



FEBRUARY 5, 2026

# NCPC CONCEPT REVIEW

WE ARE  
WASHINGTON DISTRICT OF COLUMBIA  
DC MURIEL BOWSER, MAYOR

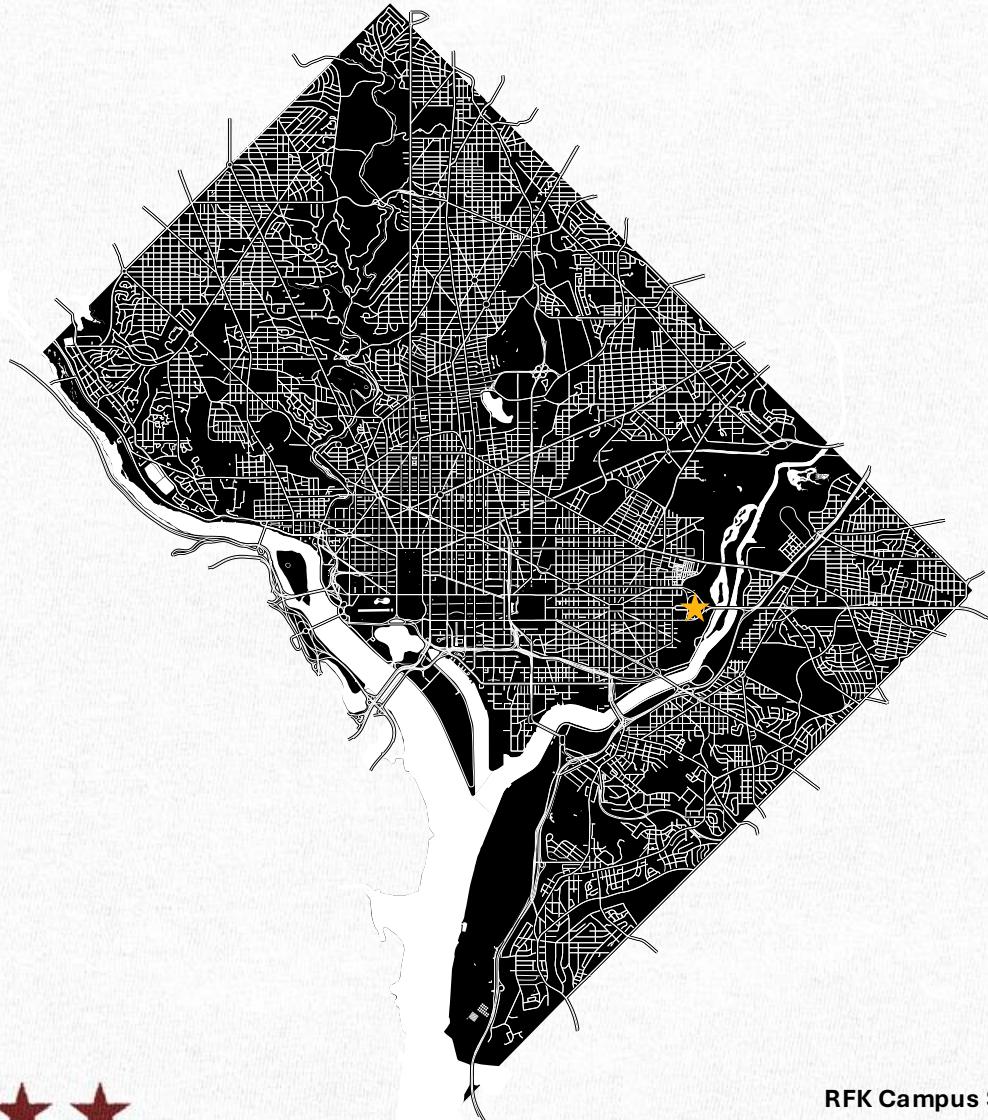


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# 01. PROJECT BACKGROUND

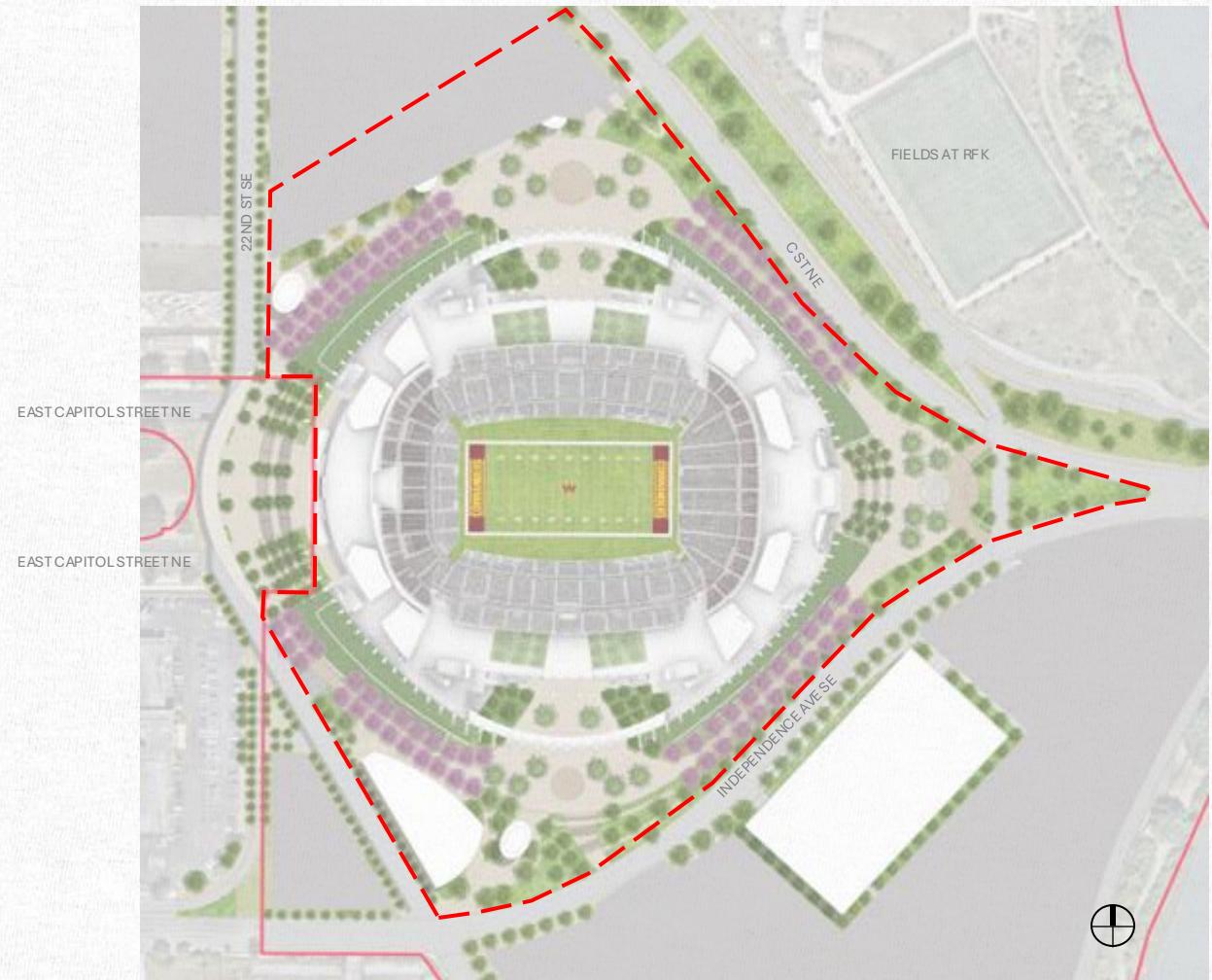
**RFK Campus Stadium** - NCPC Concept Review  
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# THE PROJECT

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. 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.



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# PROJECT OVERVIEW

The stadium will replace the original RFK stadium, which was home to several local professional sports teams. The last major event was held in 2017, and the stadium officially closed to the public in 2019. Demolition began in late January 2025 and is anticipated to be complete in mid-2026.

The stadium will be located within the larger “RFK Campus,” which is an approximately 180-acre parcel between the Anacostia River and adjacent Kingman Park and Hill East neighborhoods. Jurisdiction of the RFK Campus was transferred from the National Park Service (“NPS”) to the District in January 2025. The RFK Campus will be developed as a comprehensive mixed-use, transit-oriented riverfront community that will provide enhanced amenities, infrastructure, and integration with surrounding neighborhoods. The mixed-use development will be guided by a District-led Master Plan beginning in February 2026, which will be prepared by the DC Office of Planning and ultimately approved by the DC Council.

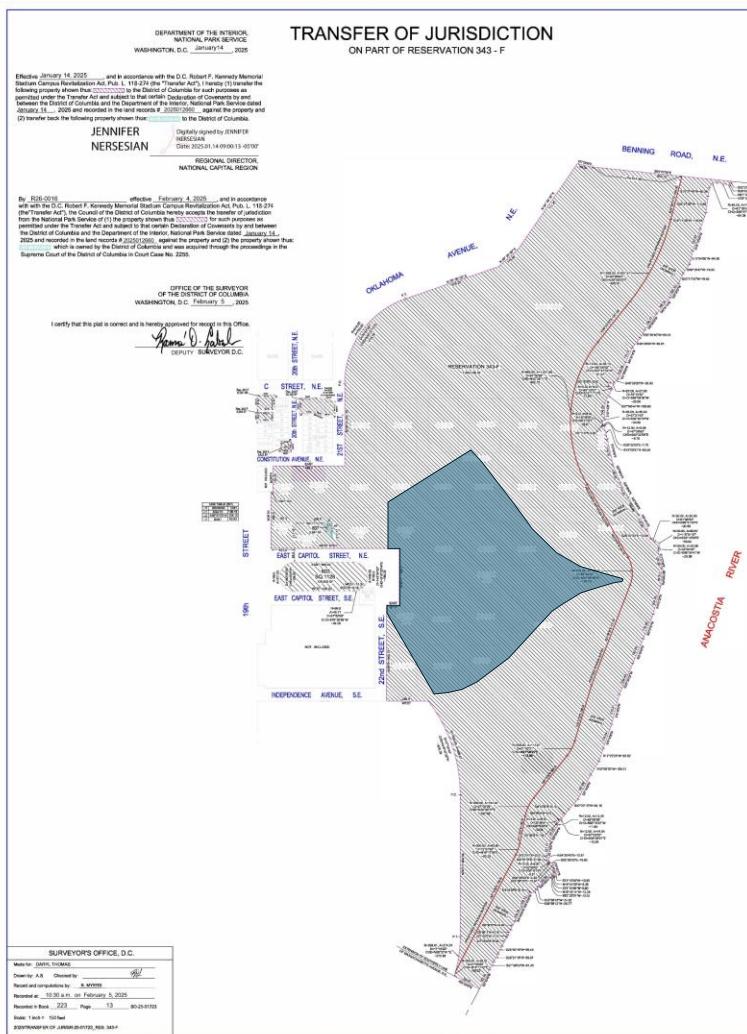
For decades, the RFK Campus’ recreational fields, parks, and trails have been valued resources for District residents. Construction of the stadium and the surrounding mixed-use development will continue to support these resources. Improved access will be provided to the Anacostia River without interrupting 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.



# PROJECT SITE



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



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# 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.

**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.**



## 02. EXISTING SITE FEATURES

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# EXISTING SITE



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



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



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



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





# FLOOD PLAIN ANALYSIS

The existing RFK Campus is a critical economic redevelopment project for the District and has been authorized for redevelopment pursuant to Robert F. Kennedy Campus Redevelopment Act of 2025 (B26-0233; D.C. Law L26-0054). The development 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 elevations for assessing flood risk. Under present day conditions, no insurable structures or roadways fall within the floodplain. Portions of the Fields at RFK and the other components within the larger RFK Campus are currently at risk of flooding; those areas are outside the scope or limits of the initial phase ("the Stadium District") of this development.

The existing site has been chosen for the redevelopment based on its existing land use and proximity to critical infrastructure. Based on the existing limits of the FEMA regulated floodplain, the Stadium District development limits will encroach within the FEMA Zone AE floodplain where it 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 and Register (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.

Kimley-Horn of DC submitted a hydrologic and hydraulic analysis to DOEE on Friday, November 14, 2025, which demonstrated that the proposed Stadium District would result in a no rise and result in no change to the on-site or off-site base flood elevations along the Anacostia River. Mitigation or improvements are not required to protect existing structures that may be at risk of flooding based on the limits of work captured within this initial phase. In its built condition, the project - as proposed - will not have any change or impact on existing flood risk on-site or off-site. On November 20, 2025, Kimley-Horn of DC 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 District site plan is finalized and submitted for permit review, along with the updated and finalized no-rise analysis.





