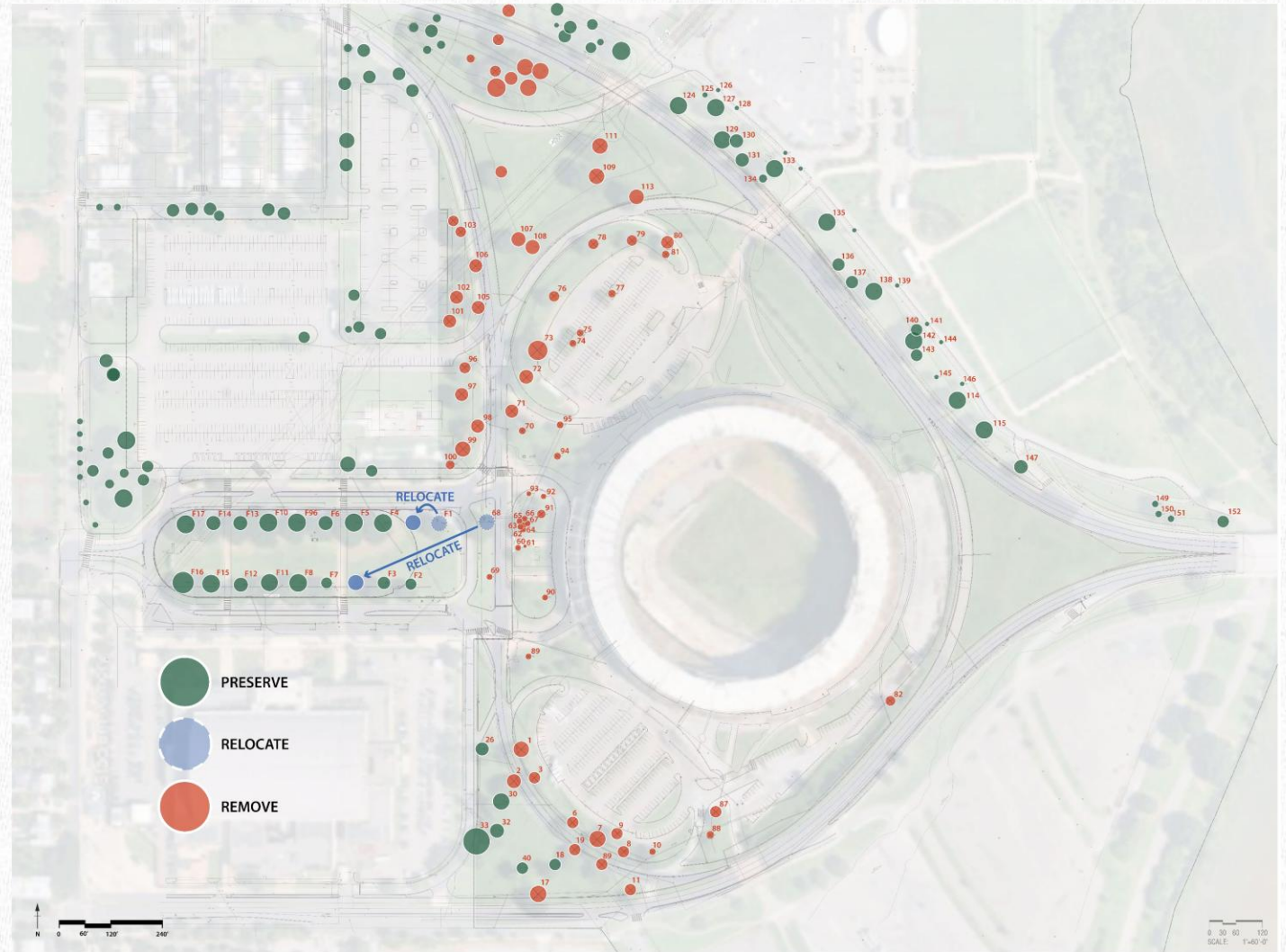




# TREE PRESERVATION AND REPLACEMENT PLAN

All trees identified to remain will be protected throughout construction with clearly marked protection fencing placed around the extent of their canopy or as directed by the project arborist. No equipment, storage, grading, or trenching will be allowed within these protected areas. If work must occur nearby, roots will be carefully exposed by hand or with low-impact methods to avoid unnecessary damage. In addition, two large elm trees, which are Heritage Trees, 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.



# 05. 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



## **Sustainability Objectives**

Robert F. Kennedy Campus Redevelopment Act of 2025 (B26-0288; D.C. Law L26-0054) establishes the following sustainability objectives for the project:

*(i) Construct the Stadium using methods and materials in a manner feasibly consistent with the objective of Version 5 LEED Platinum level for New Construction and Major Renovations ("LEED: BD+C v5"), as defined by the U.S. Green Building Council;*

*(ii) Maintain the Stadium in a manner feasibly consistent with the objective of Version 5 LEED Platinum level for Operations and Maintenance ("LEED: O+M v5") as defined by the U.S. Green Building Council;*

The project's design is in the early stages of exploration, but currently includes the following strategies to meet energy conservation and sustainability objectives:

## **Water:**

Two large cisterns will be provided for capturing and storing approximately one million gallons of rainwater from the roof of the stadium. This water has the potential to be re-used for a variety of uses to include cooling tower make-up water, greywater for toilet flushing, and landscaping irrigation to the extent it is required.

## **Stadium Site:**

In addition to the rainwater capture and re-use, the Stadium Site is being designed to reduce heat island effect. Much of the surface area immediately adjacent to and surrounding the stadium is intended to be either landscaped or shaded to provide the cooling effect needed in what has long been an impervious condition in the District.

## **Energy:**

An energy model is being developed to help tune the building systems to the specific environment within the District and anticipated building uses. This model will guide the selection of building systems, building controls, and exterior envelope performance characteristics to drive down energy consumption to the greatest degree possible within the project's constraints. Building controls will help step down energy consumption on non-event days, while a high-performing building envelope and building systems will help conserve energy during the most intense events.

## **Materials**

The project design aims to reduce embodied carbon to the greatest extent possible. Specialty concrete mixes are being evaluated, which produce significantly less carbon, and an on-site batch plant is being explored, which would reduce roadway emissions.



# 06. SITE CIRCULATION, PARKING, AND ACCESS



# MULTIMODAL TRANSPORTATION APPROACH

The approach to circulation, parking, and access to the stadium leverages the RFK Campus’ existing infrastructure and facilities. The stadium will be truly multi-modal, taking advantage of Metrorail and Metrobus facilities, new and upgraded bicycle and pedestrian infrastructure, and both existing and newly constructed streets.

A significant number of patrons are anticipated to access the Stadium Site by Metrorail or Metrobus. Both forms of public transportation will be conveniently located and provide frequent, reliable, and accessible service.

On Day One, personal vehicles will be accommodated through a combination of two permanent new structured parking garages (referred to as G1 and G2) and temporary surface parking lots. At full build-out, all dedicated stadium surface parking will be replaced with new above-grade mixed-use development and optional structured parking.

The existing pedestrian and bicycle infrastructure surrounding the stadium will be improved and expanded to encourage active modes. For example, tunnels under C Street and Independence Avenue will be upgraded to provide safe and efficient pedestrian-friendly access to the stadium without conflicting with vehicular traffic. In addition, existing bike lanes will continue to operate on East Capitol and C Streets and on the Riverwalk Trail system, and new bike lanes will be provided adjacent to and within the RFK Campus as part of the overall transportation plan.

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.





# PUBLIC TRANSPORTATION

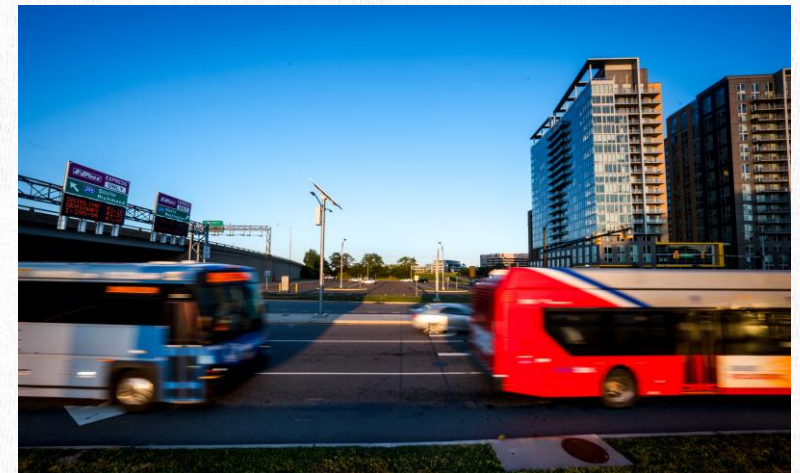
The use of public transportation is a key strategy supporting the transportation vision for the stadium. Metrorail will be the primary mode of transportation to the stadium on game days. The Day One Transportation Plan encourages use of the Metro through a variety of design elements, including beautiful new public spaces, such as a 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 Metrorail Station: A straightforward way to enhance the capacity of the Stadium-Armory Metrorail Station is to provide a wide and safe walking route to and from the southern portal, which will split riders between the south and north portals. In the past, most RFK Stadium patrons who took Metrorail 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 of the Metrorail would leverage existing transit capacity that exists but is underutilized.

Other Stadium-Armory Improvements: WMATA is currently studying other alternatives to increase capacity at the Stadium Armory Metrorail Station, including both physical and operational improvements.

Enhanced bus service/Bus Rapid Transit (BRT): Although not fully defined, some level of enhanced bus service will be provided on Benning Road by Day One, replacing the Streetcar. Ideally, this would be some level of BRT service that, among other things, connects the RFK Campus to Union Station. WMATA and DDOT are studying alternatives for this service. The Day One Transportation Plan includes a placeholder for a bus stop/station at the northern end of the RFK Campus along Benning Road, with a dedicated access point from Benning Road.

The site plan for the RFK Campus is being designed to not preclude a second Metrorail station if WMATA decides to add one in the future. However, the Day One Transportation Plan does not rely a second station to manage capacity and meet access requirements.





