

RFK Campus Stadium Garages

NCPC CONCEPT/PRELIMINARY REVIEW

Submission Date: August 28, 2026



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DC MURIEL BOWSER, MAYOR



Kimley»Horn | DC + **WDG** + maurice**walters** | architect



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2. PROJECT SUMMARY AND BACKGROUND



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The RFK Campus will be developed with a new, state-of-the-art stadium that will accommodate 65,000 people (the “Stadium”). The Stadium will create a year-round activity and entertainment center for District residents and visitors. To support the Stadium, the overall redevelopment of the RFK Campus must include approximately 8,000 parking spaces for the “Day One” opening condition, which will be accommodated by approximately 6,000 new parking spaces in two structured garages and approximately 2,000 existing surface parking spaces.

The two structured parking garages – Garage G1 and Garage G2 – will be located on either side of the Stadium to achieve the most efficient traffic distribution for vehicles accessing events at the Stadium. The garage locations were carefully studied in the master planning phase, with a variety of alternate sites and approaches considered to balance parking demand, access, neighborhood impacts, open space, and future development opportunities. The garages, in their final configuration, are purposefully integrated into the mixed-use fabric of the overall RFK Campus development plan, positioning them not simply as parking facilities, but as important components of the Campus and its long-term transformation.

Garage G1

Garage G1 is a 2,400-space parking structure located south of the Stadium along Independence Avenue. This garage will play an important role in supporting RFK Campus event operations while reinforcing the broader vision for the future mixed-use Riverfront District. Garage G1 is positioned between the Stadium and future development parcels and is intentionally oriented to maintain waterfront access, preserve views, and avoid the concentration of parking and traffic in a single area of the RFK Campus.

The Garage G1 design incorporates nine parking levels within a structure that is articulated on all four sides to further reinforce the garage’s role as an integral part of the RFK Campus environment. The building incorporates visually appealing design, high-quality materials, and architectural screening, and it opens to a welcoming, pedestrian-oriented streetscape. The configuration of Garage G1 also responds to several important site conditions, including its prominent frontage along Independence Avenue, proximity to the Stadium, floodplain requirements, and its relationship to future Riverfront District development. Overall, Garage G1 is conceived to support Stadium operations while establishing an appropriate architectural presence along Independence Avenue, which focuses visual attention on the Stadium.

Two architectural concepts are being evaluated for Garage G1, both of which create a visually pleasing structure that complements the Stadium, future development, and the surrounding public realm, rather than functioning as a traditional standalone parking garage. Key features for both options include pedestrian connectivity to the Stadium, integrated landscaping, a green roof, bioretention and stormwater management elements, and solar panels.

Option One has a complementary architectural form to the Stadium, with a classical organization, exposed columns, and corner pillars that support a rooftop canopy. Option One is clad with a decorative screening depicting an abstract organic pattern. Option Two is comprised of a series of articulated pavilions, also with a classical organization. Option Two is clad with patterned architectural precast and decorative metal screening.

A detailed description of the designs for Garage G1 Option One and Option Two is included in the Design Narrative.

Garage G2

Garage G2 is a proposed 3,600-space parking structure located north and northeast of the Stadium. The garage will serve as a high-capacity parking facility within the RFK Campus. The garage is also strategically positioned to connect directly to the planned roadway network and to be located east of 22nd Street to avoid traffic impacts in the Kingman Park neighborhood. This configuration will also allow event traffic to access the RFK Campus efficiently from major regional routes while minimizing traffic impacts on nearby residential streets and neighborhoods.

The design of Garage G2 emphasizes operational efficiency, multimodal connectivity, and integration with future RFK Campus development. Key features include eight parking levels, bicycle facilities, pedestrian connections to the Stadium, bioretention and stormwater management features, solar panels, architectural screening, and a carefully considered material palette intended to create an attractive urban edge along the new 22nd Street and adjacent public spaces. Planning for Garage G2 was guided by an extensive evaluation of alternative garage locations and configurations, all intended to balance parking capacity, open space, access requirements, neighborhood compatibility, view preservation, and future development opportunities. Overall, Garage G2 is an important component of the RFK Campus’ broader transportation strategy, in conjunction with transit improvements, bicycle infrastructure, pedestrian enhancements, and transportation demand management measures that encourage visitors to use alternative modes of travel.