# STORMWATER MANAGEMENT ANALYSIS

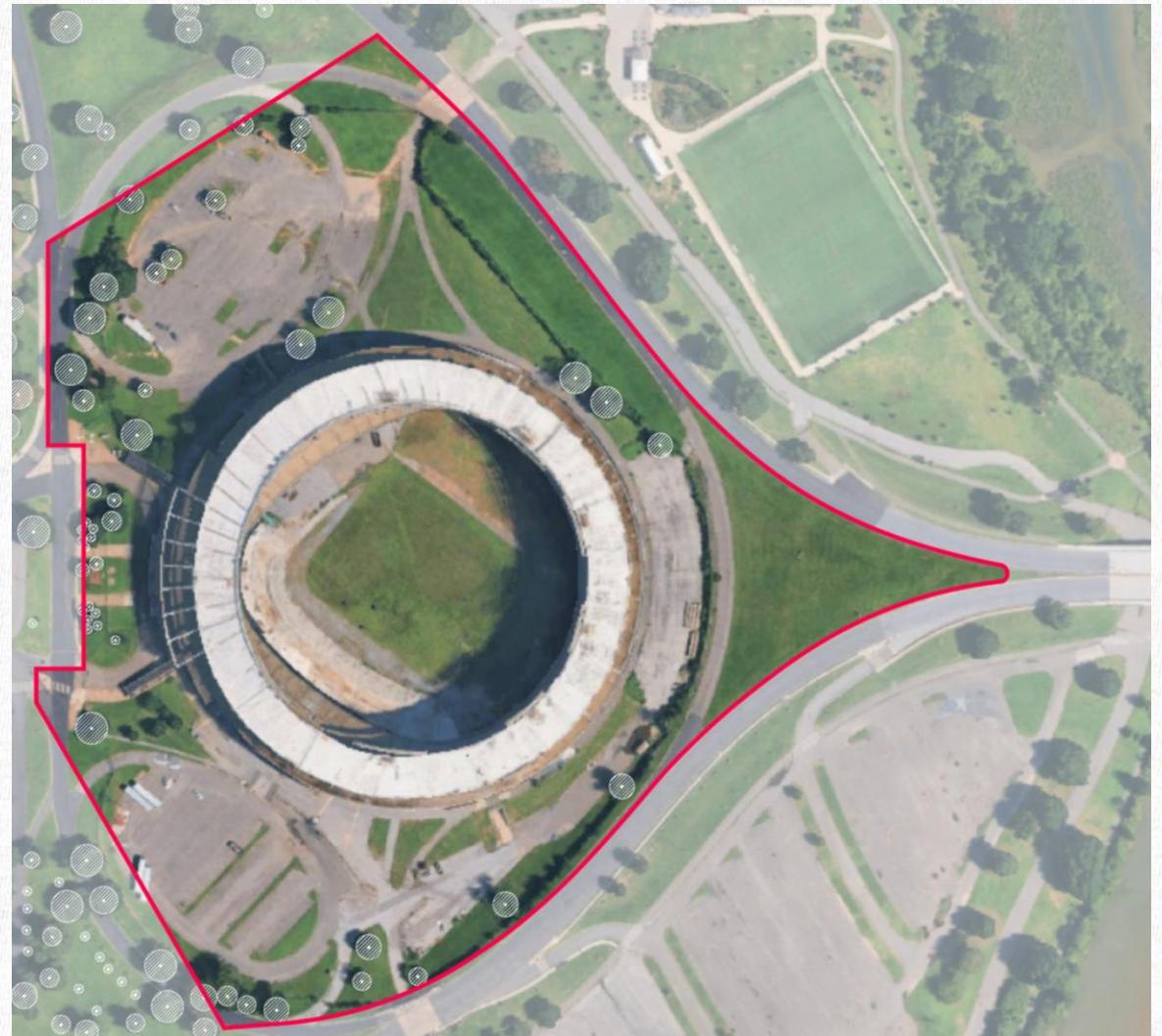
Stormwater Management in Washington, DC is regulated by the Department of Energy and Environment (DOEE), which requires development projects to manage rainwater on-site through a mix of retention, treatment, and – in some cases – detention. For this project site, DOEE standards call for capturing and treating rainfall to improve water quality and reduce runoff, with higher requirements applying because the site is within the Anacostia Waterfront Development Zone (AWDZ). These needs can typically be met using best management practices like green roofs, landscaped bioretention areas, permeable pavement, rainwater-harvesting cisterns, and added tree canopy. There could be instances for this development that will require using off-site retention to meet quality and quantity requirements. The site is within the Tidal Municipal Separate Storm Sewer System (MS4) 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 site will encompass an extensive and advanced stormwater management strategy which will encompass best management practices that will consider the elements listed above.



# EXISTING TREE SURVEY



An existing tree survey and inventory was completed on December 19, 2025. This information is currently under evaluation and we anticipate providing the Tree Preservation and Replacement Plan with the Preliminary Review submission.



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# 03. ARCHITECTURAL DESIGN INTENT

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# ARCHITECTURAL DESIGN PRINCIPLES

The design of the RFK Campus Stadium is guided by a set of core principles that shape how the project responds to its site, the surrounding context, and its civic role. These principles establish the foundation for the design drivers that follow.

## Embracing the L'Enfant Plan

The site occupies a pivotal position within the L'Enfant Plan, carrying deep significance. The stadium's design responds to this legacy by reinforcing the site's role within the broader urban framework and honoring its place in the capital's symbolic and spatial hierarchy.

## Integration of Building, Landscape, and Open Space

The stadium's proximity to the Anacostia River and its connection to a network of parks calls for a seamless integration of architecture, landscape, and public realm. Interior and exterior spaces flow together, blurring boundaries and extending the experience of the surrounding landscape into the heart of the site.

## Clarity of Form

At the eastern end of the Monumental Axis, the stadium must present a clear and legible form. Its massing and geometry express a sense of order, dignity, and permanence that befit its prominent civic setting.

## Balanced Composition

While the site calls for compositional balance, its surrounding conditions invite moments of asymmetry and variation. The design embraces this tension, achieving equilibrium through proportion and rhythm rather than strict symmetry.

## Rhythm & Movement

The site is shaped by strong east–west movement patterns that complete the Monumental Axis and draw visitors from across the city. The architecture reinforces this momentum through a sequence of spaces, entries, and façades that guide movement and create moments of arrival. The building's form reflects both the dynamic energy of large-scale events and the everyday rhythm of civic life.

The organization of the building and its rhythmic exterior address the stadium both as a destination and as a moment of pause along a path.

## Ascension and Elevation

The District's most significant civic buildings are elevated, both physically and symbolically. The stadium continues this tradition, rising on a defined podium that conveys dignity and presence while creating generous, accessible public spaces at its base.





# ARCHITECTURAL DESIGN STATEMENT

The stadium is envisioned as an uplifting civic landmark that will bring people together across multiple scales – from the surrounding neighborhoods of Kingman Park and Hill East to the broader region and far beyond. Rooted in the legacy of RFK Stadium, the design draws inspiration from a place long defined by its ability to unite people from diverse communities and backgrounds. Reimagined for a new generation, the stadium carries that tradition forward as a setting where local life and collective experience converge, creating a shared civic space that resonates locally, nationally, and globally.

Situated at the eastern end of the Monumental Axis, the stadium occupies a position of exceptional civic significance. Its placement connects it directly to some of our nation's most revered public spaces while extending the reach of the monumental core toward the river. In doing so, it reinforces the site's historic role as a gateway that connects people across the city and reflects the project site values of the nation's capital.

Rooted in the surrounding landscape, the stadium is shaped by its direct proximity to the Anacostia River. Landscaped edges extend inward from the river, enveloping the site in a sequence of continuous and inviting open spaces, including a festival plaza on the west side of the stadium.

The stadium's architecture responds deliberately to this context. The undulating dome form creates a dynamic yet dignified roofline that sculpts the building and shelters the seating bowl below. The dome raises its profile on the north and south to welcome patrons and neighbors and gently lowers its height along the east-west Monumental Axis in respect to the U.S. Capitol Building, similar to the graceful curvature of RFK Stadium. Its light, transparent dome shell creates an open-air feeling to the stadium interior.

Like many of the District's most project site civic buildings, the stadium uses a colonnade and an elevated podium to emphasize its monumentality – the most notable comparison to these gestures is the Lincoln Memorial at the west end of the Monumental Axis. The continuous colonnade wraps the perimeter, establishing a strong rhythmic façade while shaping a series of indoor-outdoor concourse experiences. The elevated podium anchors the building within the landscape, reinforcing both its physical presence and its civic significance. Together, the colonnade and podium create a sense of permanence and gravity, with the columns rising to meet the dome above and visually rooting the stadium in the landscape.

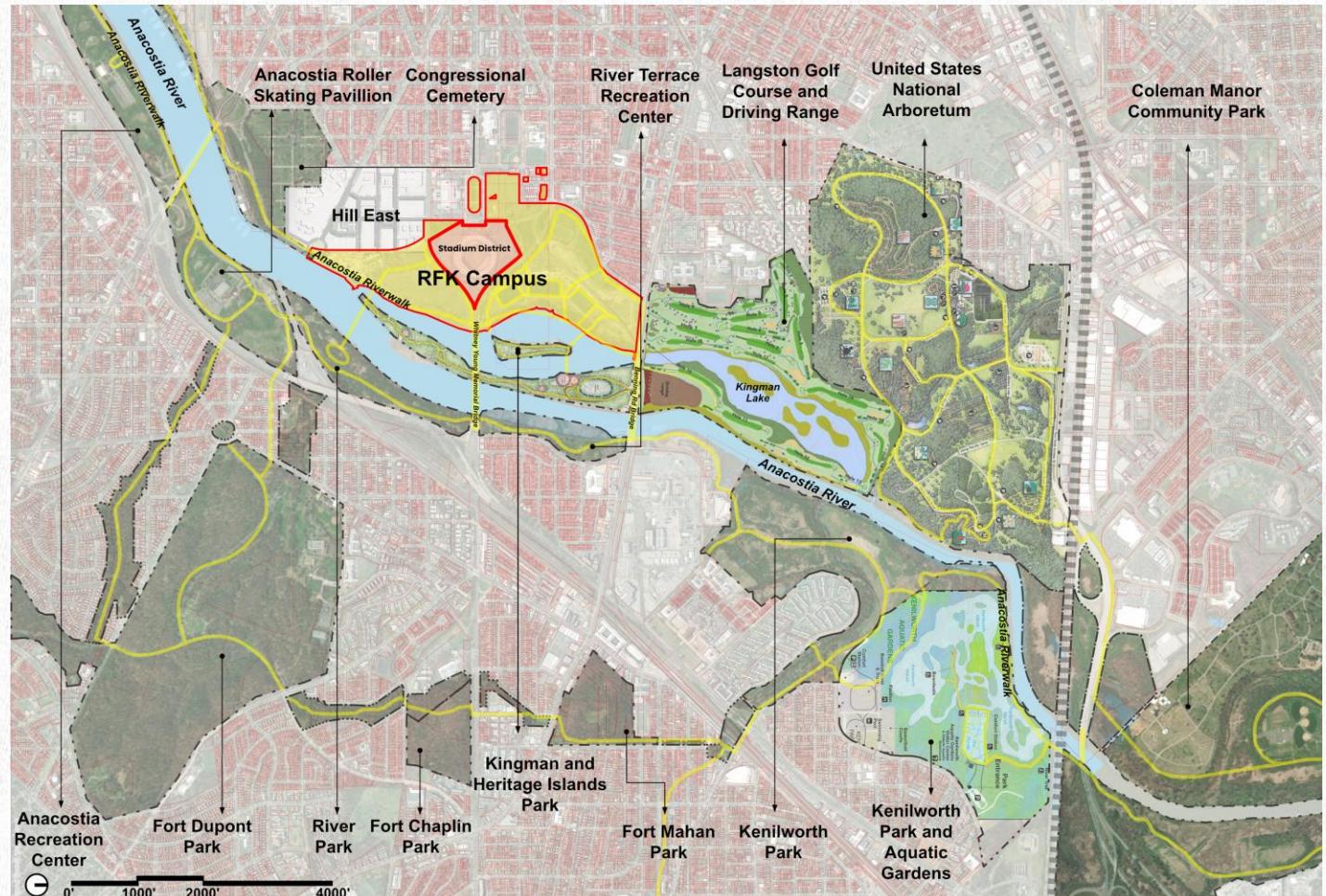
Grounded in project site design principles, the architecture balances strength with openness, tradition with innovation, and monumentality with human scale. The result is a contemporary civic landmark place that honors the past, serves the present, and contributes meaningfully to the evolving city.



# CONNECTION TO A LOCAL AND REGIONAL PARK SYSTEM



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



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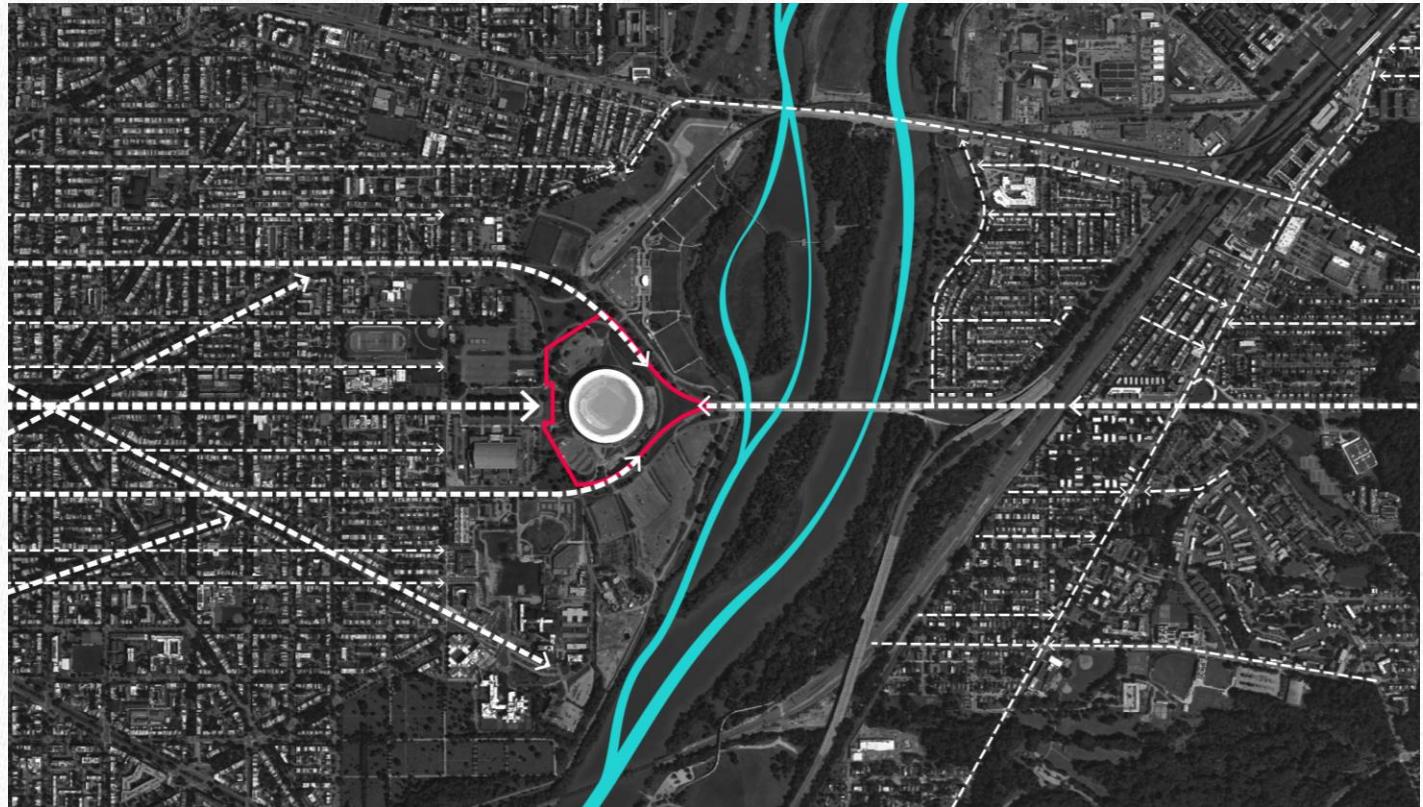