# EXISTING ROADS

The Day One Transportation Plan 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:

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



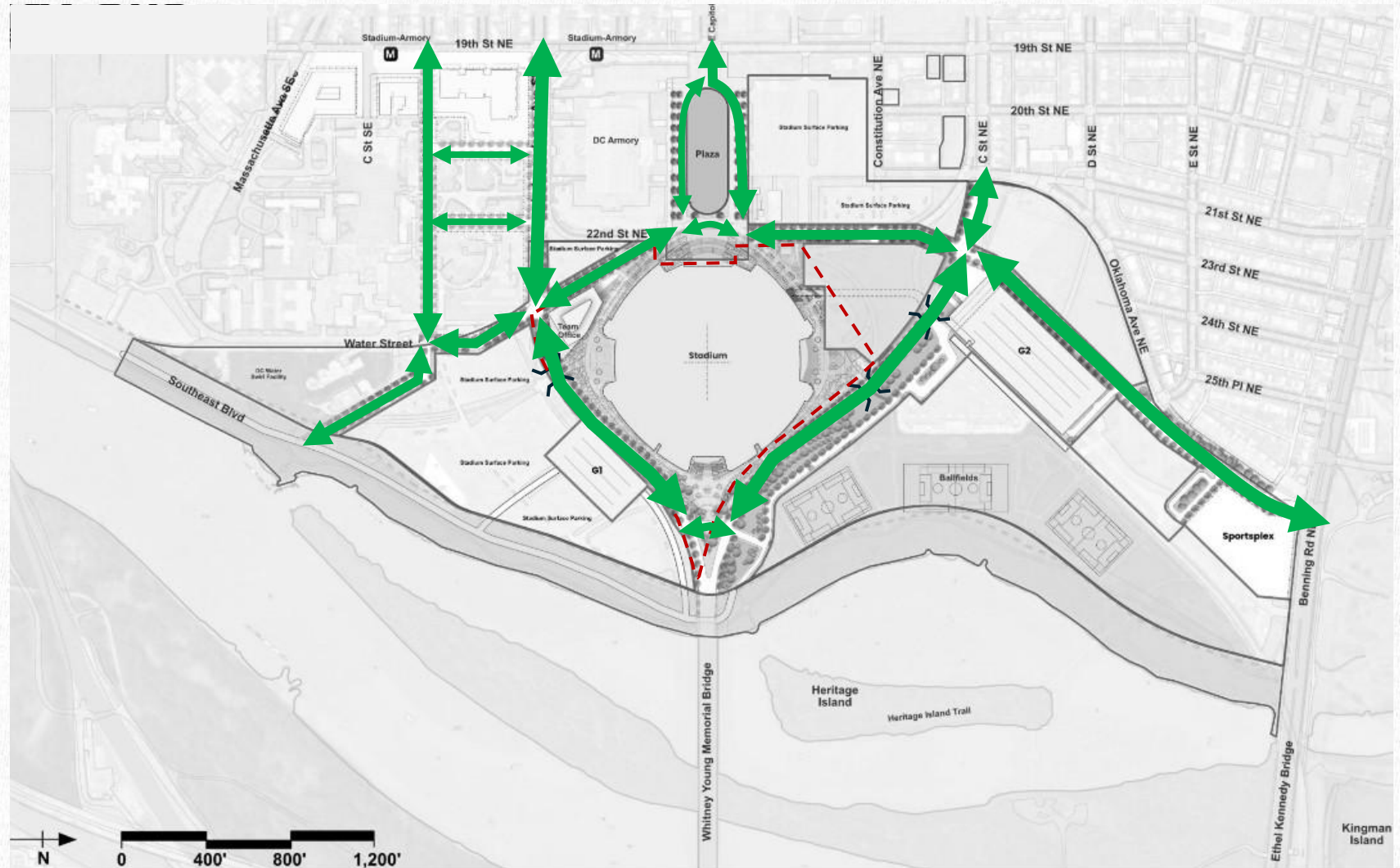


# DAY ONE ROADS - PRIMARY

The Day One Transportation Plan's roads are based on significant preliminary traffic analyses, exploring how stadium patrons would drive to the new parking garages. Currently, these preliminary traffic plans are being studied and refined.

The Day One Transportation Plan has several major roadway 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 for the RFK Campus.

The Day One roads include a mixture of upgrades to existing streets and new streets. To the greatest extent possible, all streets will have DDOT standard sidewalks and pedestrian accommodations, even where they do not currently.

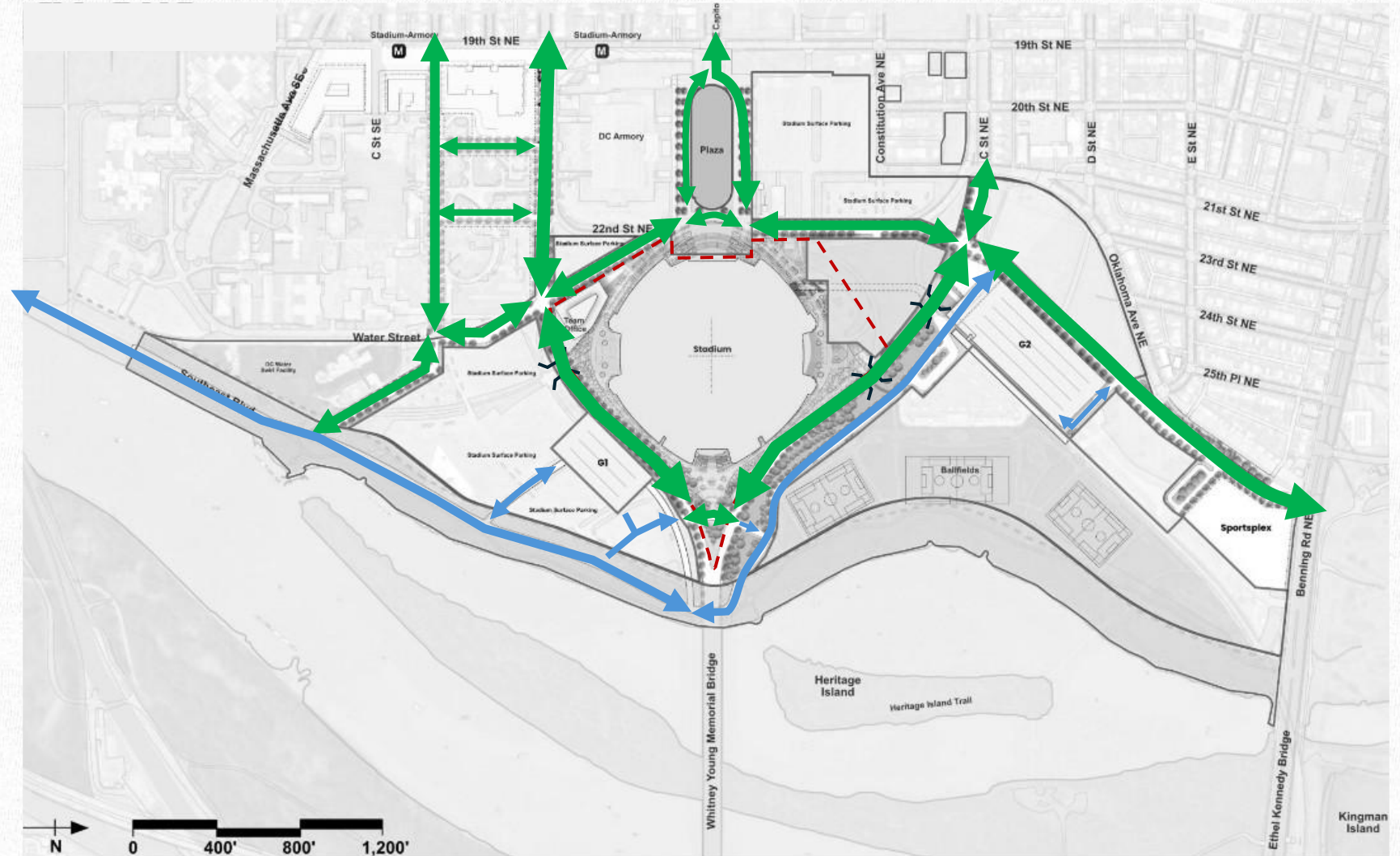




# DAY ONE ROADS - SECONDARY

A secondary network of streets serves the parking garages and surface parking lots on Day One. This network reuses many routes that were used for the prior stadium and parking lots.

These roadways are intended to carry a large portion of parking garage traffic, allowing for future roads built as part of the Office of Planning's Master Plan to focus on serving new mixed-use development, instead of game day traffic.