The architecture of Garage 2 responds specifically to its relationship with the adjacent residential neighborhood and is designed as a series of articulated pavilions that break down its scale. The facades are classically organized with architectural precast and decorative metal panel cladding. A detailed description of the design for Garage G2 is included in the Design Narrative.

Together, Garages G1 and G2 are envisioned as more than functional parking structures. Their architecture, landscape, environmental strategies, and connections to pedestrian and transportation networks are intended to establish high-quality edges within the RFK Campus while supporting the operational needs of the new Stadium and the long-term evolution of the RFK Campus as a mixed-use destination.

Garage G1 & Garage G2

PROJECT SUMMARY

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Design Narrative: RFK Campus Stadium Parking Structures

The two parking garages, Garage G1 and Garage G2, are integral components of the RFK Campus’ identity, mobility network, and public realm. Positioned within and adjacent to existing and emerging neighborhoods, the garages must perform at multiple levels—supporting high-intensity event operations while contributing to a cohesive, engaging, and resilient urban environment year-round.

The garage designs respond directly to context, visibility, and patterns of use. Each garage is shaped by its specific urban condition, balancing the demands of vehicular access with the need for pedestrian-scaled experience, architectural presence, and long-term adaptability. A shared architectural language of structural rhythm, layered façades, durable materials, and expressed circulation establishes continuity between the two structures, while their individual expressions respond to their distinct urban settings.

Garage G1

Garage G1 occupies a prominent position at the western edge of the Whitney Young Memorial Bridge corridor with frontage along Independence Avenue. While the garage will ultimately be incorporated into the development of the mixed-use Riverfront District, its façade along Independence Avenue will remain exposed, establishing a strong architectural presence along one of the Campus’s most visible edges.

The building is situated parallel to Independence Avenue, directly south of the new stadium. This primary elevation is designed as the principal architectural face of the garage, incorporating a clear structural rhythm and integrated façade systems that reinforce identity and orientation. Articulation, patterning, and large-scale elements are calibrated to establish an architectural scale appropriate to the important position and the broader RFK Campus. Two design options are presented for Garage G1, exploring complementary approaches to material expression and façade articulation while maintaining the same underlying urban and architectural principles.

Garage G1 – Option 1

Garage G1 - Option One is conceived as a complementary architectural form that provides a backdrop to the Stadium. Its façade is organized in a classical composition of base, middle, and top, with structural rhythm expressed through exposed columns. Larger pillars at the four corners anchor the massing and contain the vertical circulation elements. The building is clad with a decorative skin of perforated laser cut metal with an abstracted organic pattern. The garage is capped by an elegant rooftop canopy providing a “top” to the composition.

Garage G1 – Option 2

Garage G1 - Option Two is designed as a series of articulated pavilions that break down the scale of the garage to establish a strong relationship with future mixed-use buildings that will be developed in the surrounding area. The façades are organized as a classical composition of base, middle, and top, with architectural precast establishing the primary material expression. Along Independence Avenue, the larger pavilions are separated by vertical reveals clad with decorative perforated metal screening, similar to that proposed for Option One. Structural rhythm is expressed through large columns, while intermediate minor columns provide secondary rhythm and help balance vertical and horizontal proportions. Decorative architectural precast spandrel panels with patterns complementing the decorative metal screening in the reveals conceal the structure and vehicles within while creating a series of “window” openings across the façade. Together, these elements create a façade with depth, texture, and visual interest while maintaining a coherent and beautiful architectural expression.