# ARCHITECTURAL DESIGN DRIVERS

## Shaped by the City and the River

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





# ARCHITECTURAL DESIGN DRIVERS

## A Place To Gather

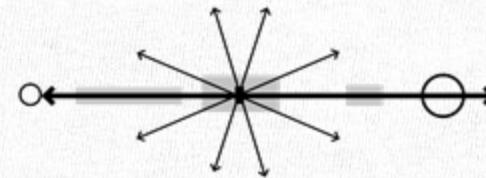
The site has long held meaning at many scales, anchoring its surrounding neighborhoods while also serving as a destination for the city, the region, and far beyond. It has brought together people from across communities, cultures, and geographies, functioning as both a local gathering place and a national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



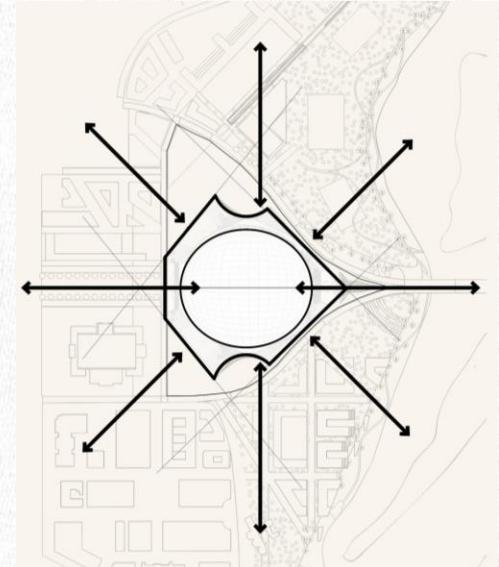
REGION



CITY



DISTRICT



SITE



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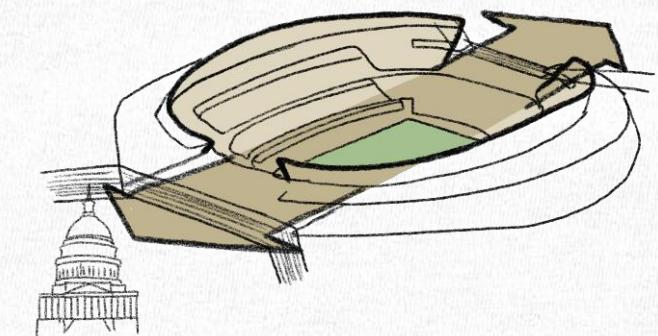
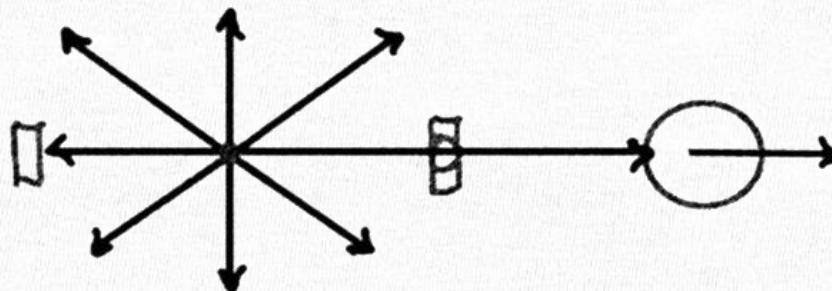
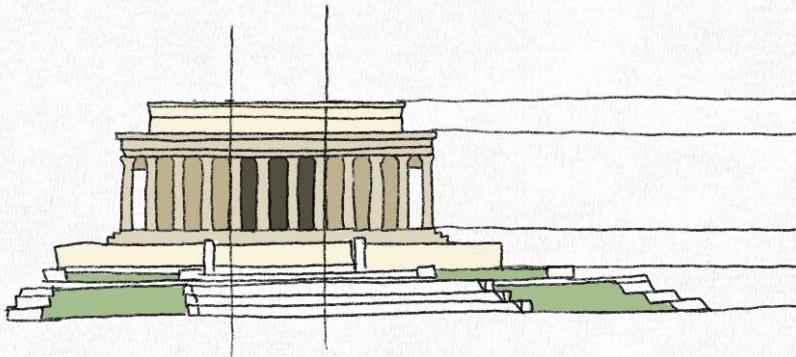
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# ARCHITECTURAL DESIGN DRIVERS

## A Gateway to the End of the Monumental Axis

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

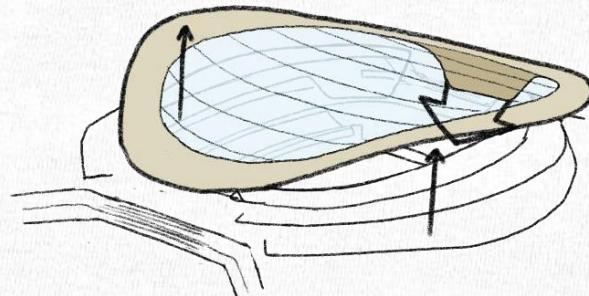




# ARCHITECTURAL DESIGN DRIVERS

## A Dynamic Sweeping Roof

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



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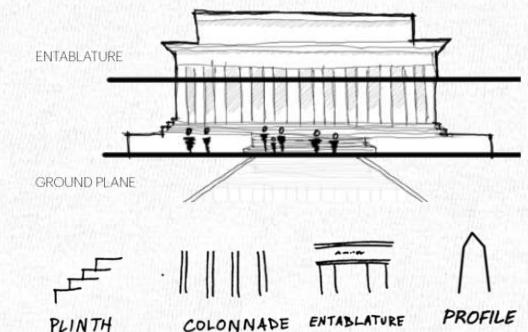
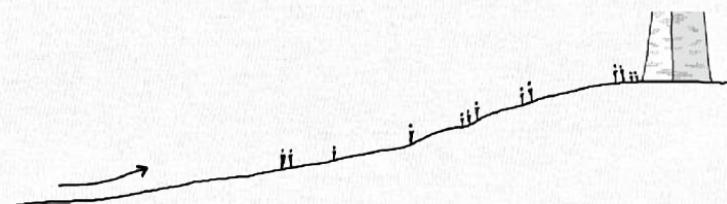
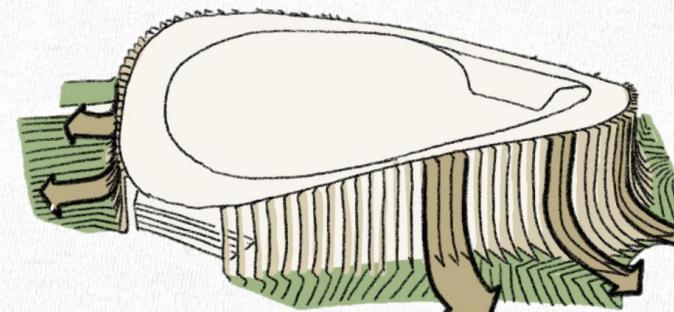
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# ARCHITECTURAL DESIGN DRIVERS

## Rooted in the Landscape

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

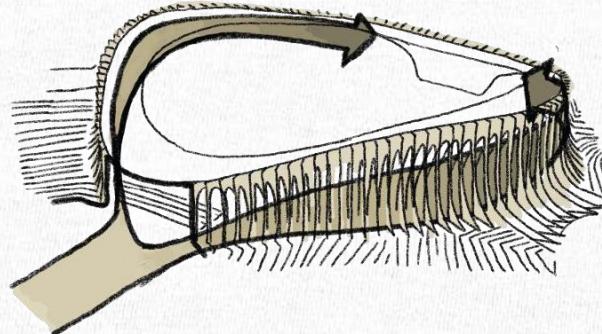




# ARCHITECTURAL DESIGN DRIVERS

## A Magnificent Colonnade

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



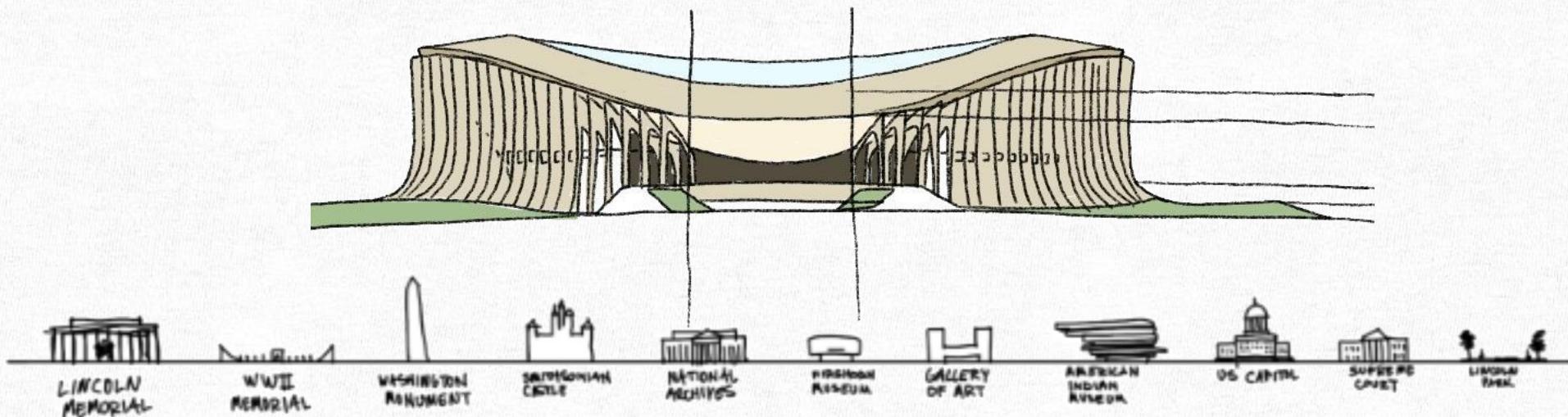
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# ARCHITECTURAL DESIGN DRIVERS

## A New Landmark

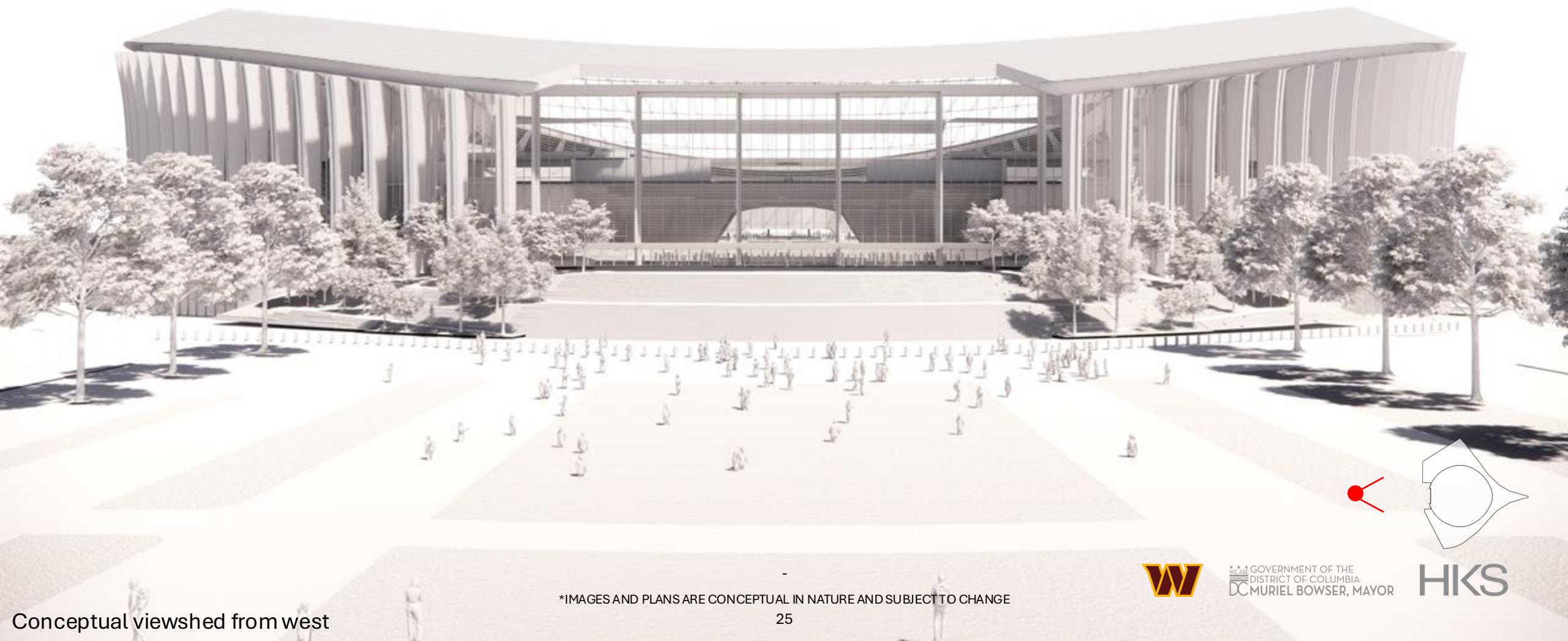
The building draws from tradition while expressing it through a contemporary lens. Its composed yet dynamic form establishes a strong presence along the Monumental Axis, reflecting the city's project site civic character while asserting a confident identity of its own.