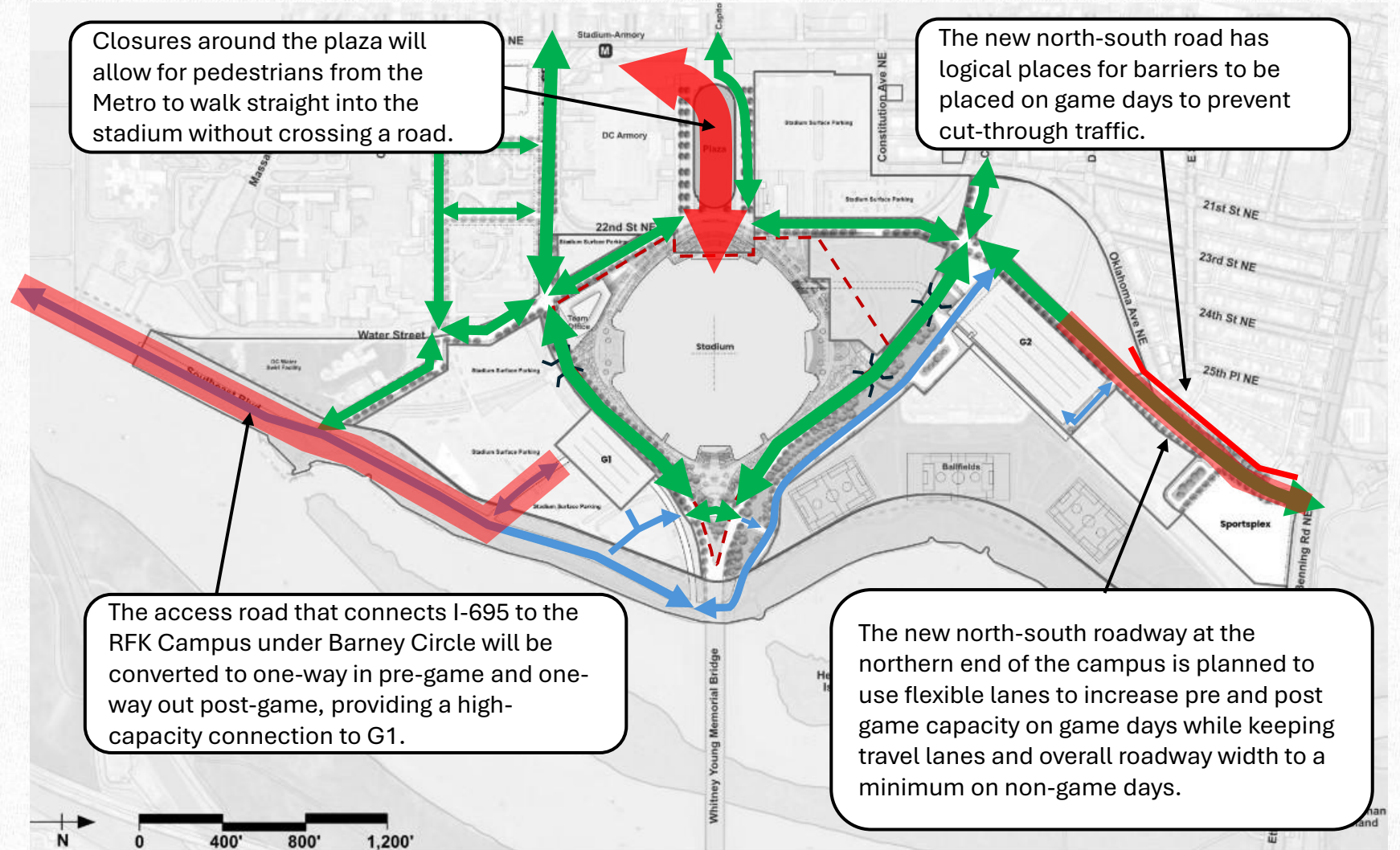




# GAME DAY SPECIAL OPERATIONS

Special operations are planned to supplement the Day One Transportation Plan's street network. The major approach routes to G1 and G2 are planned to have different game day operations to encourage drivers to use high-capacity links to nearby highways. Road closures will also be employed on game days 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 the proposed infrastructure choices and develop operational measures, 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.

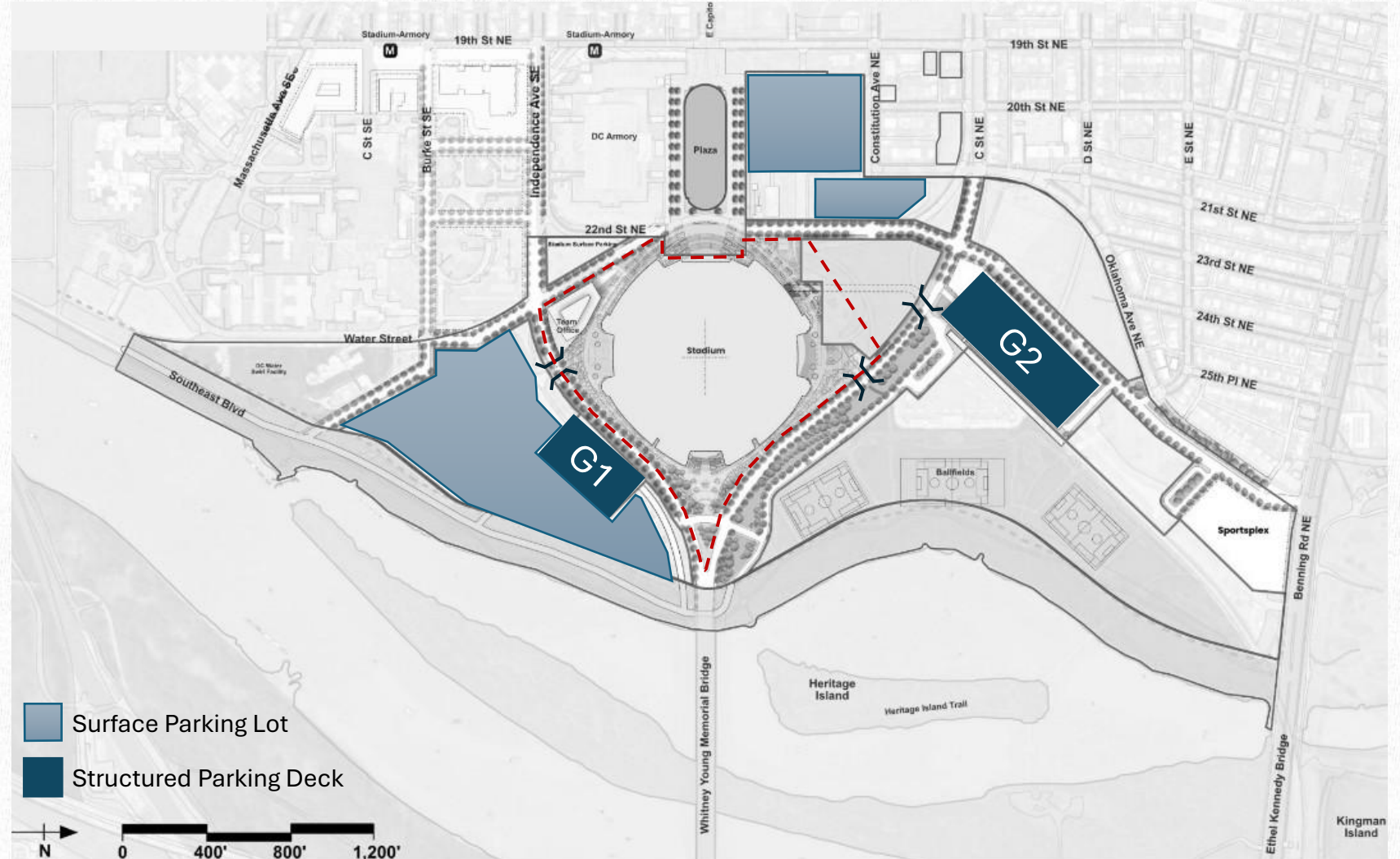




# DAY ONE PARKING

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 existing, temporary surface parking lots.

On Day One, the split between structured and surface parking spaces will be around 75% structured and 25% surface. The exact numbers will be confirmed once the parking garages are designed; the total number of Day One parking spaces will not exceed 8,000. There are several opportunities for additional structured parking to be incorporated as part of the overall redevelopment, if needed, as the surface parking lots are removed.

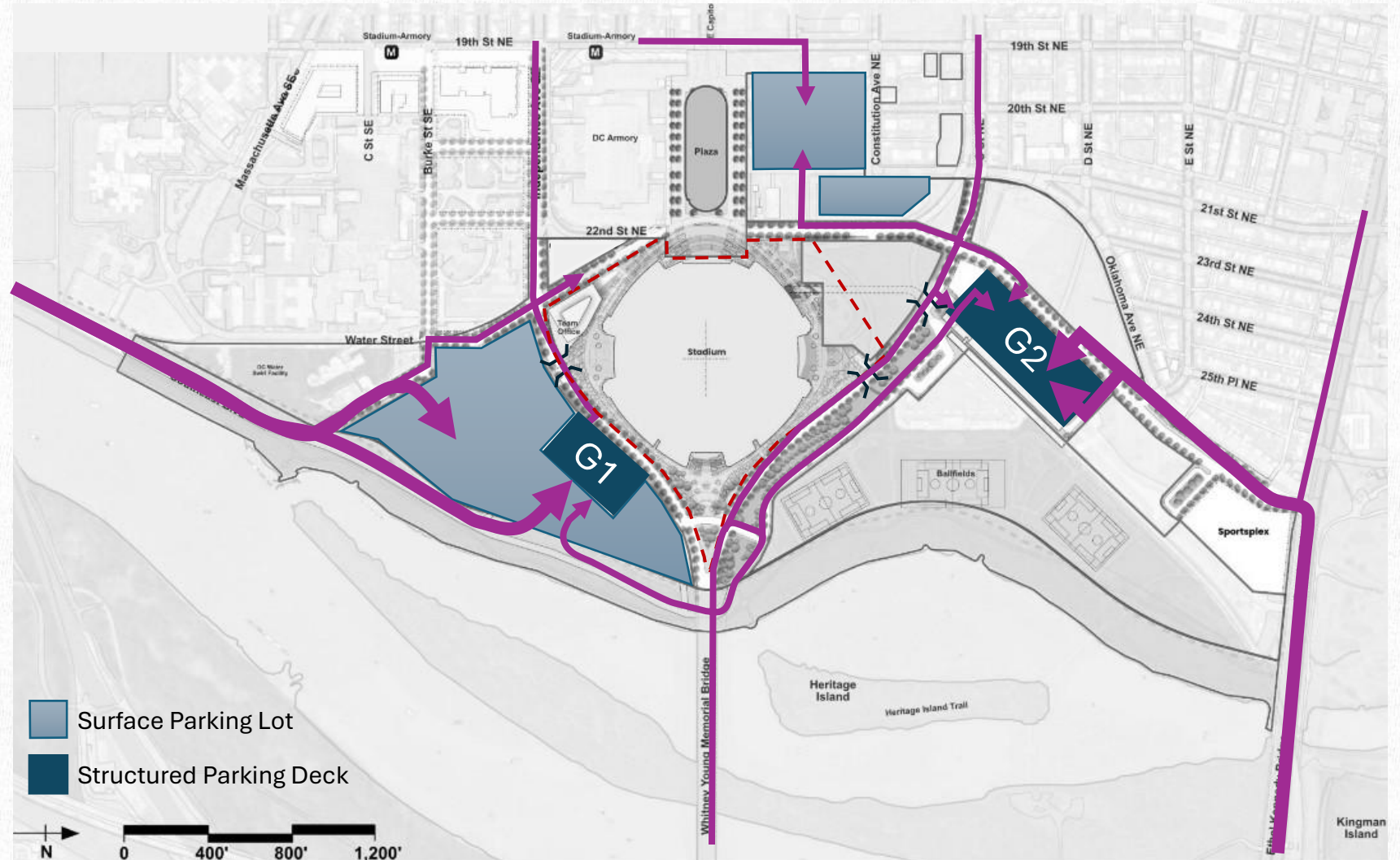




# VEHICULAR INGRESS

Major vehicular access points include the re-use of the access road that connects I-695 under Barney Circle to the RFK Campus, which is envisioned as the primary access route to G1. Drivers approaching and departing from the Whitney Young Memorial Bridge (via DC 295) also have direct connections to G1 and G2 that avoid the use of local streets.

Similarly, the primary access route for G2 will be the new north-south road that connects to Benning Road. On this approach road, Oklahoma Avenue is 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, and instead of reusing those, the new plan focuses traffic on the new north-south road, separating Oklahoma Avenue and local traffic to and from parking garages.