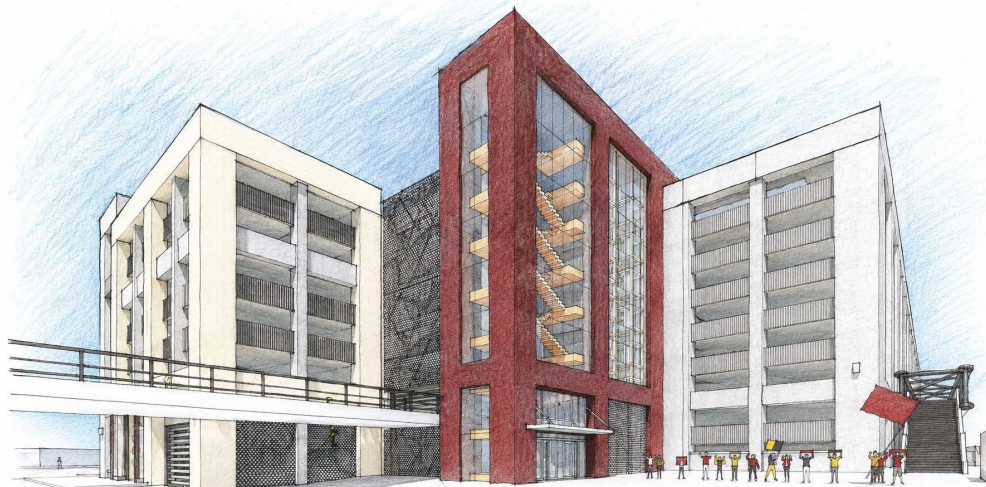
Garage G2

Garage G2 is located north of the stadium across C Street, adjacent to Washington Metropolitan Area Transit Authority rail infrastructure. The building will be experienced most directly by the surrounding Kingman Park neighborhood and the existing Fields.

Accordingly, Garage G2 is conceived as a fully expressed “four-sided” building. All elevations are designed to remain visible as the surrounding area evolves, and each is given equal architectural rigor, responding to a range of viewing distances and approaches. The architecture balances larger scale articulation with pedestrian-scaled detail, ensuring that the building contributes positively to both the stadium environment and the adjacent neighborhood fabric.

Garage G2 is designed as a series of articulated pavilions that break down the overall scale of the structure and create a sympathetic relationship with the surrounding residential neighborhood. The southwest façade, facing C Street, serves as a primary arrival point for stadium visitors and is designed to emphasize vertical circulation. Stairs and elevators are expressed architecturally to support intuitive wayfinding, efficient crowd movement, and a strong visual identity. The northeast façade, facing the WMATA tracks and The Fields, is composed of a series of larger pavilions with reveals featuring larger, clad in a decorative metal screening. This façade features a pedestrian bridge running the length of the garage, above the WMATA tracks, providing a distinctive architectural feature for fans to circulate to and from the stadium and an exciting communal space to enjoy views to The Fields and the Anacostia River to the east. The northeast façade, facing the new park, is articulated into two pavilions, and is activated with a bike valet at the ground floor. The ground plane is designed as a larger plaza for community uses such as farmers markets and other gatherings and providing direct access to The Fields for the Kingman Park neighborhood.

The northwest façade facing 22nd Street is articulated into a series of smaller pavilions with alternating colors, breaking down the scale of the garage facing the Kingman Park neighborhood. This façade features decorative metal screens at the reveals between pavilions, providing a rich and visually interesting pedestrian experience.



Circulation, Experience, and Architectural Expression

Vertical circulation is central to both the operational performance and architectural identity of the garages. Systems are designed to accommodate peak event-day volumes with clarity and efficiency, reducing congestion and enhancing user experience. Stairs and elevators are strategically located, visible, and where possible expressed as architectural features, which will orient visitors and improve the overall experience and composition of the buildings.

Where feasible, stairs are opened to create visual connections to key landmarks, including the stadium, the U.S. Capitol to the west, and the Anacostia River corridor to the east. These elements transform circulation from a purely functional requirement into an opportunity for orientation, daylight, and engagement with the broader civic landscape.