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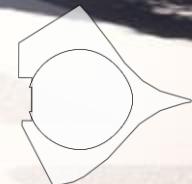


Existing viewshed from west



Conceptual viewshed from west

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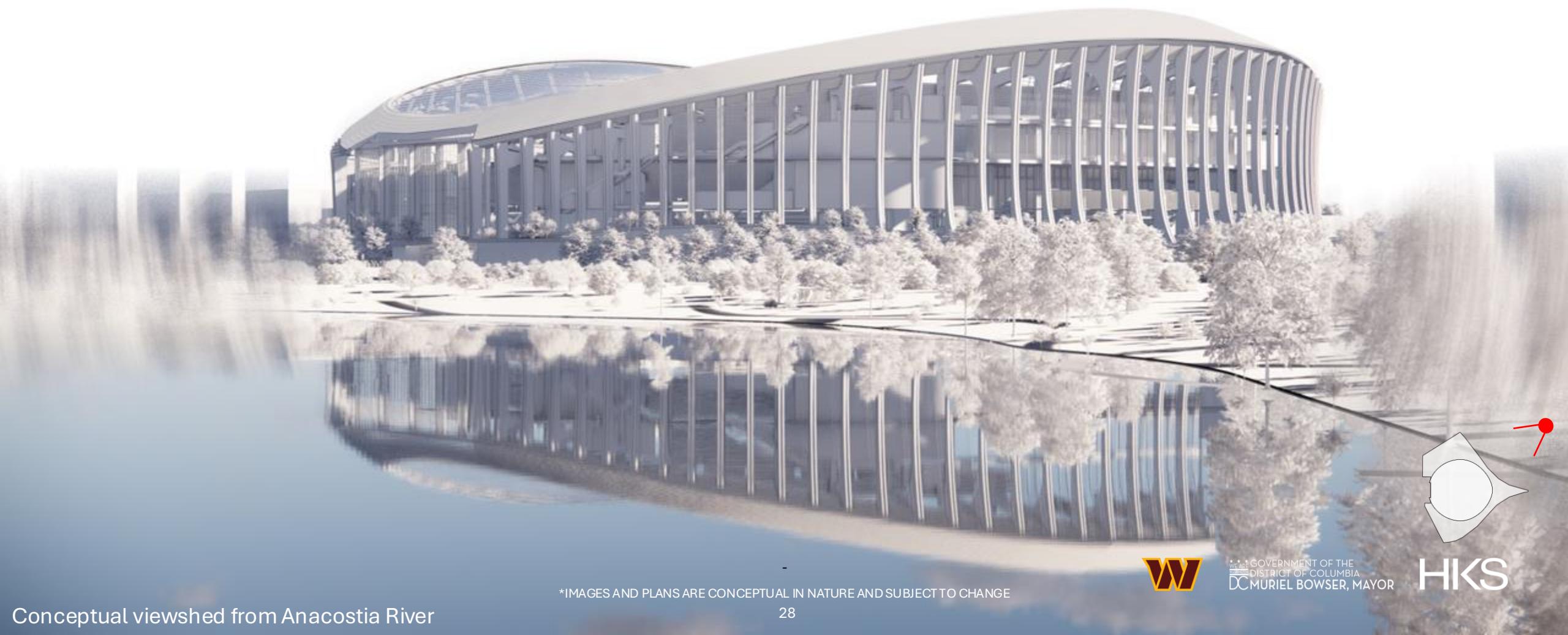




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Existing viewed from Anacostia River



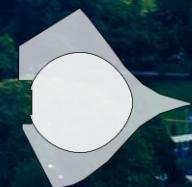
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Previous viewshed from far west

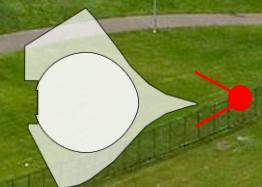


Conceptual viewshed from far west

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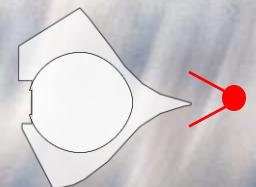
Existing viewshed from east





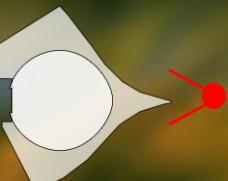
Conceptual viewshed from east

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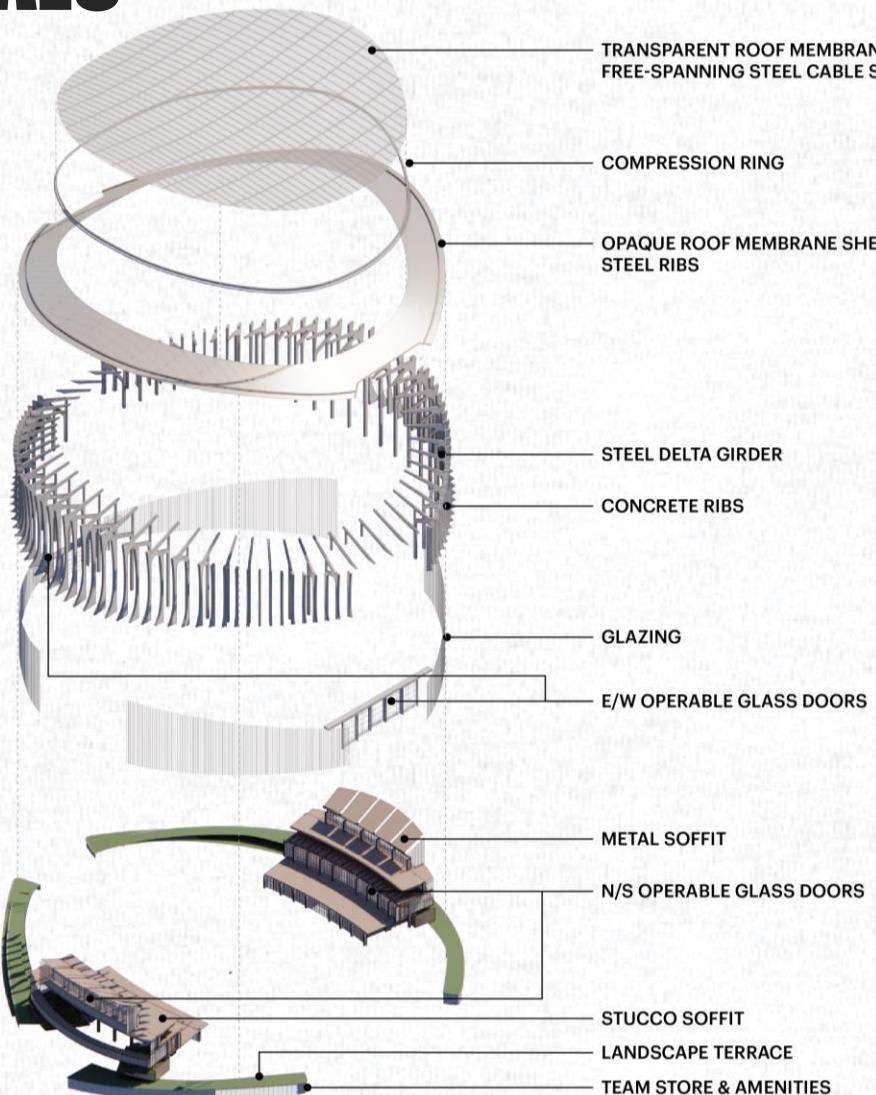




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# MATERIALS



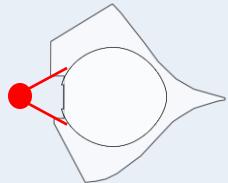
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# ELEVATIONS

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

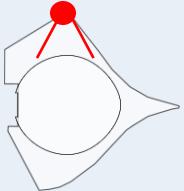


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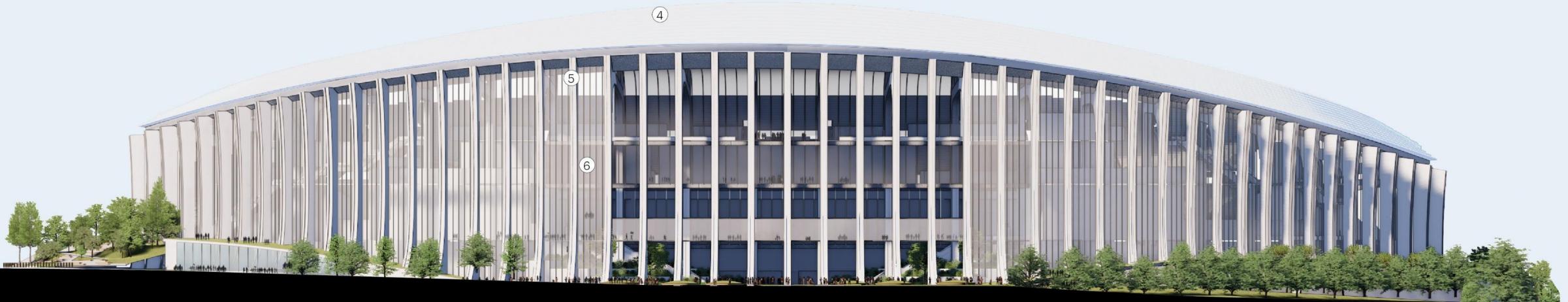
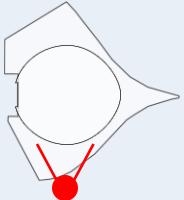
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# ELEVATIONS

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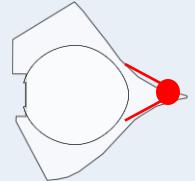


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# ELEVATIONS

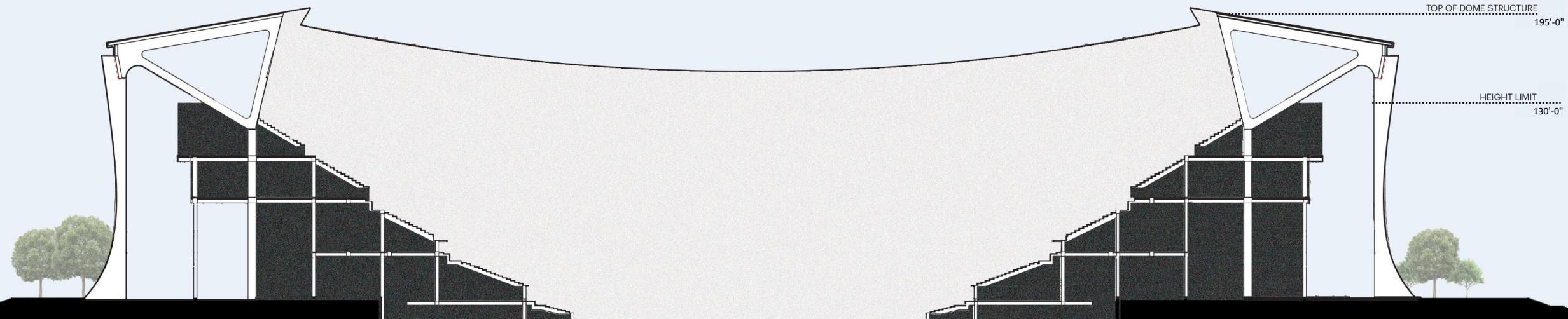
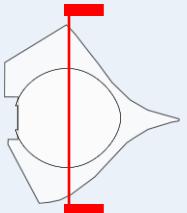
- ① OPERABLE GLAZING
- ② GRAND STAIR
- ③ TRANSLUCENT ROOFING
- ④ OPAQUE ROOFING
- ⑤ COLONNADE
- ⑥ GLAZING
- ⑦ LANDSCAPED TERRACE



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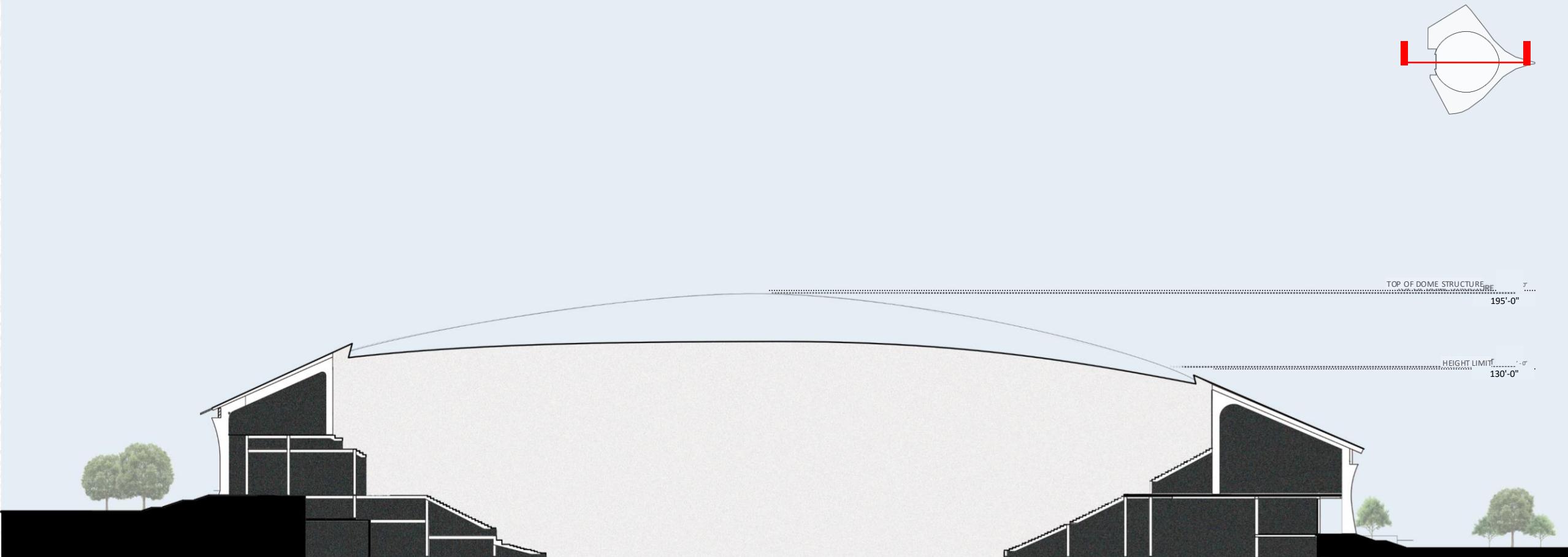
# BUILDING SECTIONS