RFK Campus Stadium - NCPC Preliminary Review

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



GOVERNMENT OF THE DISTRICT OF COLUMBIA  
MURIEL BOWSER, MAYOR

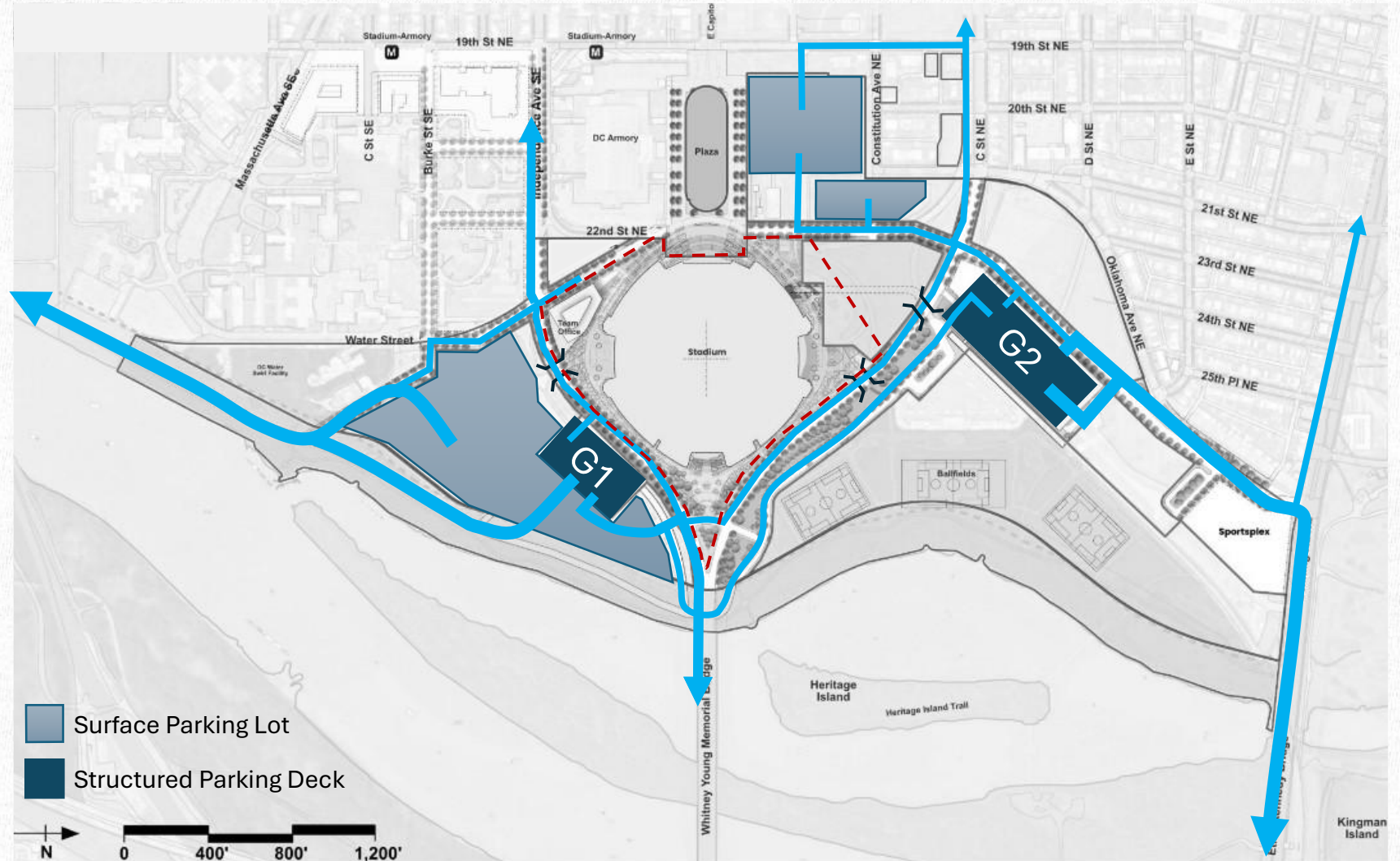




# VEHICULAR EGRESS

Parking egress will largely follow the inverse of the respective ingress routes. Most egressing traffic will be directed to I-695 via the access road that runs under Barney Circle 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 RFK Campus.

Special operations, such as converting streets to one-way before and after games, will be used on the major access routes from G1 and G2 to increase capacity on the most direct connections to regional highways, encouraging drivers to use those paths instead of local streets.



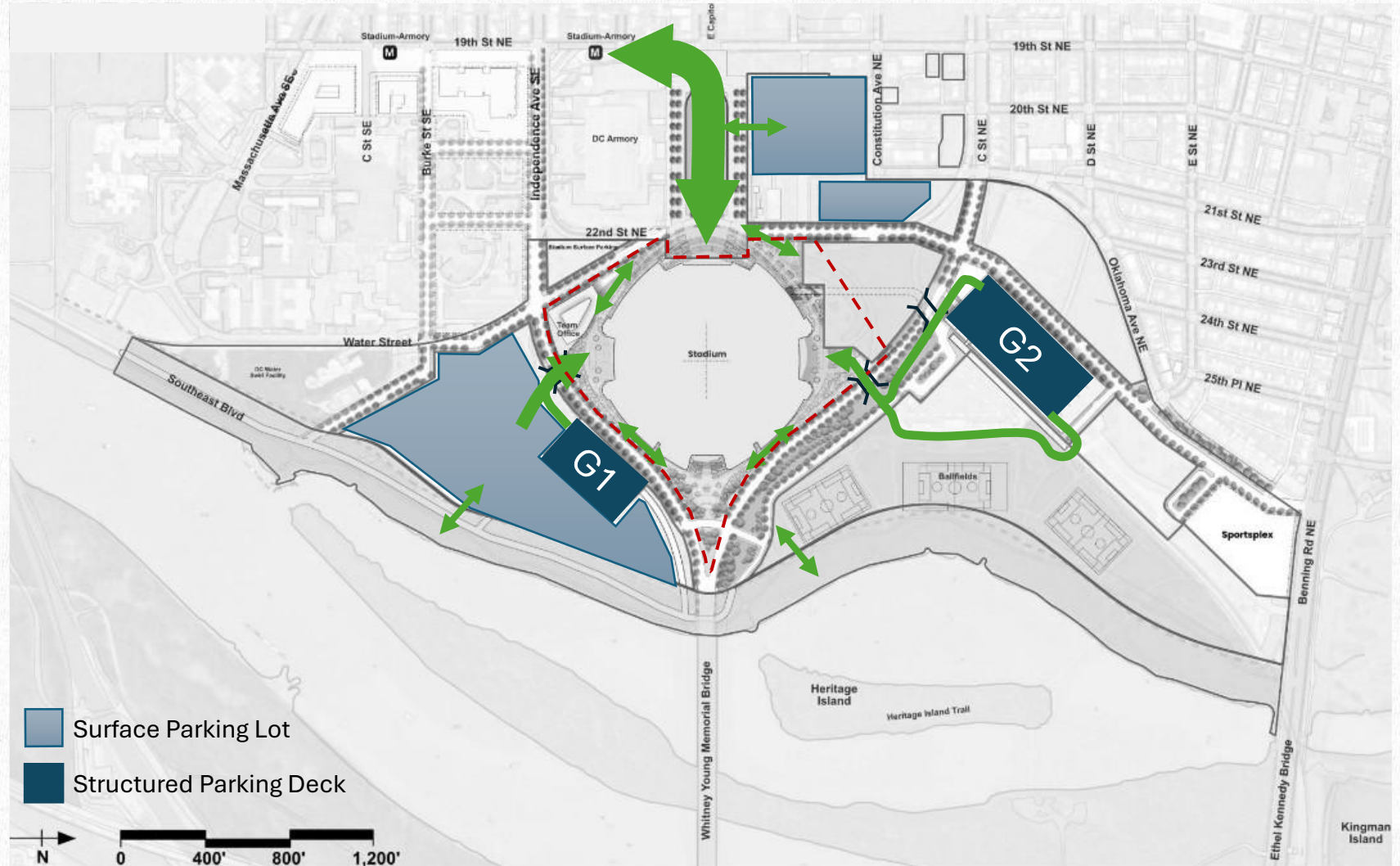
# PEDESTRIAN MOVEMENT AND ACCESSIBLE CIRCULATION



The pedestrian experience will be greatly improved over current conditions, as the existing network is comprised of high-speed roadways, including some without sidewalks. All roadways in the Day One plan will have, to the greatest extent possible, DDOT standard sidewalks with buffer/planter zones, and there will be more opportunities for safe crossings.

The current plaza on the west side of the stadium is surrounded by multiple travel lanes and is cut off from the walking path from the Capitol Hill street network and the Metrorail station. The plans propose upgrading this plaza to prioritize pedestrians over cars, with operational measures on game day (e.g., road closures) to provide a conflict free walk from 19th Street and the Metrorail station directly to the stadium.