Vehicular entry and exit points are clearly defined and integrated into the architectural language of each structure. These portals are designed for maximum legibility, supporting efficient ingress and egress while reinforcing the massing, rhythm, and identity of each building.

Views, Activation, and Event-Day Experience

Both garages are designed to capitalize on their unique vantage points within the Campus. Upper levels provide opportunities for tailgating and other event-related activities, and the roof levels are articulated with lightweight canopy structures supporting photovoltaic installations, providing shade while contributing to the project’s long-term sustainability goals.

Façade Strategy and Material Expression

The façades of both garages are developed as layered systems that balance performance, vehicular screening, durability, and visual richness. Architectural precast concrete is enhanced through patterns created by form liners, creating depth and character that respond to both large-scale visibility and the close-up pedestrian experience.

Supplemental façade systems, including metal panels and mesh screens, are used to provide variation, depth, and screening while reinforcing the layered character of the architecture. Selected façade elements incorporate an abstracted organic pattern, introducing visual variation and further differentiating the garages.

Sustainability and Flexibility

Sustainability is embedded within the garage designs in the form of immediate performance and long-term flexibility. For example, both garages are designed to support phased implementation of electric vehicle infrastructure and to accommodate solar installations. Natural ventilation strategies reduce operational energy demands, while material selections prioritize durability and low maintenance.

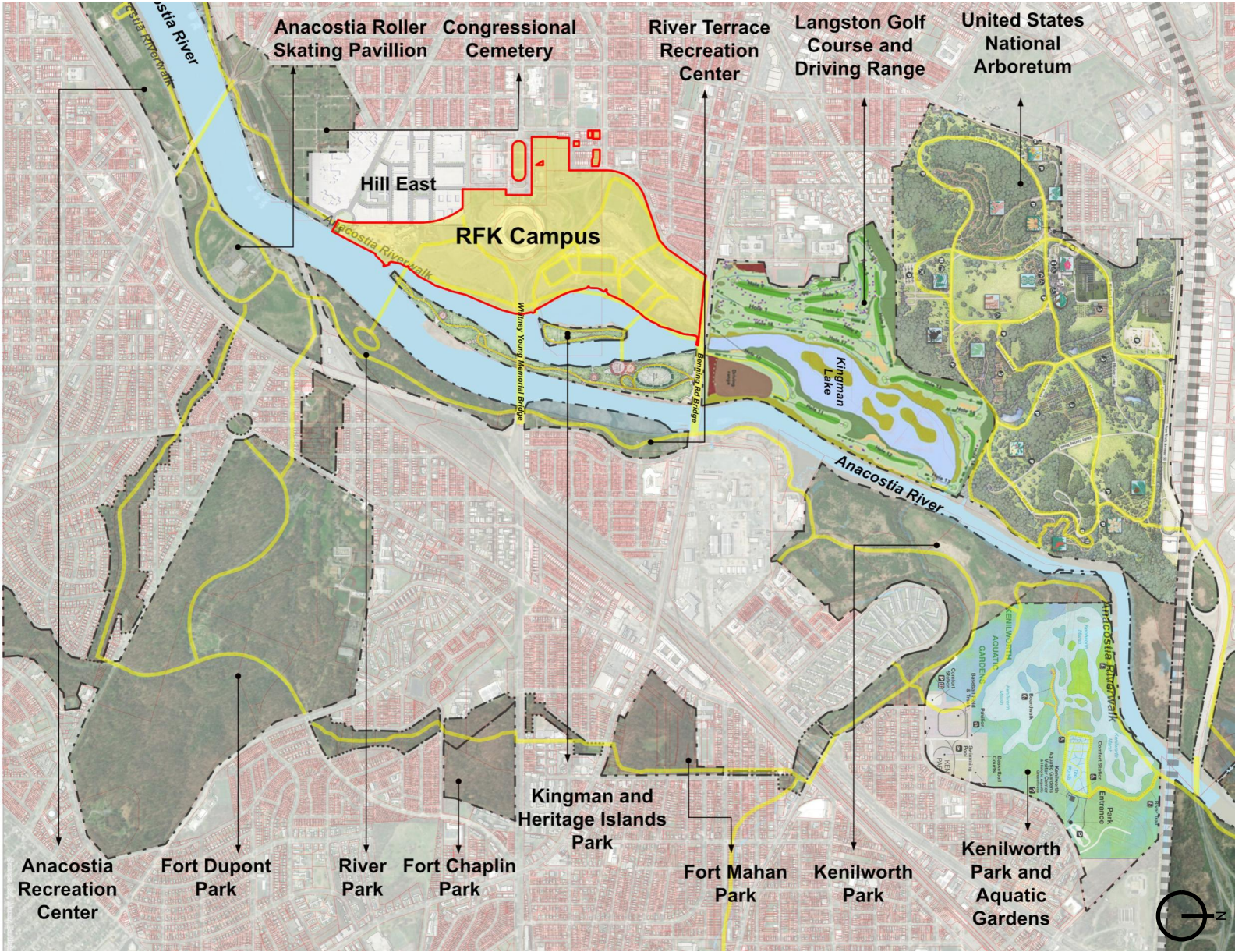
Importantly, the structures are conceived with flexibility for other uses when not being utilized for event parking. A range of additional uses are envisioned such as bicycle gatherings and facilities, farmers markets, artists and artisan markets, food truck “rodeos”, outdoor movies on the north side of Garage G2, and public art installations.