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



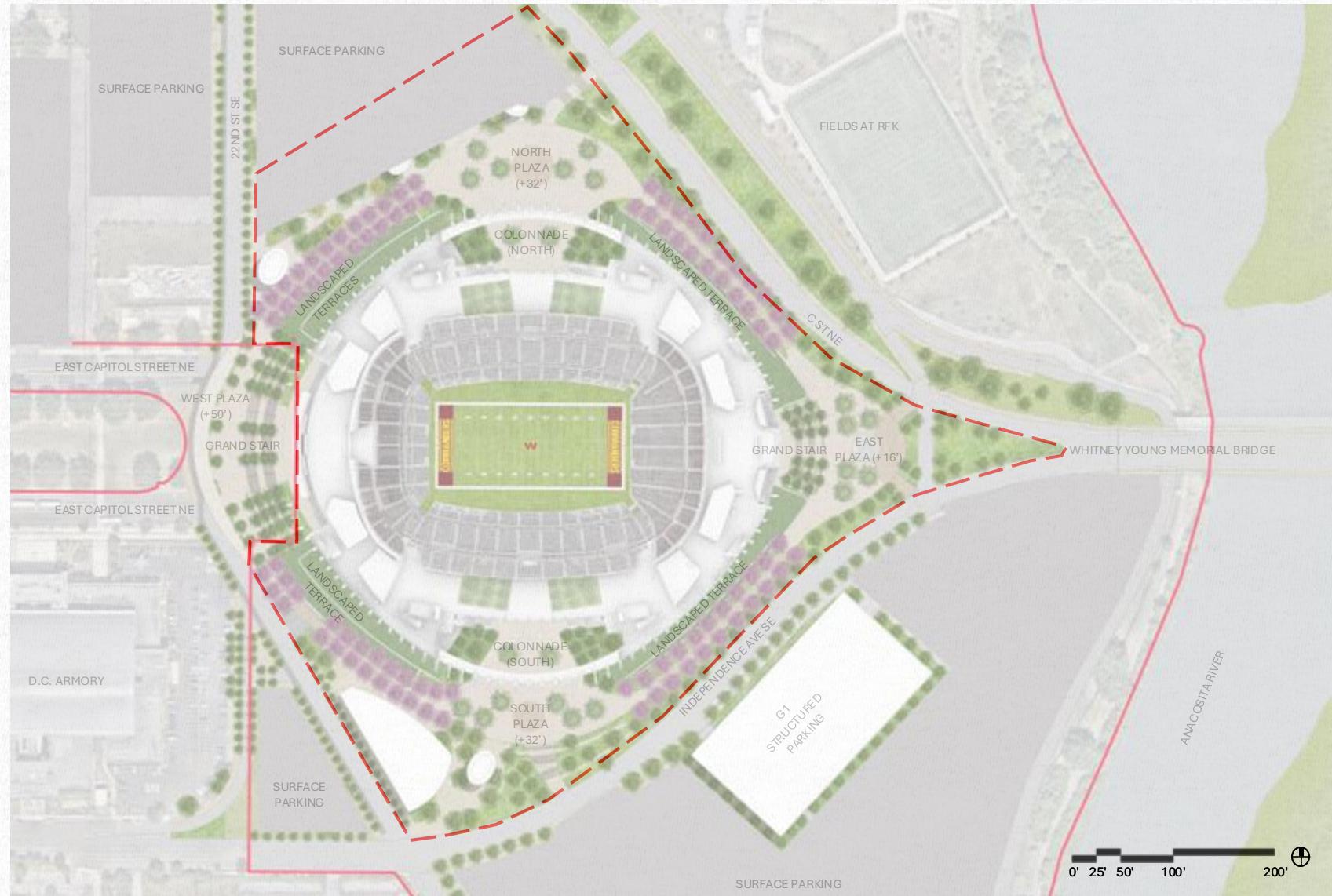
# BUILDING SECTIONS



EAST / WEST SECTION

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

# SITE PLAN



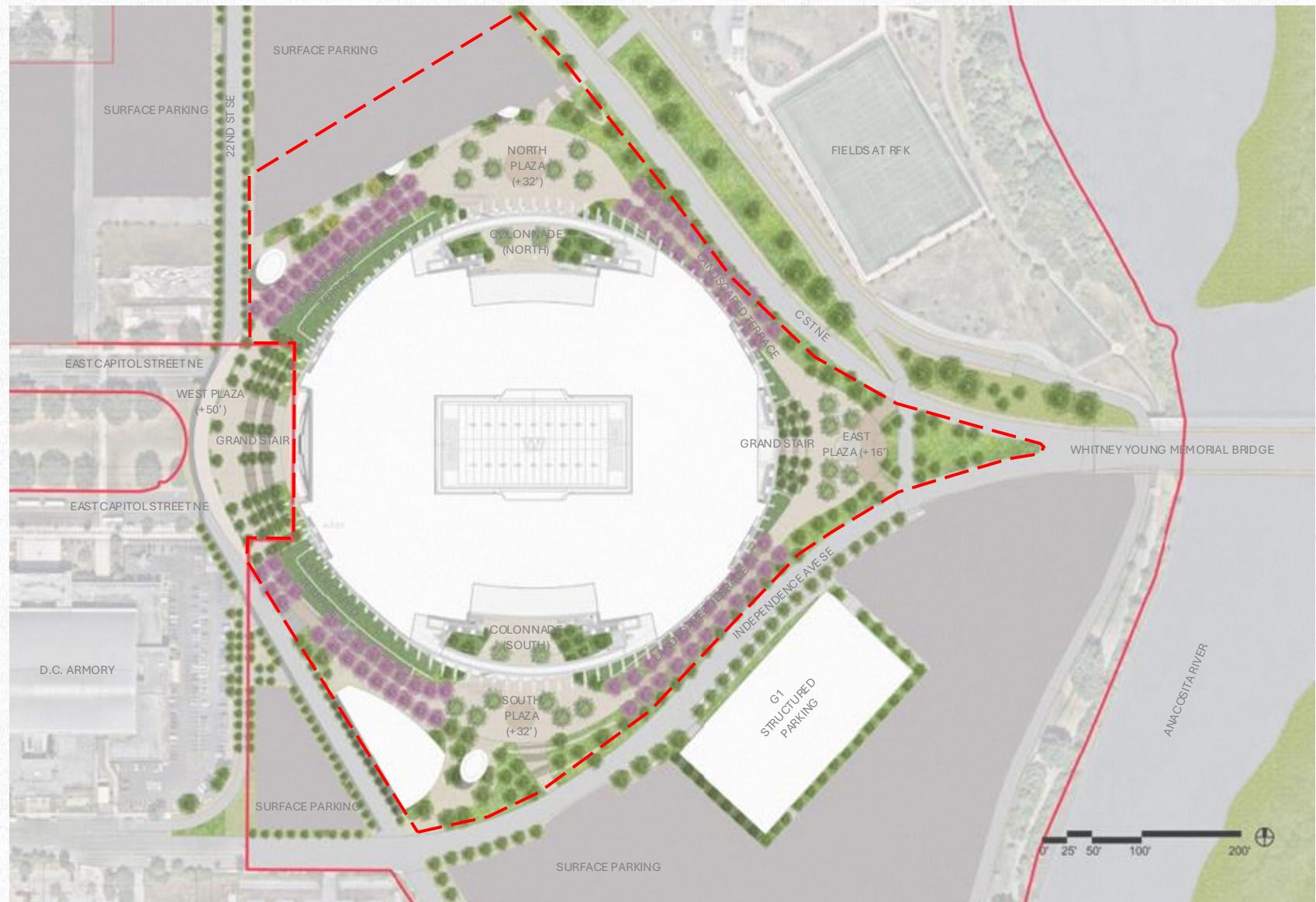
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# FLOOR PLANS

MALL LEVEL +69'



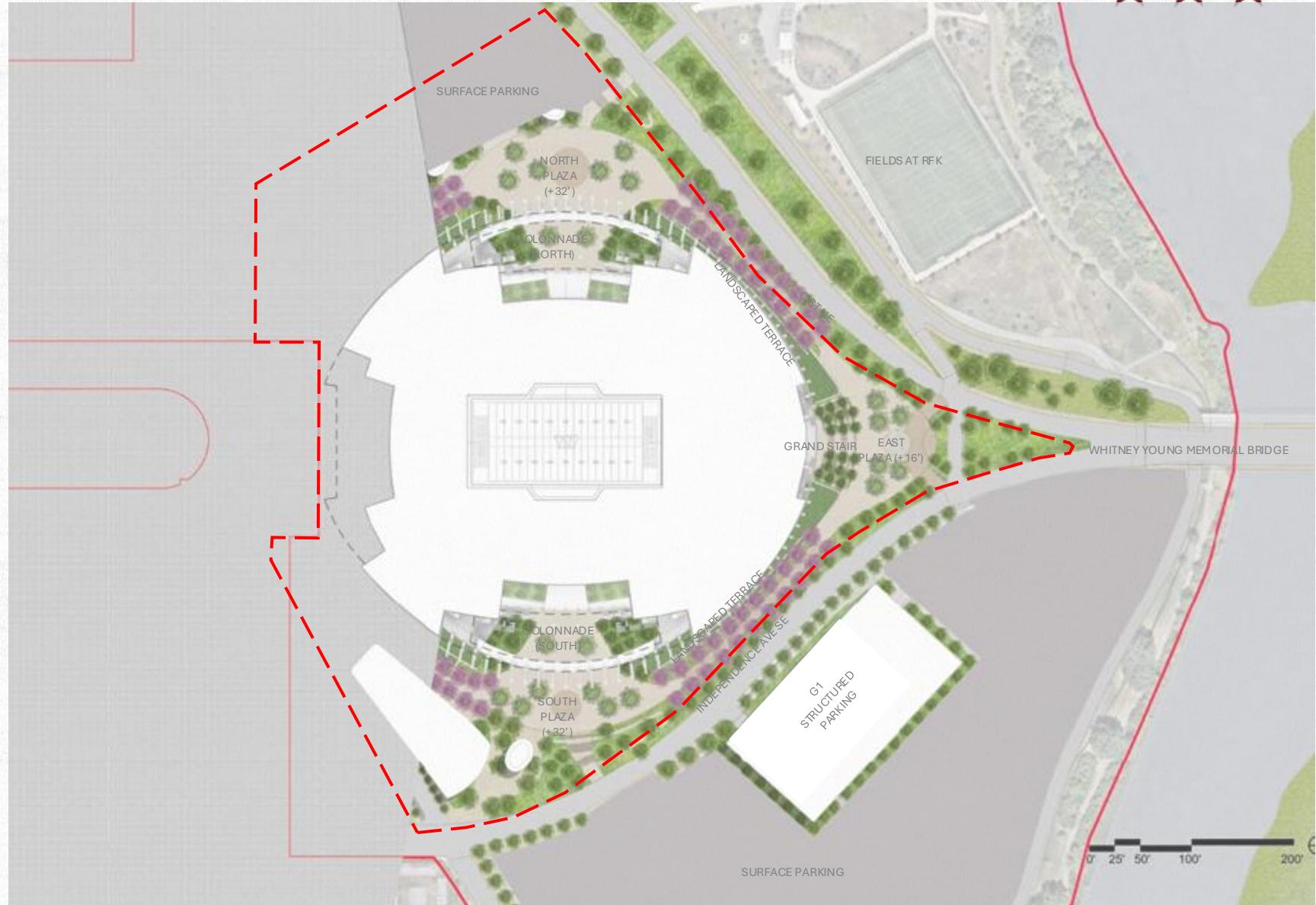
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# FLOOR PLANS

OWNER'S LEVEL +32'