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



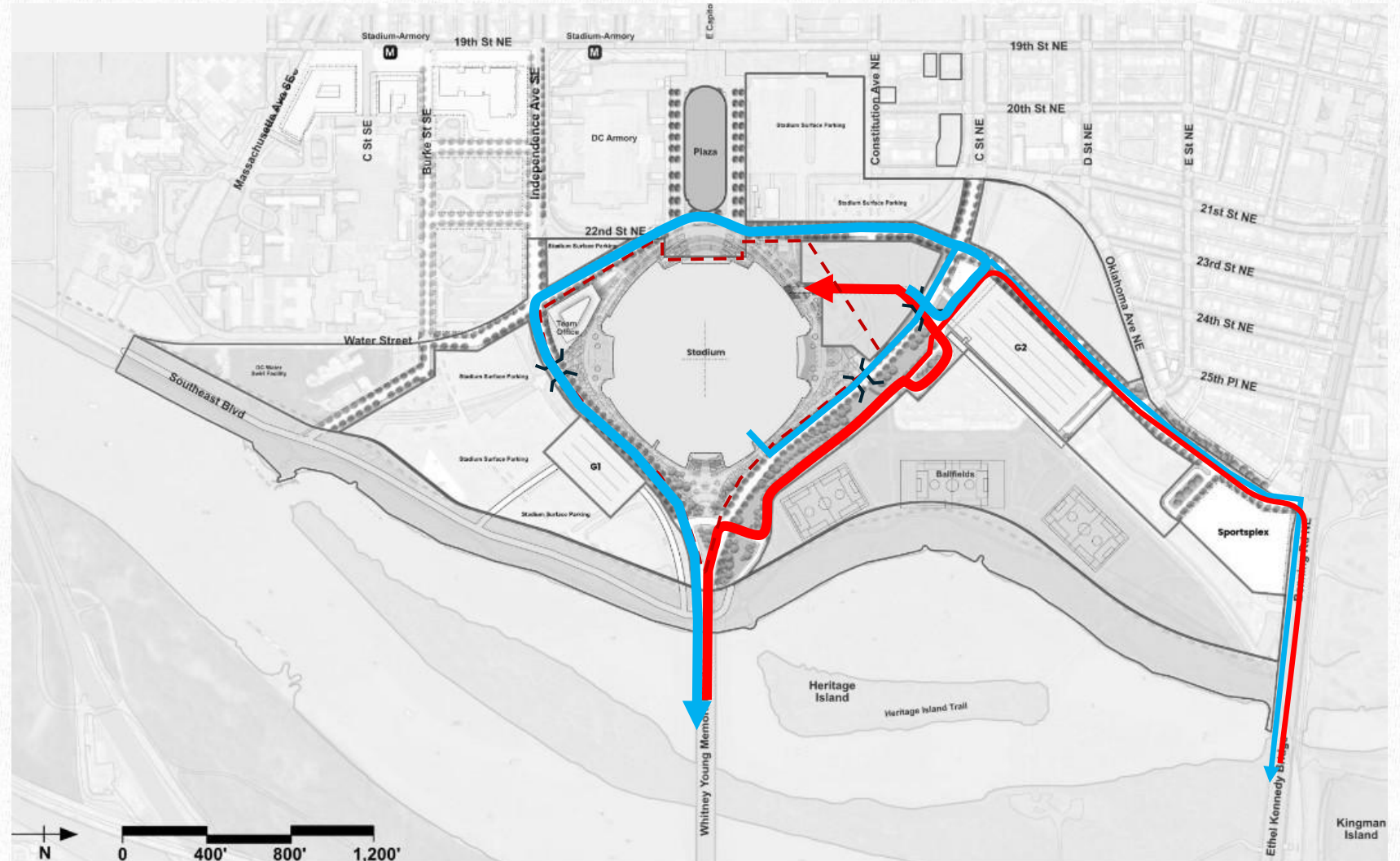


# LOADING AND DELIVERIES

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.

The loading dock entry has been visually minimized for Day One and will ultimately be underground once buildings around the stadium are constructed. The truck access route for loading utilizes the existing C Street underpass to create a path that is separated from other traffic modes.






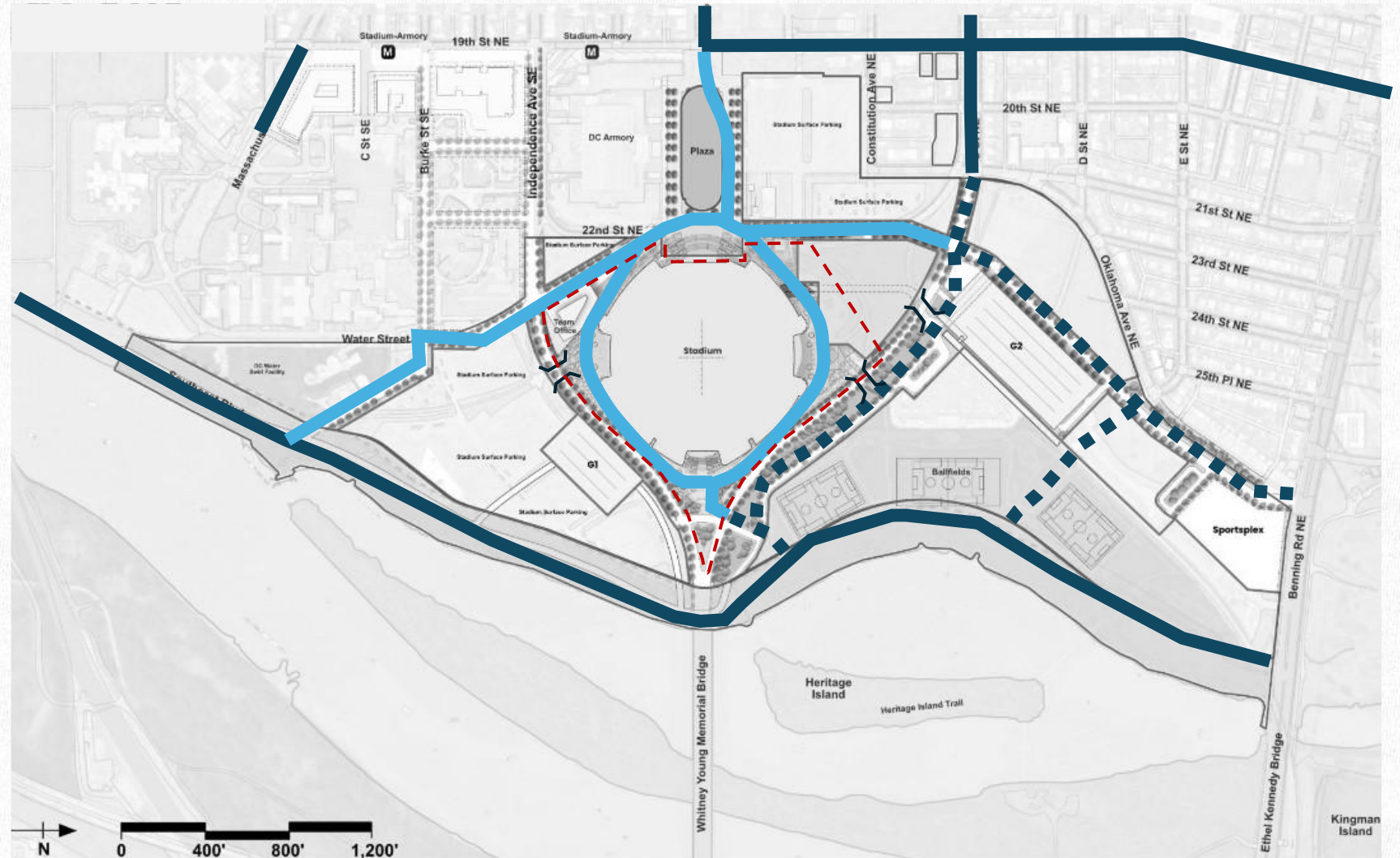


# BICYCLE ACCESS

The Day One Transportation Plan responds and connects to the high-quality bicycle facilities surrounding and within the RFK Campus, including the Anacostia Riverwalk Trail and the C Street NE protected bike lanes. The plan includes new protected bike lanes running north-south through the RFK Campus and passing by the stadium.

The existing and planned bicycle facilities will provide access to a large amount of bicycle parking, spread across various types and locations, including bicycle rooms, on-street racks, corrals, and other accommodations. The final locations and amount of racks will be refined during the design process for the stadium, roadways, and landscape, but will be able to support a significant bicycle mode share for events.

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





# TRANSPORTATION DEMAND MANAGEMENT

The Day One Transportation Plan 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.

The TDM planning to date has focused primarily on Passive TDM, since it's essential to have the infrastructure needed to support non-auto modes designed and constructed before Day One. All the multi-modal improvements described earlier are included in that TDM strategy. The most significant Passive TDM measure incorporated into the plan is the limitation of parking capacity. Instead of building ample parking and using TDM measures in an attempt to encourage stadium patrons to not drive, the transportation strategy is based the capacity of the non-auto modes on a game day and working from there to develop a parking supply target.

Active TDM measures have been discussed during the process and will continue to be refined prior to Day One and updated as needed. These measures may include:

- 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 Day One.
- Facilitation of other modes: For example, having bicycle meet-ups on routes to the stadium, bike valet, or expandable game-day micromobility corrals.
- Messaging and marketing: This includes measures like integrating information on all modes of travel into the ticket buying experience, and push notifications (emails or apps) reminding attendees of travel options and optimal pre-and post-game 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 ("Bike to the Game Day", akin to "Bike to Work Day").



# 07. 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



# 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 exploring a multitude of sustainable design elements including efficient and 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.*



# 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. Design considerations include family-friendly amenities, improved restroom capacity, thoughtfully integrated technology, video monitors and displays, artwork, and team branding. Another key goal is to have outdoor green spaces that can be programmed to support tailgating and gathering. The District and the Commanders are also pursuing 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 will continue 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 early 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.*

**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.

**Response:** *Transit access is a key part of the project’s mobility strategy and framework. WMATA and DDOT are leading efforts to evaluate opportunities to enhance metro rail and bus service.*



# 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.*



# COORDINATION WITH NATIONAL GUARD, NPS, AND DOEE



## **National Guard**

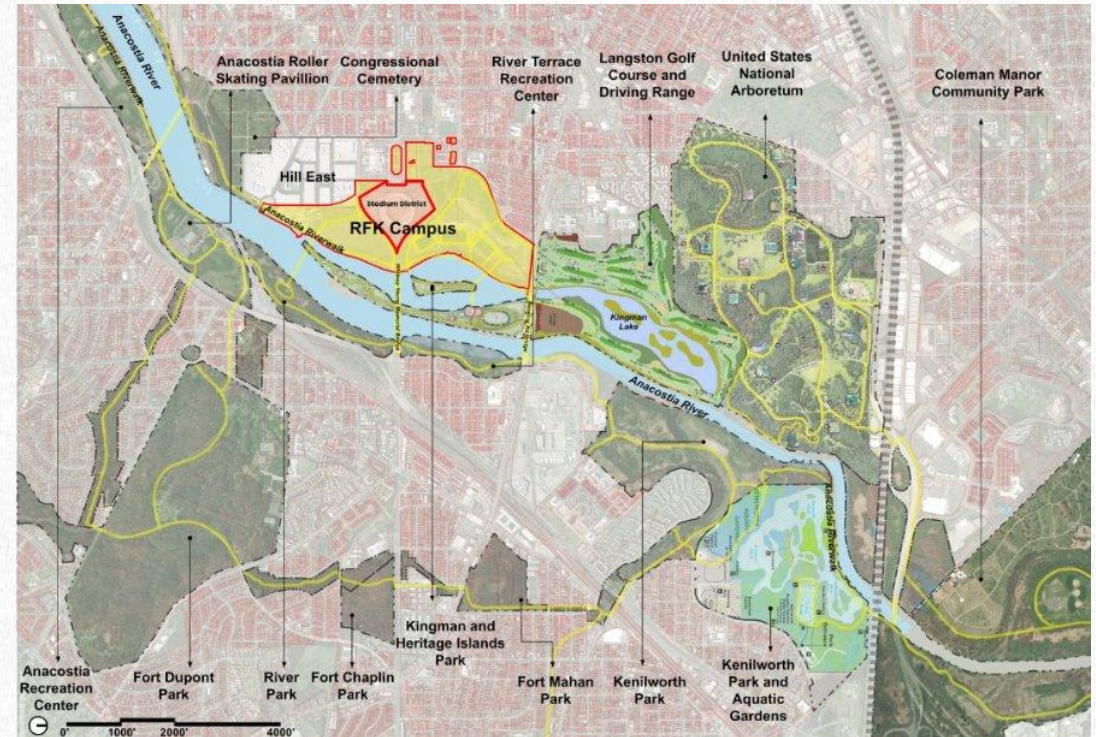
The District of Columbia and the DC National Guard have met on a number of occasions to discuss the RFK Campus redevelopment. Such coordination includes discussions of the pedestrian improvements on East Capitol Street and the proposed street redesign along the East Capitol Street and 22<sup>nd</sup> Street frontages of the Armory. The District will continue to engage with the National Guard on these and other issues as development of the project continues.