Conclusion

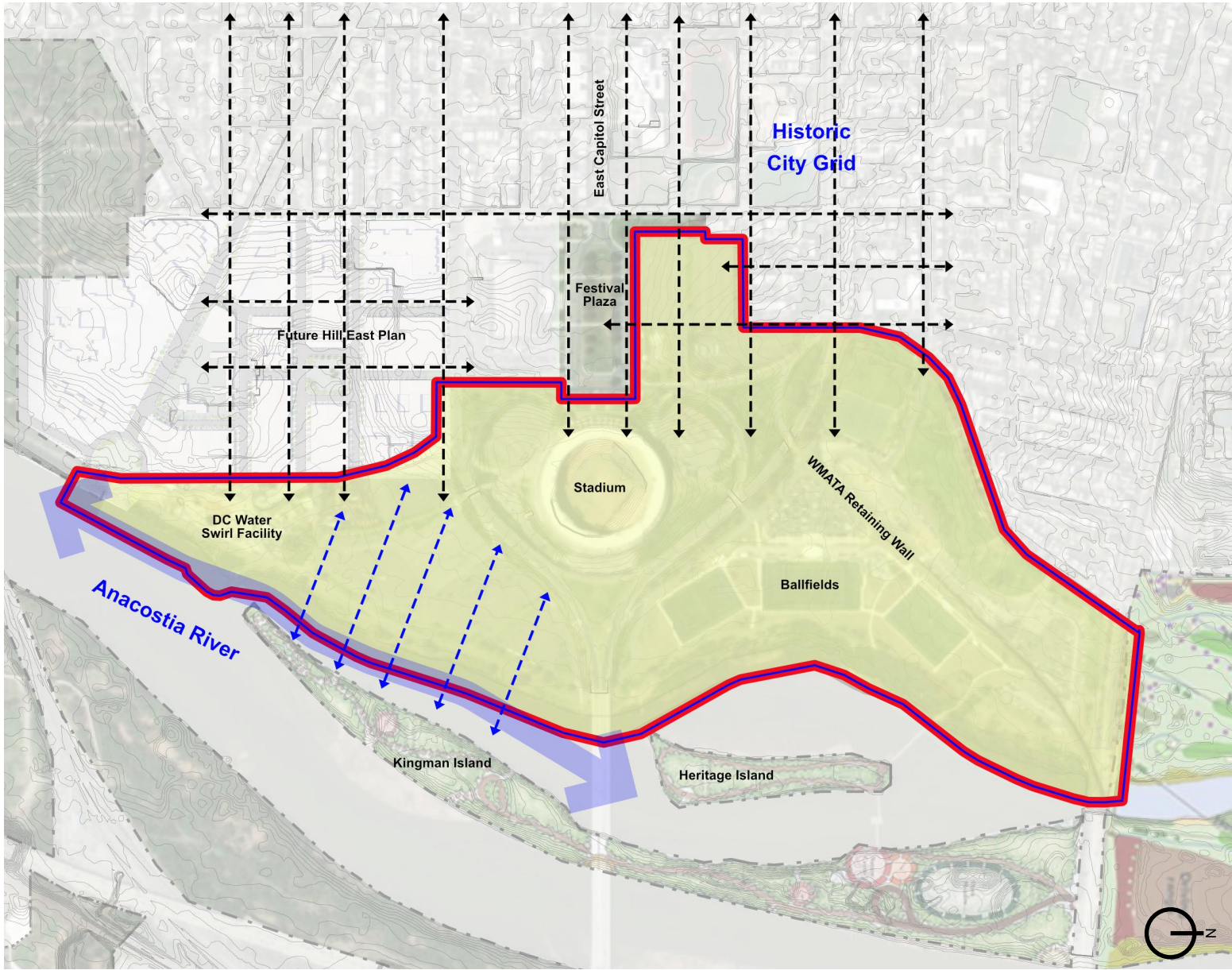
Garage G1 and Garage G2 establish a cohesive yet contextually responsive architectural framework for parking within the RFK Campus. Garage G1 addresses the larger scale of Independence Avenue and the Whitney Young Memorial Bridge, while Garage G2 engages directly with The Fields, WMATA infrastructure, and the Kingman Park neighborhood.