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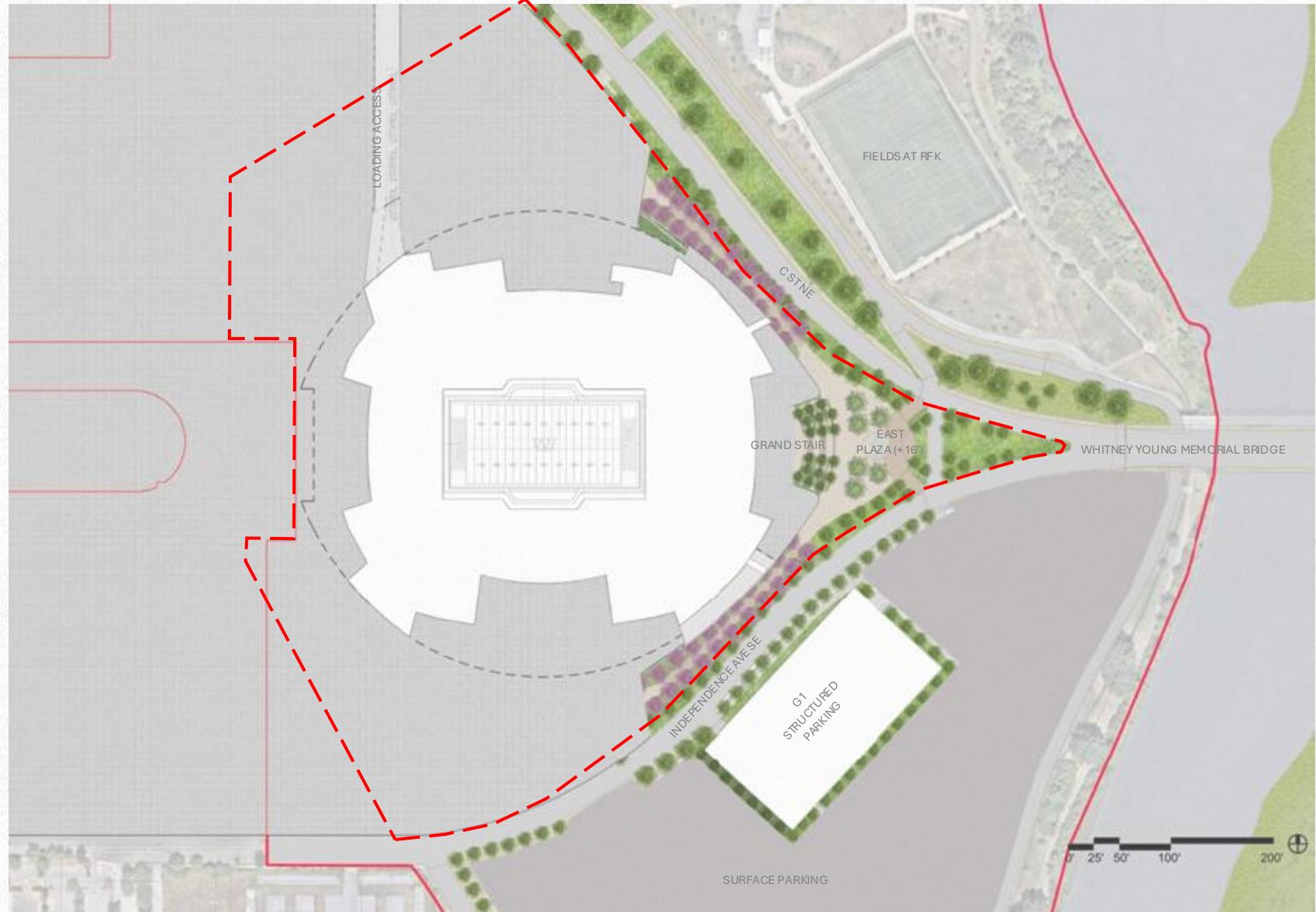


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# FLOOR PLANS

EVENT LEVEL +16'



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# 04. SITE CIRCULATION, PARKING, AND ACCESS

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# SITE CIRCULATION, PARKING, AND ACCESS

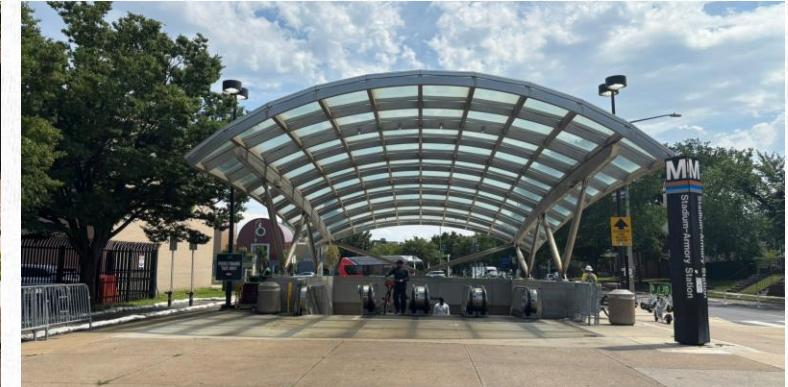
The approach to circulation, parking, and access leverages the site's existing infrastructure and facilities. The stadium will be truly multi-modal, taking advantage of Metrorail and Metrobus facilities, new and upgraded bicycle and pedestrian infrastructure, and both existing and newly constructed streets.

A significant number of patrons are anticipated to access the 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 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.

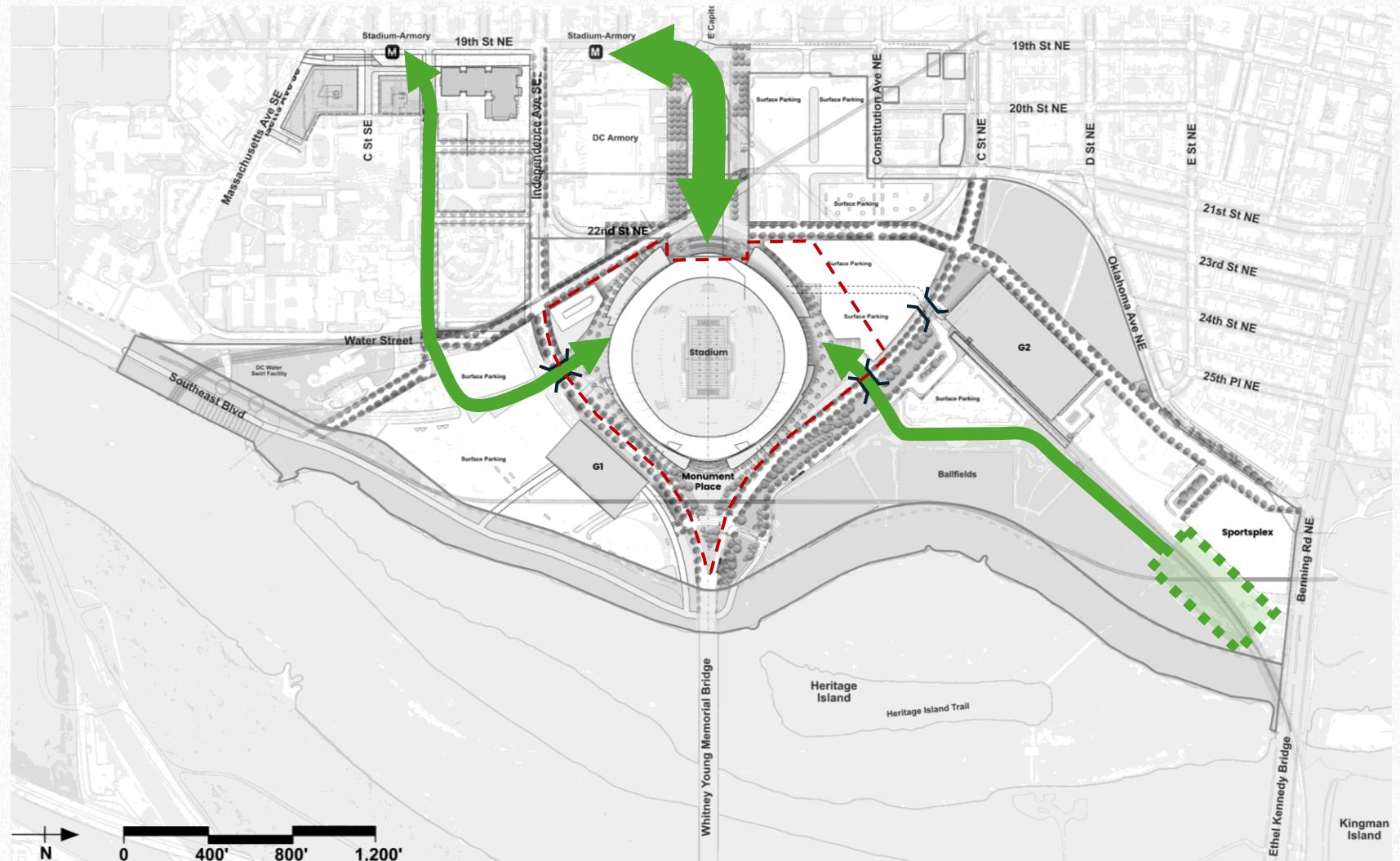




# PUBLIC TRANSPORTATION

Metrorail will be the primary mode of transportation to the stadium on game days. The site plan encourages use of the Metro through a variety of design elements, including beautiful new public spaces, including a new festival plaza, that provide access directly from the Stadium Armory Metrorail station to the stadium's west entry point. The site plan also encourages use of the Metro station's southern portal via new road connections in Hill East to approach the stadium from the south.

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



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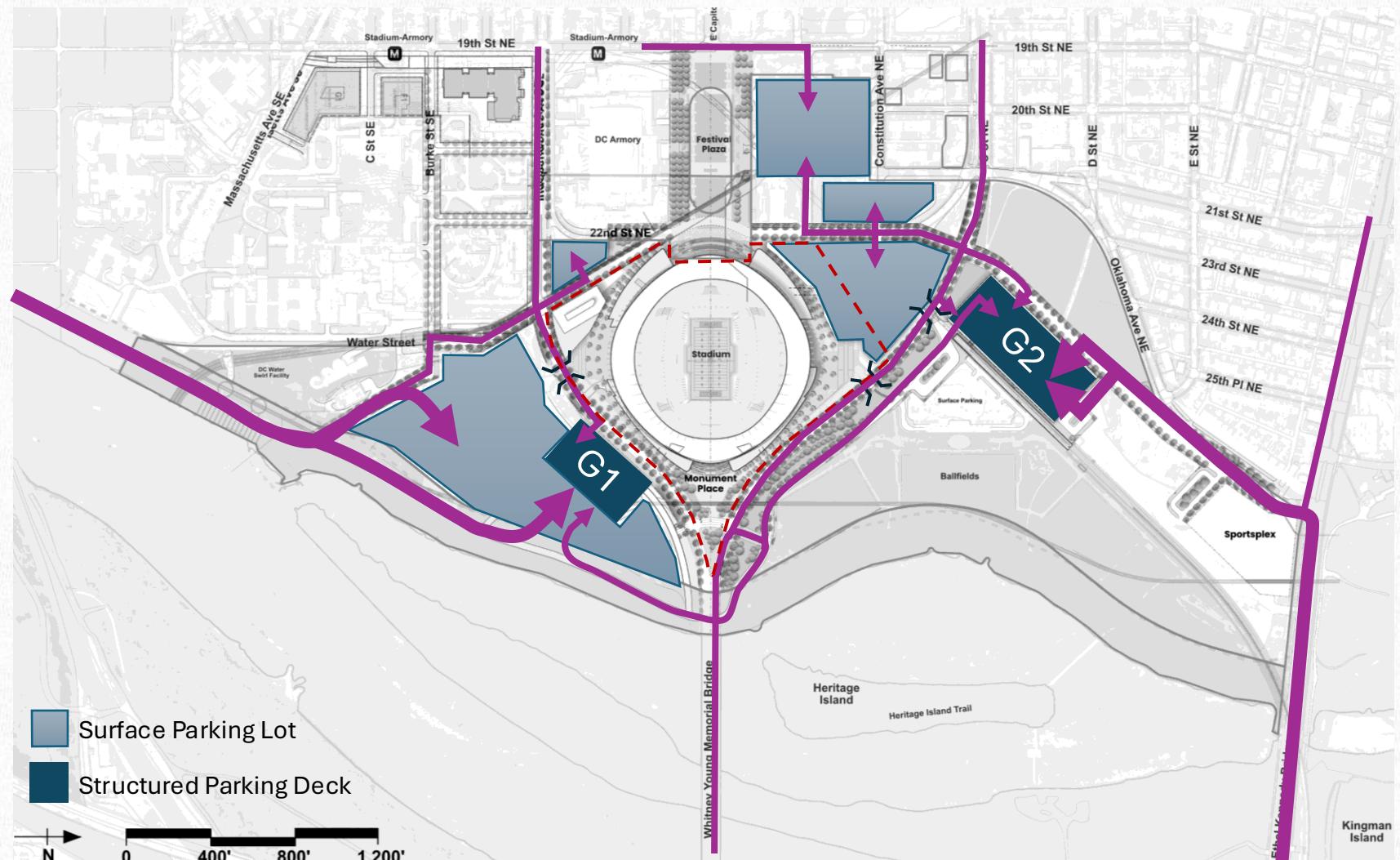