## **National Park System**

The District of Columbia and NPS are co-lead agencies under NEPA and have been meeting weekly over the last several months to coordinate 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.



# 08. SUMMARY OF COMPLIANCE WITH NCPC PLANS AND POLICIES

# NCPC PLANS



The L'Enfant Plan 1791

## **The L'Enfant Plan 1791**

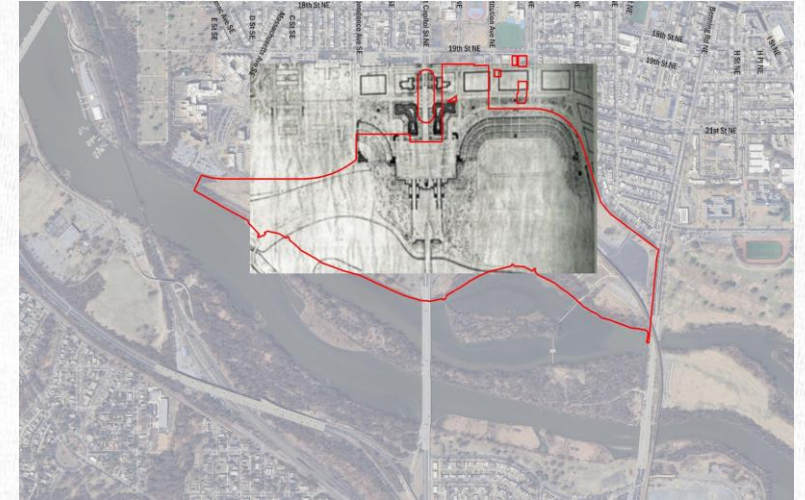
The project site is shown as a place of importance with a bridge and large square symmetrically located at the terminus of East Capitol Street. The city's fabric extends to the river's edge with the riverfront conceived as an "urban waterfront."



"Avenue of the States" Plan from 1929

## **1929 Plan and 1932 Plan**

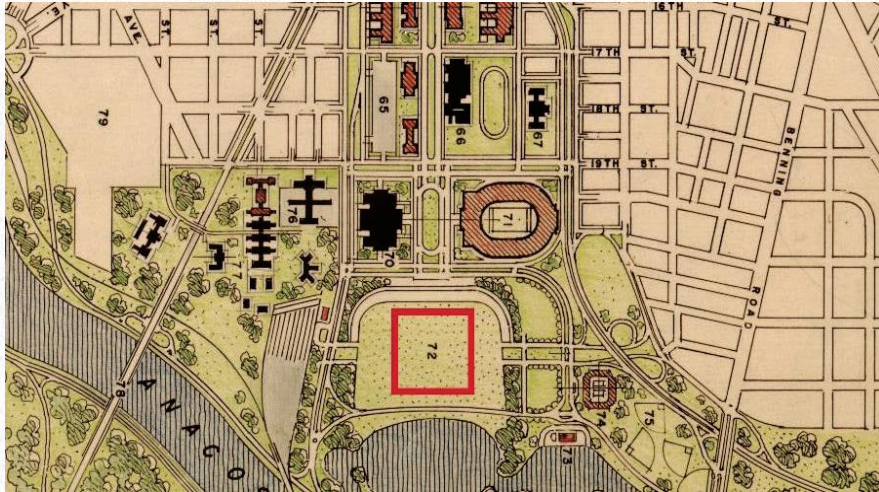
A stadium and other outdoor activities are located on landfill as part of a planned National Sports Center and park. An open landscape is shown to include diverse public activities on either side of the bridge, including a large stadium and amphitheater facing the river. The 1929 Plan specifically shows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



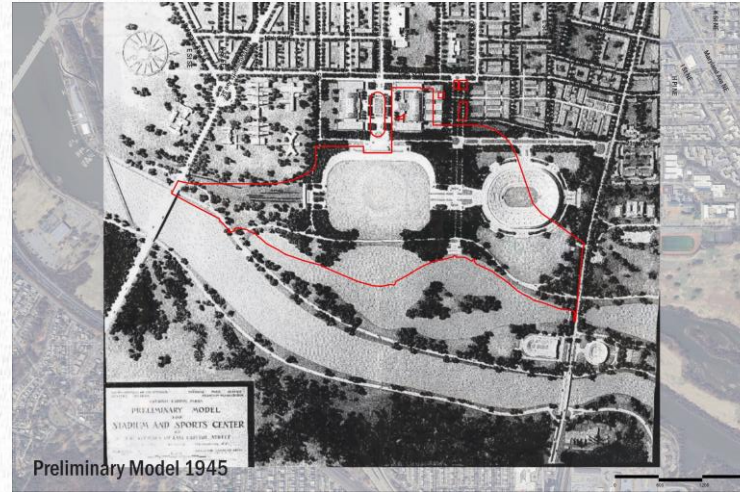
NCPC Plan from 1932 with site overlay



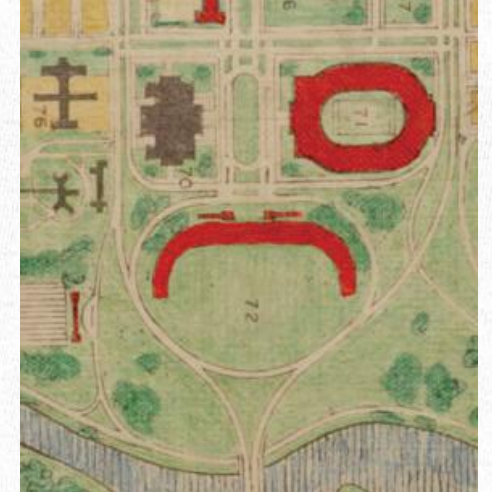
# NCPC PLANS



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.



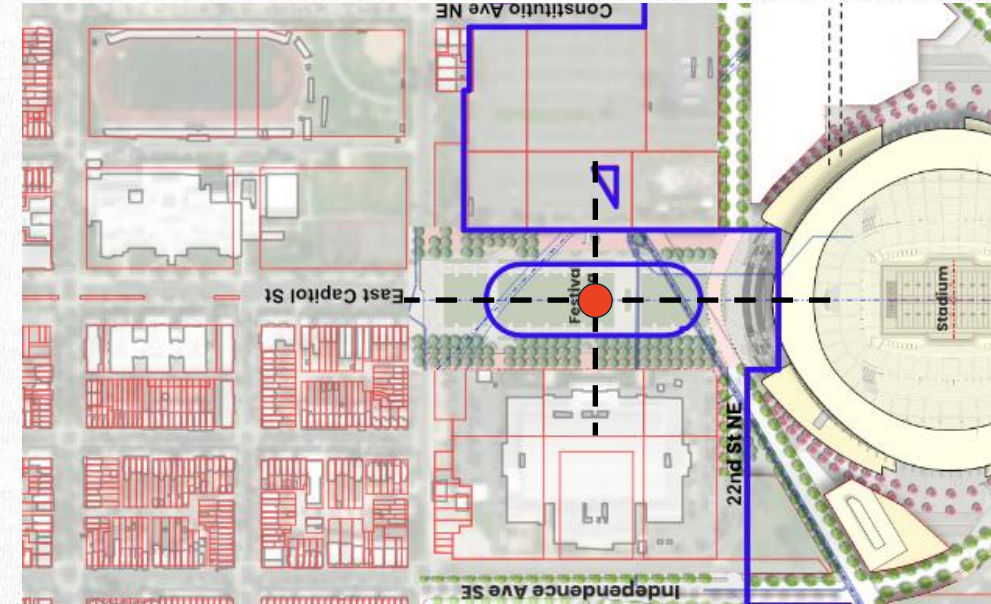
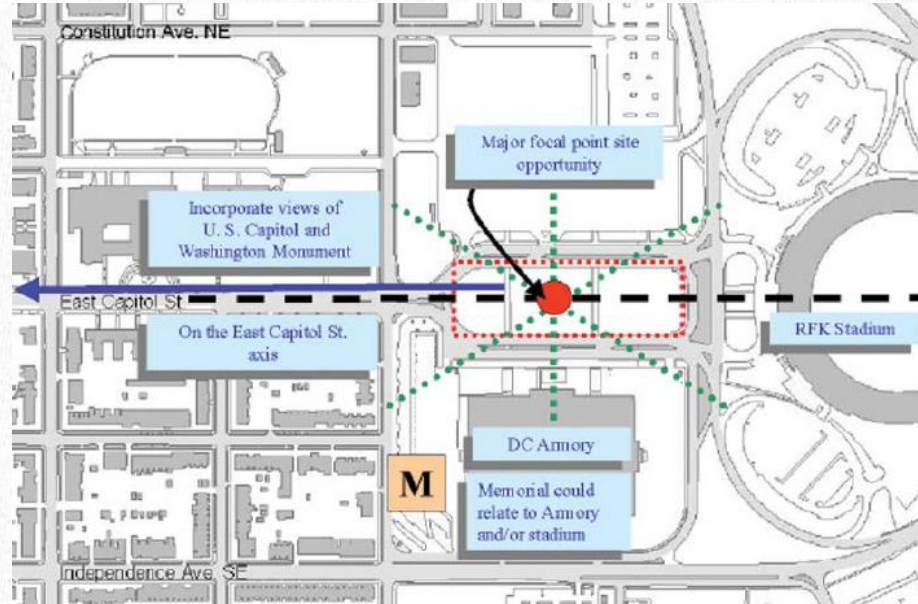
# MEMORIALS AND MUSEUMS MASTER PLAN, 2001



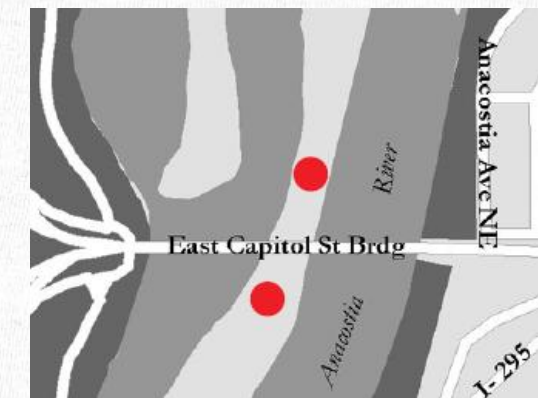
Kingman Island and East Capitol Street east of 19<sup>th</sup> Street are included among the first 20 of 100 sites identified as “Prime Candidate Sites,” which are locations that could accommodate memorial or museum uses subject to future planning and site-specific evaluation. The western shoreline of Kingman Lake in the Anacostia River is identified as Candidate Site 74. Specifically:

**Kingman Island:** Future memorial could relate thematically to the natural qualities of Anacostia River and strengthen the East Capitol Street Monumental Corridor.

**East Capitol Street east of 19<sup>th</sup> Street:** Future memorial could enhance the symbolic qualities of this location and relate thematically to the Stadium/Armory Complex.



- Candidate Site
  - Prime Candidate Site
- Source : NCP, June 2001





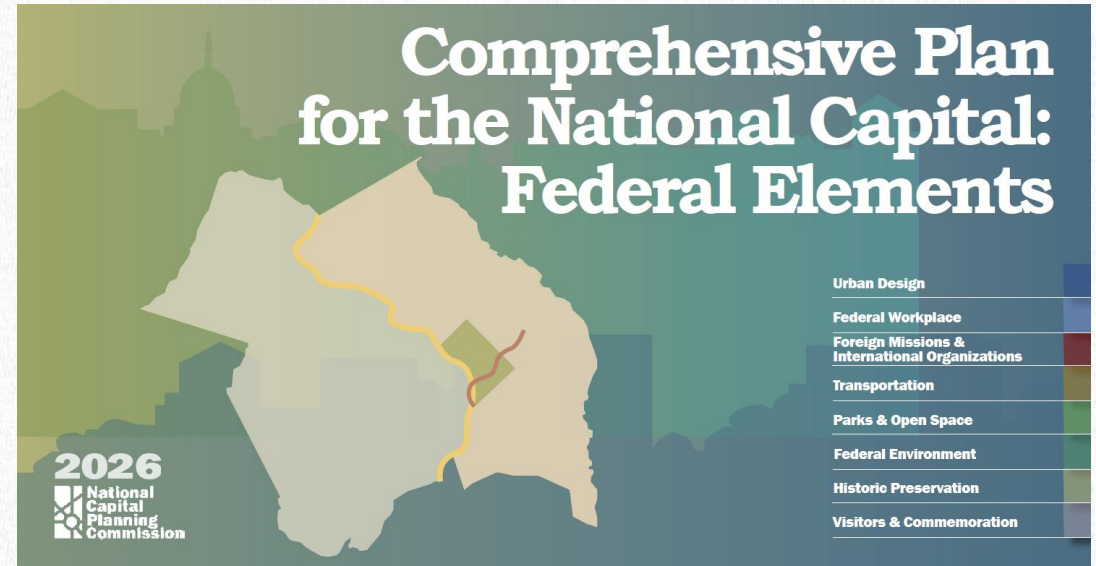
# CONSISTENCY WITH FEDERAL ELEMENTS OF THE COMPREHENSIVE PLAN

The project is not inconsistent with the goals and policies of the Federal Elements of the Comprehensive Plan for the Nation’s Capital (the “Federal Elements”), as revised by NCPC through adoption of a new Introduction Chapter on January 8, 2026, in compliance with Executive Order 14151 - Ending Radical and Wasteful Government DEI Programs and Preferencing.

The Federal Elements are organized around three guiding principles:

1. Accommodate Federal and National Capital activities;
2. Reinforce smart growth and sustainable development planning principles; and
3. Support local and regional planning and development objectives.

The Federal Elements address current and future needs of federal employees, visitors, and residents through policies that, among other things, guide urban design features that contribute to the image and function of the nation’s capital, protect historic and cultural resources, and support access into, out of, and around the nation’s capital. The various policies of the Federal Elements are organized according to eight distinct elements, six of which are relevant to the stadium project. These six elements include the following and are summarized in the following slides: Urban Design; Transportation; Parks and Open Space; Environment; Historic Preservation; and Visitors and Commemoration.



# CONSISTENCY WITH FEDERAL URBAN DESIGN ELEMENT



The Federal Urban Design Element seeks to reinforce Washington’s identity as the nation’s capital. It does this through encouraging high-quality design that respects the L’Enfant and McMillan Plans, the Height Act, and the city’s characteristic horizontal skyline, while allowing the city to evolve through contemporary civic architecture. It also recognizes the long-standing partnership between the federal and District governments in shaping the city’s form and experience.

The new stadium will preserve the national capital’s image, adhere to high aesthetic standards established by the planning and design legacy of the city, and maintain the capital’s rich architectural heritage. The stadium will create a sense of arrival while preserving axial views and creating welcoming and vibrant spaces that enhance the user experience. Through its careful height and massing, the stadium will protect Washington’s horizontal character, maintain its skyline, and enhance the physical and symbolic connections that reinforce the city’s spatial order. The project will also provide public realm and streetscape elements that enhance the pedestrian experience and develop the urban tree canopy, and it will incorporate urban design strategies that consider the relationship between the design of new development and significant adjacencies.



# CONSISTENCY WITH FEDERAL URBAN DESIGN ELEMENT (cont'd)



The stadium will advance the following Federal Urban Design policies:

- Preserve Washington's picturesque, horizontal character, and reinforce the Height Act (UD.B.1.3);
- Maintain the skyline formed by the region's natural features, particularly the topographic bowl and its symbolic character: (1) Visually reinforce the preeminence of the U.S. Capitol, White House, Washington Monument, and other major nationally significant resources by protecting the visual frame around them. Carefully examine the use of vertical elements within the setting of major national resources. (2) Protect the settings of major skyline elements from visual intrusions such as antennas, water towers and rooftop equipment, or other constructed elements (UD.B.1.4);
- Utilize building, street, and exterior lighting that respects 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: (1) Digital and motion signage, illuminated billboards, and/or other lighting should not detract from the setting of the National Mall, capital gateway views of the monumental core, or skyline views to important symbols and civic buildings, particularly in and around the monumental core. Any proposed illuminated signage that could impact the monumental core or other major park spaces and natural areas including waterfronts should be extensively modeled and analyzed for potential impacts prior to implementation (UD.B.1.5);
- Use the city's physical framework of major axial views, vistas, streets, termini, and natural elements to establish new places and create symbolic points of reference and distinctive settings for new museums, commemorative works, and civic spaces (UD.B.1.7);
- Create welcoming and vibrant spaces that enhance the user experience and foster civic and local uses. Design the visual and functional qualities of the public realm to reinforce Washington's national image, as well as its everyday experiences (UD.B.1.8);



# CONSISTENCY WITH FEDERAL URBAN DESIGN ELEMENT (cont'd)



- Encourage the further development of the urban tree canopy to frame street views, reinforce the human scale on broad streets, and provide critical shade and beauty (UD.B.2.6);
- Ensure that streetscape elements including trees, enhance significant vistas, including the major axial and radiating streets that provide views of major buildings, parks, or commemorative works. Provide public realm and streetscape elements, such as street trees, transit amenities, curb cuts, garage access, transit infrastructure, security elements, and signage that: (1) Maintain views and don't obstruct or detract from important views/ viewsheds as described within this element; (2) Reinforce the processional experience (spatial order) along important view corridors; (3) Reinforce the visual frame for, and not detract from, the views of major national memorials, civic institutions, landmarks, and park reservations; and (4) Enhance the pedestrian experience and reinforce the human scale along Special Streets (UD.B.3.5);
- Plan carefully for the design and land uses in and around the monumental core to reinforce and enhance its special role in the image of the nation's capital. In general, encourage federal agencies and local jurisdictions to incorporate urban design strategies that consider the relationship between the design of new development and significant adjacencies, such as major public spaces, urban and historic fabric, and along the preeminent viewsheds described within this element (UD.B.4.1); and
- Enhance and protect the primary north-south/east-west vistas within the L'Enfant Plan through appropriately scaled building development, wherever possible (UD.B.5.5).



# CONSISTENCY WITH FEDERAL TRANSPORTATION ELEMENT



The Federal Transportation Element establishes the federal government's purpose of supporting a connected, resilient, and multimodal transportation system in the National Capital Region ("NCR") that serves federal workers, residents, and visitors while improving regional mobility, access, and environmental quality. It recognizes that congestion, aging infrastructure, and travel patterns influence where people live and work, development decisions, and overall quality of life, and it emphasizes the need for coordinated federal, state, and local land use and transportation planning to deliver long-term solutions. The Federal Transportation Element reflects the federal government's influential role in shaping regional mobility by establishing four Guiding Principles to: (i) advance an interconnected transportation system; (ii) integrate a range of equitable mobility options to improve transportation access; (iii) connect transportation and land use to encourage responsible development patterns; and (iv) promote efficient and sustainable travel to federal destinations.

The transportation plans for the proposed stadium are not inconsistent with the Federal Transportation Element. The project incorporates upgrades to existing transportation infrastructure and proposes new facilities that will meet regional planning goals and integrate a range of mobility options that will improve transportation use and access. The project is studying the potential expansion of Metrorail and bus service and is being designed to promote pedestrian and bicycle infrastructure and accommodate safety improvements.

The project will include major streetscape improvements while respecting the surrounding context and view corridors. The project's transportation plans will seamlessly integrate transportation and land use decisions to encourage responsible development patterns and promote efficient and sustainable travel.



# CONSISTENCY WITH FEDERAL TRANSPORTATION ELEMENT (cont'd)

The project will take actions that will advance the following policies of the Federal Transportation Element:

- Support capacity and service expansion of regional and local transit services, including Metrorail and BRT, to increase access to public transportation (T.A.2);
- Promote bicycling and establish a connected regional bicycle network (T.A.7);
- Support the maintenance and improvement of existing transportation infrastructure, with a priority on multimodal transportation corridors that support transit, pedestrian, and bicycle use (T.A.11);
- Coordinate with local, federal, and other stakeholders to accommodate safety improvements consistent with industry standards in a manner that minimizes impacts on natural and cultural resources (T.A.14);
- Consider asset resilience to natural events or man-made hazards when designing, locating or improving transportation infrastructure (T.A.17); and
- Consider the surrounding context, including location in historic districts, view corridors, or any applicable design guidelines, in determining the design, layout, scale, and materials of streetscape features (T.C.8).