# VEHICULAR INGRESS AND PARKING

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

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



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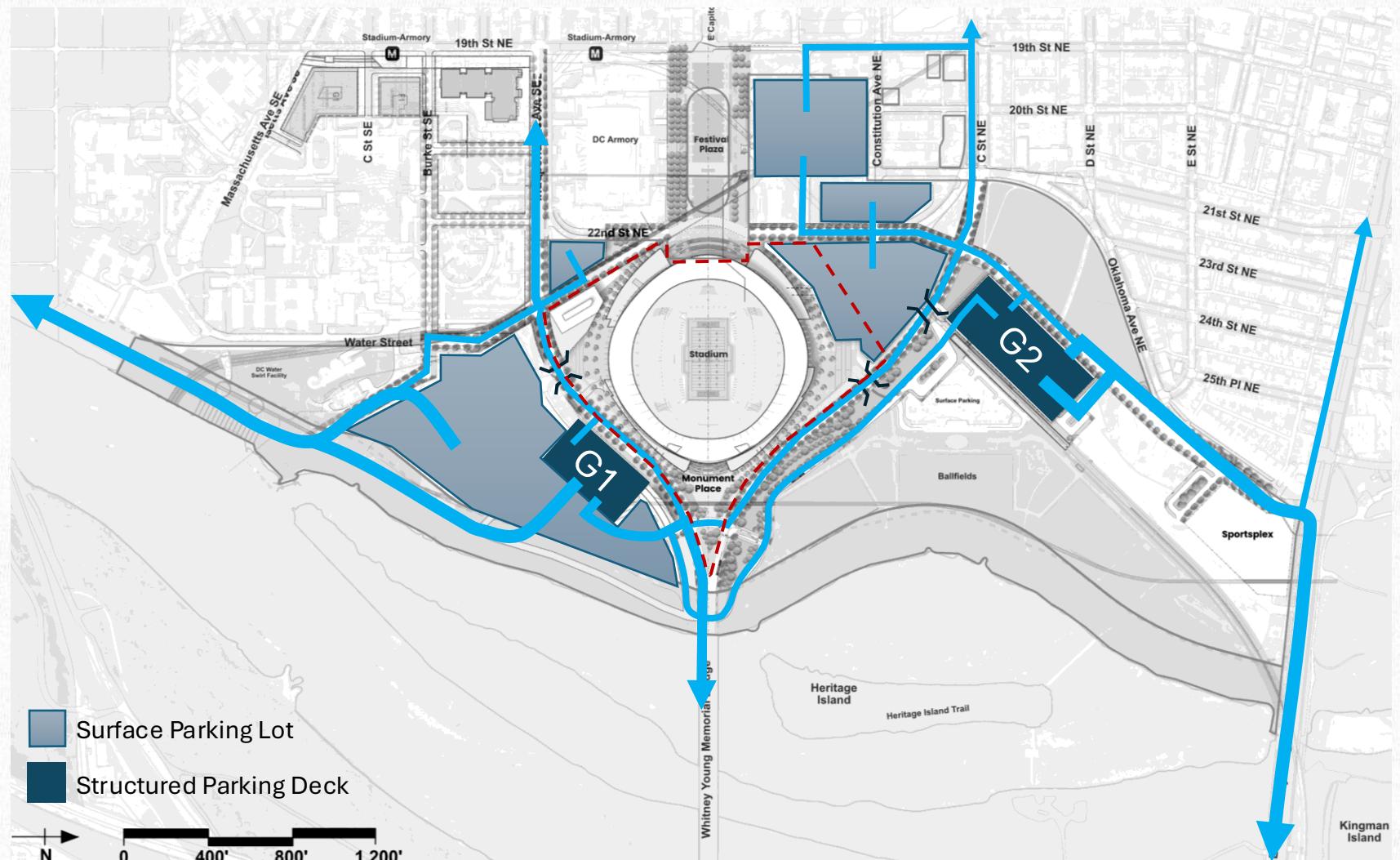
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# VEHICULAR EGRESS

Parking egress will largely follow the inverse of the respective ingress routes. Most egressing traffic will be directed to I-695 via Southeast Boulevard and secondary traffic will be routed to DC-295 via the Whitney Young Memorial Bridge and Benning Road. Local traffic is expected to use the local street network to the north, west, and south of the site.



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# PEDESTRIAN MOVEMENT

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

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

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



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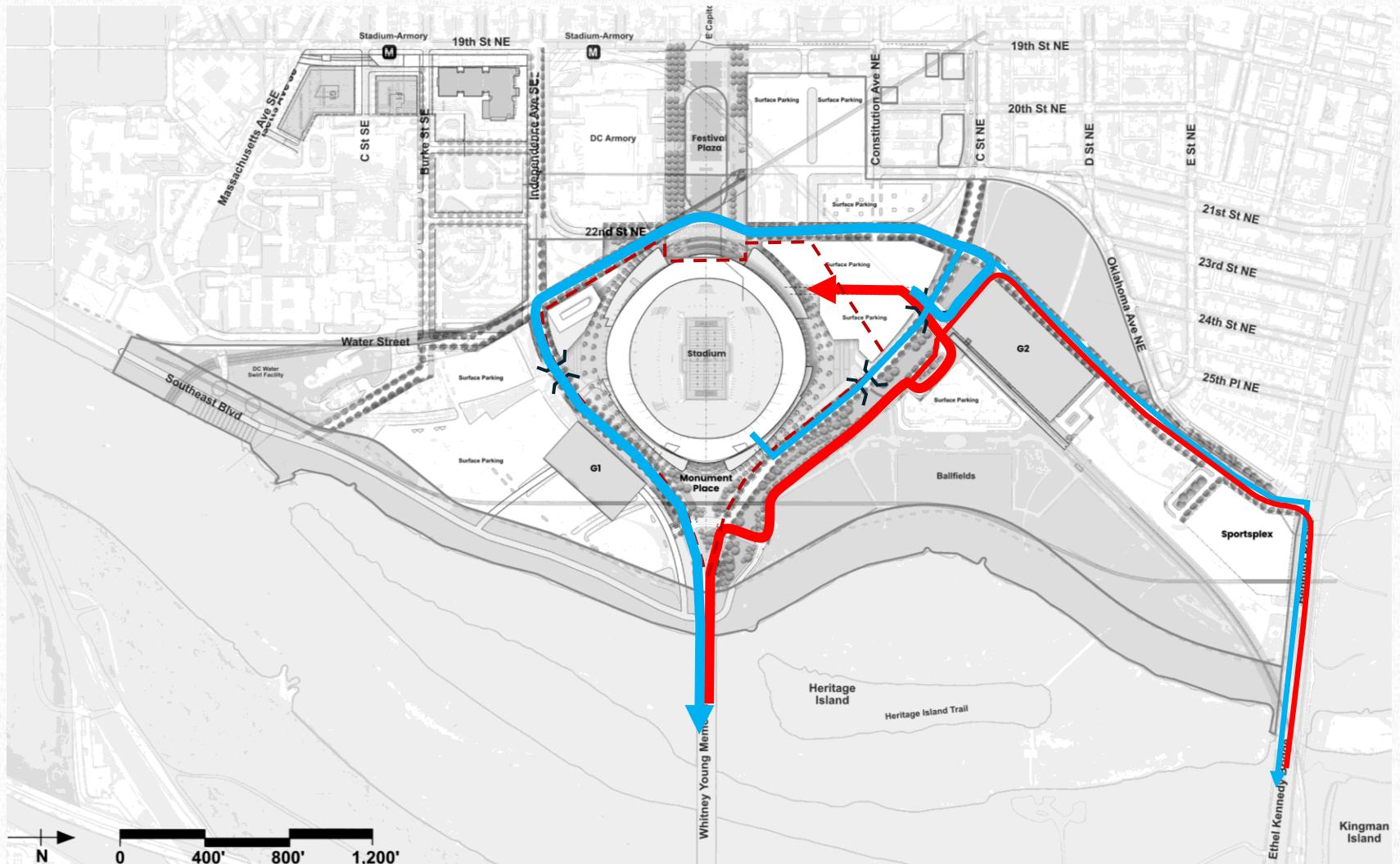
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# LOADING AND DELIVERIES

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.



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# BICYCLE ACCESS

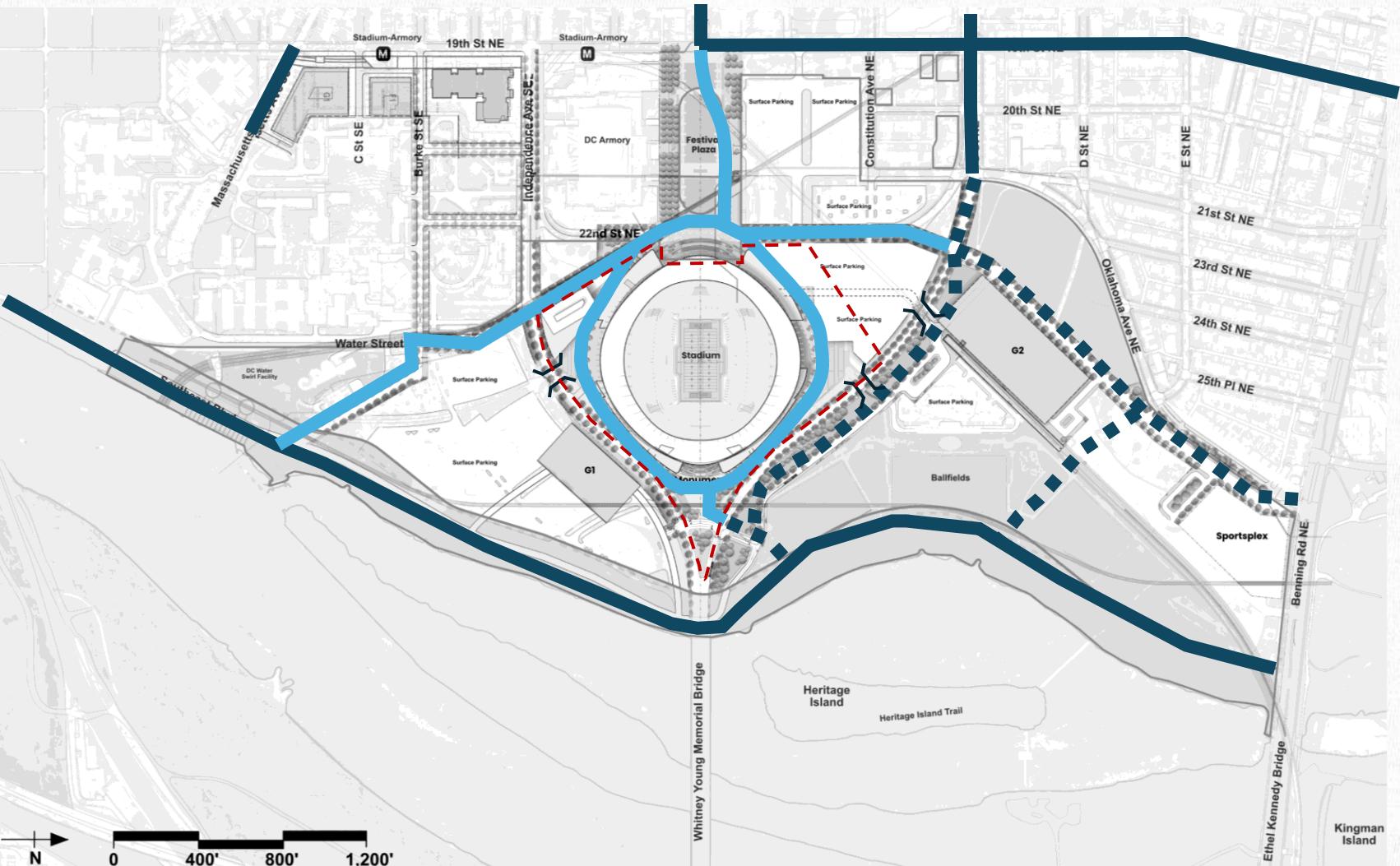


The site is currently served by high-quality bicycle facilities, including bike lanes on East Capitol Street, protected bike lanes on C Street on the west side of the stadium, and the Riverwalk Trail system on the east side of the stadium.

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

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

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



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# 05. 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



# 06. LEGAL AUTHORITIES

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# LEGAL AUTHORITIES

## National Capital Planning Act

The stadium is subject to review by NCPC under its advisory authority established in 40 U.S. Code § 8722(b)(1), which requires that a “District of Columbia agency, before preparing construction plans the agency originates for proposed developments and projects... shall advise and consult with the Commission as the agency prepares plans and programs in preliminary and successive stages that affect the plan and development of the National Capital.”

Due to NCPC’s advisory review authority, NCPC has no independent obligation to review the stadium under the National Environmental Policy Act or the National Historic Preservation Act (Section 106).

## Commission of Fine Arts (CFA):

The stadium is subject to review by CFA under its advisory authority established in 45 C.F.R. § 2101, which provides that the District of Columbia seeks Commission advice on exterior alteration or new construction of public buildings or major public works within its boundaries.

## District of Columbia Zoning Regulations:

The stadium is not subject to the District of Columbia Zoning Regulations (Title 11 of the District of Columbia Municipal Regulations) pursuant to D.C. Law 26-0054, effective from Nov 21, 2025, which amends Section 7(a) of the District of Columbia Comprehensive Plan Act of 1984 Land Use Element Amendment Act of 1984, effective May 23, 1990 (D.C. Law 8-129; D.C. Official Code § 1-306.07(a)). The amendment added an exception to the list of properties and uses in the District of Columbia that are not subject to zoning, stating that the “uses of government land for a multi-purpose stadium to serve as a venue for a National Football League team in the District... shall not be subject to zoning until... after such time as a final certificate of occupancy is issued for the structure.”

## 1910 Height Act:

The stadium is subject to the Act to Regulate the Height of Buildings, June 1, 1910, as amended, as codified in Chapter 6 of the D.C. Official Code, (the “Height Act”). The Height Act permits the stadium to be constructed to a height of 130 feet and permits a dome to extend above that height. D.C. Official Code § 6-601.05. The D.C. Zoning Administrator has reviewed the proposed stadium’s compliance with the Height Act and will issue a formal determination.

## Anacostia Waterfront Initiative:

The stadium is located within the area of the Anacostia Waterfront Initiative (“AWI”), which was created through commitments from both the Federal and District governments. The stadium must comply with District of Columbia laws governing the AWI, including but not limited to the Anacostia Waterfront Environmental Standards Act of 2008, as amended.



# 07. SUMMARY OF COMPLIANCE WITH NCPC PLANS AND POLICIES

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# NCPC PLANS



The L'Enfant Plan 1791



"Avenue of the States" Plan from 1929



NCPC Plan from 1932 with site overlay

## The L'Enfant Plan 1791

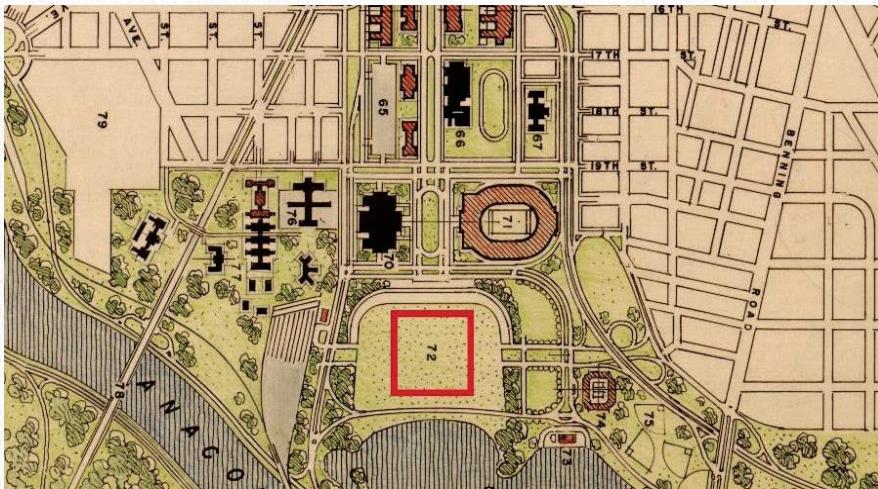
The project site is shown as a place of importance with a bridge and large square symmetrically located at the terminus of East Capitol Street. The city's fabric extends to the river's edge with the waterfront conceived as an "urban waterfront."