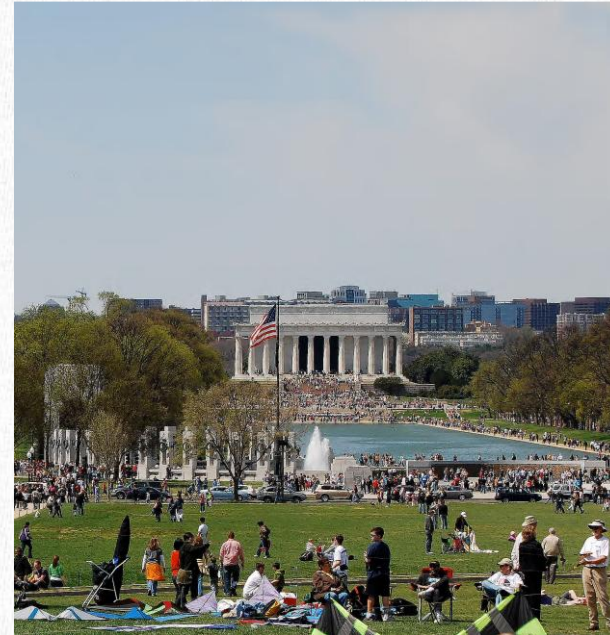


# CONSISTENCY WITH FEDERAL PARKS AND OPEN SPACE ELEMENT



The Federal Parks and Open Space Element seeks to protect and enhance the NCR's parks and open space system as places for recreation, civic and celebratory gathering, commemoration, and environmental and educational benefit, while safeguarding natural and cultural resources and ensuring continued public access. Relevant policies focus on protecting and improving the riverfront setting, strengthening physical and visual connections to parks, trails, and the shoreline, and shaping new development through coordinated planning and partnerships.

The design and programming of the parks and open spaces that surround the proposed stadium are not inconsistent with the Federal Parks and Open Space Element. The project will protect historic, cultural, and natural resources, and will respect the District's existing landscape and viewsheds by creating a design that is grounded in the L'Enfant and McMillan Plans. The project will protect existing shorelines and riparian areas, establish gradual transitions from natural areas to more densely developed urban environments, and will and enhance the region's system of parks and open space overall.



# CONSISTENCY WITH FEDERAL PARKS AND OPEN SPACE ELEMENT (cont'd)



The project will take actions that will advance the following Federal Parks and Open Space policies:

- Protect and maintain both the north-south and east-west cross-axes of the National Mall and its historic landscape as a complete work of civic art (POS.A.2);
- Protect the resources and open space qualities of the National Mall and other heavily used parks by encouraging outdoor cultural events, gatherings, and celebrations to take place at other venues throughout the monumental core and the NCR (POS.A.3);
- Reinforce Washington's design evolution, grounded in the L'Enfant and McMillan Plans, and the distinguishing characteristics of designed landscapes when making adaptations to address contemporary needs and/or changes in use, access, and maintenance (POS.A.12);
- Protect the nighttime image of Washington, including views to and from the cross-axes of the National Mall, when evaluating lighting proposals or considering the location and orientation of illuminated signs (POS.A.15);
- Protect, and where necessary restore, the region's natural shorelines such as riparian landscapes, wetlands, steep slopes, mature/healthy trees, and understory vegetation, floodplains, woodlands, and highly permeable soils (POS.B.2);
- Encourage the use of parks, trees, and natural areas as gradual transitions from the natural areas surrounding the terrain features to densely developed urban environments (POS.B.10);
- Enhance the region's natural setting by conserving and protecting large tree preserves, forests, mature trees, understory plantings, and landscape cover (POS.B.19);
- Plan and improve connections between parks and open space through streets, sidewalks, plazas, and trails to create a unified and accessible park system for the NCR (POS.D.1); and
- Develop, improve, and maintain a regional trail system that serves recreational and commuter needs by closing gaps and connecting parks and open space, natural areas, and destinations. Ensure that regional trails connect with the national trail network (POS.D.6).



# CONSISTENCY WITH FEDERAL ENVIRONMENT ELEMENT



The Federal Environment Element guides federal actions to ensure the NCR remains a leader in environmental stewardship by preserving and enhancing natural resources and recognizing that the region's topography, forests, and waterways, are central to the region's identity and must be carefully managed as growth continues. The Environment Element provides a framework for NCPC and other agencies to evaluate environmental impacts, promote low-impact and resilient development, and coordinate resource management across agencies in accordance with federal and local laws, executive orders, and shared environmental initiatives.

Environmental considerations associated with development of the stadium are not inconsistent with the Federal Environment Element. The stadium will include sustainable building design and materials, incorporate stormwater management and bioretention facilities, implement flood proofing protection measures, and will be a model of transit-oriented development.



# CONSISTENCY WITH FEDERAL ENVIRONMENT ELEMENT (cont'd)



The project will advance the following Federal Environment policies:

- Implement sustainable building design and transportation strategies to address the challenges of climate change and advance projects that will minimize fossil fuel consumption and reduce greenhouse gas emissions (FE.A.1);
- Establish compact, transit-oriented development to reduce greenhouse gas emissions (FE.A.2);
- Use environmentally-friendly green building materials, construction methods, and building designs to promote safe indoor air quality (FE.B.3);
- Use pervious surfaces and bio-retention facilities, if appropriate to the site, to reduce stormwater runoff and impacts on off-site water quality (FE.C.5);
- Ensure that stormwater runoff does not impact neighboring properties (FE.C.8);

- Consider relocating outside of the floodplain when planning substantial improvements or repairs to an existing facility in a floodplain. If locating in a floodplain is necessary: (1) Elevate all equipment and assets from the ground level floor, where flooding might be expected; and (2) Apply flood proofing and protection measures to existing infrastructure to ensure that critical operations will not be disrupted during flood events (FE.D.6); and
- Create vegetative and open space buffers around wetlands, waterways, or riparian areas when constructing near wetlands (FE.E.3).



# CONSISTENCY WITH FEDERAL HISTORIC PRESERVATION ELEMENT



The Federal Historic Preservation Element establishes the federal government's goal of preserving, protecting, and rehabilitating historic properties in the NCR while guiding new development to respect the L'Enfant and McMillan Plans, the Height Act, and the symbolic character of the capital. The Federal Historic Preservation Element recognizes that Washington's identity and physical form are rooted in these historic frameworks and reflected in both nationally significant landmarks and the city's neighborhoods, parks, and civic fabric. Through early identification and careful stewardship of historic resources – and NCPC's coordinated review and public process – the Historic Preservation Element seeks to balance changing federal and regional needs with long-term protection of the capital's historic character.

The stadium's architectural design, massing, height, and siting are not inconsistent with the Federal Historic Preservation Element. The stadium will protect the historic importance and alignment of the District's street system, continue to use the property for its historic use, and employ a building design that is compatible with the monumental core. The stadium design will protect and preserve the historic character of the nation's key historic properties. Archeological investigations are being completed to avoid any potential disturbances.



# CONSISTENCY WITH FEDERAL HISTORIC PRESERVATION ELEMENT (cont'd)



The project will take actions that will advance the following Federal Historic Preservation policies:

- Protect the historic importance and function of the streets as operational thoroughfares (HP.A.7);
- Protect the character and alignment of Washington's gateway and boundary streets as defining features of the capital city (HP.A.9);
- Conduct archaeological investigations in the earliest phases of master planning or project development in order to avoid the disturbance of archaeological resources (HP.B.4);
- Use historic properties for their original purpose or, if no longer feasible, for an adaptive use that is appropriate to their context and is consistent with the property's significance and character (HP.C.6); and
- Plan carefully for appropriate uses and compatible design in and near the monumental core to protect and preserve the nation's key historic properties (HP.E.1).





# CONSISTENCY WITH FEDERAL VISITORS AND COMMEMORATION ELEMENT

The Federal Visitors and Commemoration Element establishes a federal policy framework to ensure that Washington, DC and the NCR provide a positive and welcoming visitor experience that reflects the city's role as the nation's capital and a symbol of American culture and democracy. It emphasizes planning and supporting nationally significant destinations and gathering spaces through strong visitor amenities, clear information, safe and convenient access and circulation, and coordinated programming. It also provides guidance for the siting of new commemorative works and the reinforcement of physical and visual connections, particularly between the monumental core, downtown, and waterfront areas, to better integrate visitor activity into the urban fabric.

The stadium project is not inconsistent with the Federal Visitors and Commemoration Element. The stadium will be designed to support use of public transportation. It will implement pedestrian and biking improvements, enhance connections to visitor attractions through signage, pathways, streetscaping, and programming, and it will develop a safe and comfortable environment with a range of amenities and services for visitors to the District.





# CONSISTENCY WITH FEDERAL VISITORS AND COMMEMORATION ELEMENT (cont'd)

The project will take actions that will advance the following Federal Visitors and Commemoration policies:

- Locate federal visitor attractions within walking distance of public transportation stops. Ensure the path between attraction and the stop are ADA, pedestrian, and bicycle accessible (VC.A.1);
- Support increased access to visitor attractions through improvement or expansion of Metrorail, premium bus service, pedestrian and biking improvements, or other affordable, efficient, and effective transportation alternatives (VC.A.2);
- Encourage increased use of public transit and other sustainable transportation alternatives (car sharing, bicycles, and organized tours) to access regional attractions (VC.A.3);
- Enhance visual and functional connections to visitor attractions through well-designed and coordinated signage, pathways, parkways, streetscaping, wayfinding tools, and programming (VC.B.8); and
- Develop and maintain a safe, comfortable and pleasant environment that offers a range and distribution of amenities, services, and access throughout the area (e.g., lighting, accessible restrooms, concessions, and information (VC.B.9).





# NOT INCONSISTENT WITH THE FEDERAL ELEMENTS OF THE COMPREHENSIVE PLAN

When evaluated holistically, the proposed stadium will advance the overall objectives, guiding principles, and individual policies of the Federal Elements of the Comprehensive Plan. The proposed stadium will reinvest in a long-planned civic site, focus on transportation mobility, expand open space and waterfront access, support environmental resilience, respect the historic context, protect views and vistas, and enhance the visitor experience. As described in the prior slides, the project is not inconsistent with the policies of the Federal Elements when read as a whole.