## 1929 Plan and 1932 Plan

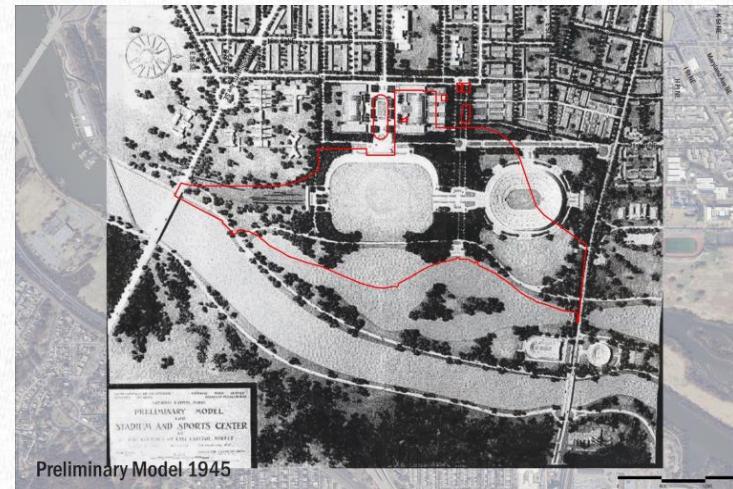
A stadium and other outdoor activities are located on landfill as part of a planned National Sports Center and park. An open landscape is shown to include diverse public activities on either side of the bridge, including a large stadium and amphitheater facing the river. The 1929 Plan specifically shows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



# NCPC PLANS



NCPC Plan of 1941



NCPC Plan of 1945



NCPC Plan of 1952

## The 1941 and 1945 Plans

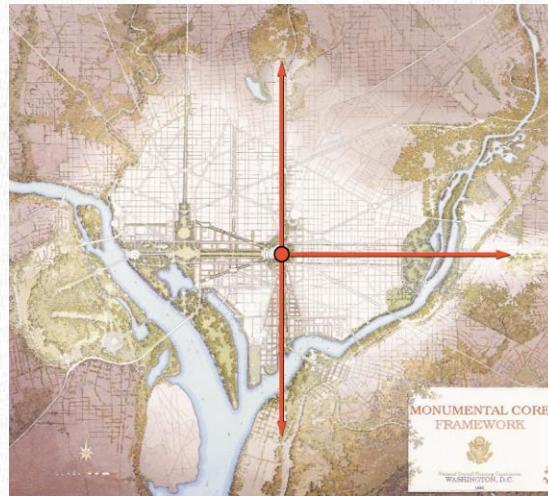
The concept of a National Sports Center continues to be shown at the banks of the Anacostia River. The 1941 Plan shows a formal axis between the D.C. Armory and a new stadium, with a large field terminating East Capitol Street. The 1945 plan is similar but locates the stadium farther to the north occupying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

## The NCPC Plan of 1952

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



# NCPC PLANS



The Legacy Plan, 1997

## The Legacy Plan, 1997

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



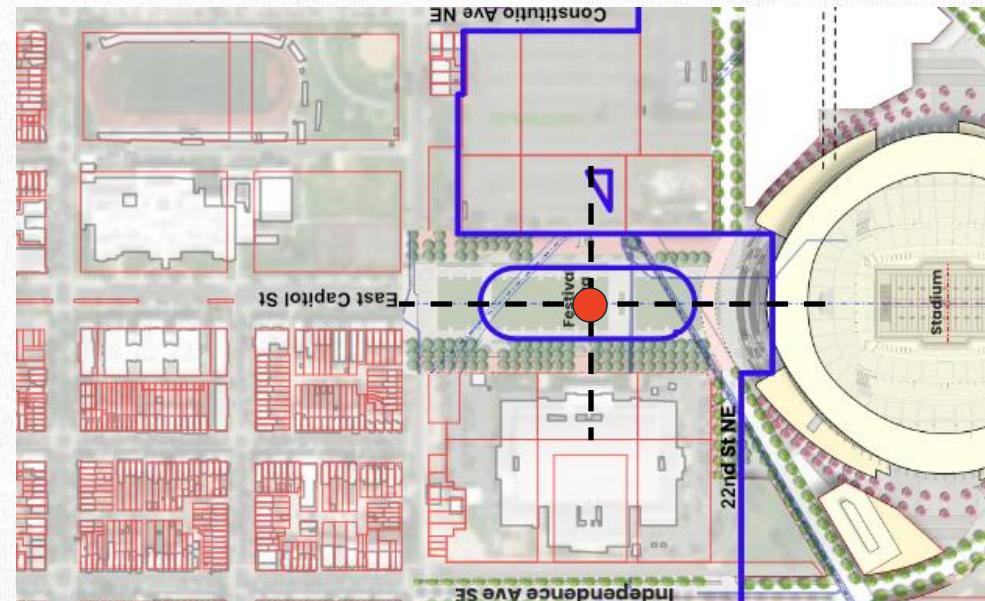
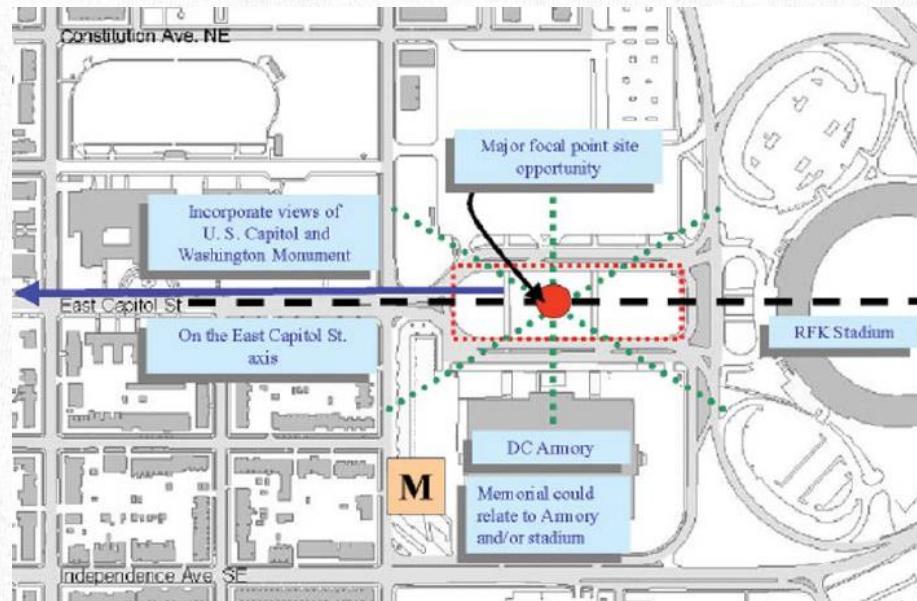
# MEMORIALS AND MUSEUMS MASTER PLAN, 2001



Kingman Island and East Capitol Street east of 19th 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:

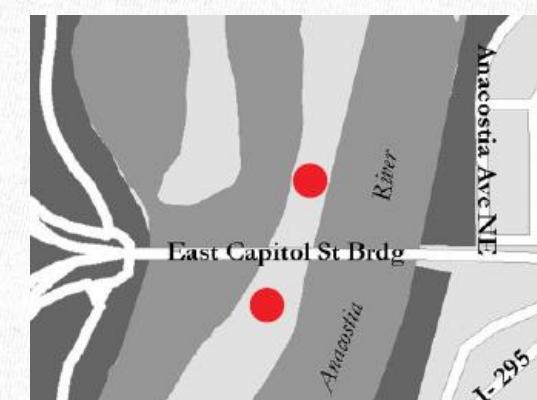
**Kingman Island:** Future memorial could relate thematically to the natural qualities of Anacostia River and strengthen the East Capitol Street Monumental Corridor.

**East Capitol Street east of 19th 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: NCPC, June 2001

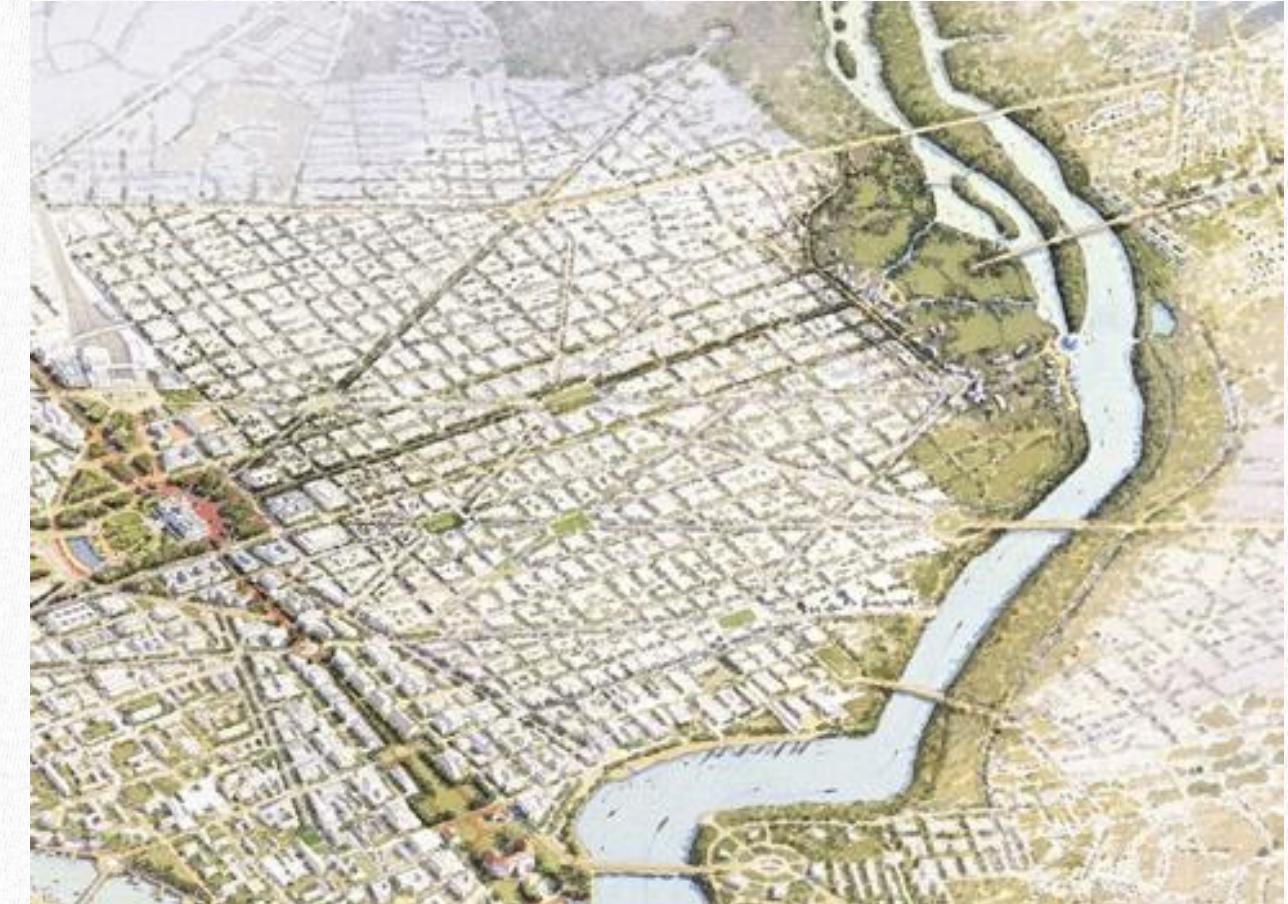




# CONSISTENCY WITH FEDERAL ELEMENTS OF THE COMPREHENSIVE PLAN

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"). The Federal Elements are organized around the four guiding principles and goals. Each guiding principle includes key objectives that frame policy and guidelines within the Federal Elements

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 that is as efficient as possible for federal and non-federal workers. 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: Urban Design; Transportation; Parks and Open Space; Environmental; Historic Preservation; and Visitors and Commemoration.



The Legacy Plan, 1997





# CONSISTENCY WITH FEDERAL ELEMENTS OF THE COMPREHENSIVE PLAN

## Urban Design

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.

## Transportation

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.

## Parks and Open Space

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.

## Environmental

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 capital's identity and must be carefully managed as growth continues. This 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.





# CONSISTENCY WITH FEDERAL ELEMENTS OF THE COMPREHENSIVE PLAN

## Historic Preservation

The Federal Historic Preservation Element sets out the federal government's responsibility to preserve, protect, and rehabilitate 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. It 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.

## Visitors and Commemoration

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 reinforcing physical and visual connections, particularly between the monumental core, downtown, and waterfront areas, to better integrate visitor activity into the urban fabric.

## Not Inconsistent

When evaluated holistically, the proposed stadium will advance the objectives 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, and enhance the visitor experience. Any localized policy tensions will be outweighed by the project's alignment with the Federal Elements' overarching goals. A detailed analysis of how the project is not inconsistent with the policies of these elements when read as a whole – and to the extent the project is inconsistent with any policies, how such inconsistency is outweighed by other competing Federal Element policies and considerations – will be provided with the Preliminary Submission.