Together, the structures integrate necessary parking infrastructure into the larger civic and urban framework of the RFK Campus. Through their response to context, architectural expression, public realm, environmental performance, and long-term adaptability, Garage G1 and Garage G2 are conceived to support the intensity of event days while contributing to the everyday experience of the surrounding district.





Anacostia River Landscape Network
The RFK Campus is a missing piece of the larger Anacostia River open space network.



Regulating Lines
Located at the end of a key historic axis, the RFK Campus responds to the L'Enfant Plan of Washington, DC from the west and the edge of the Anacostia River on the east.

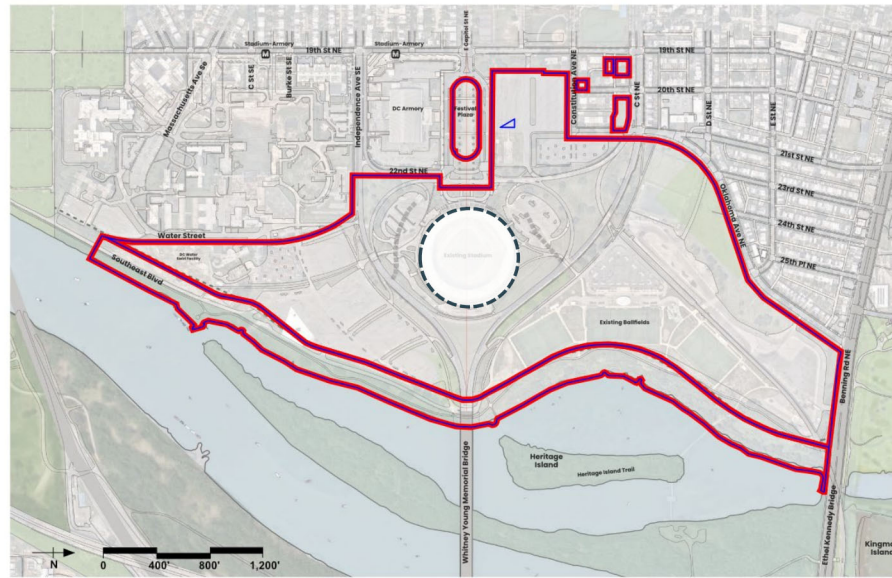
Master Plan Background

CITY-WIDE CONSIDERATIONS

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1.

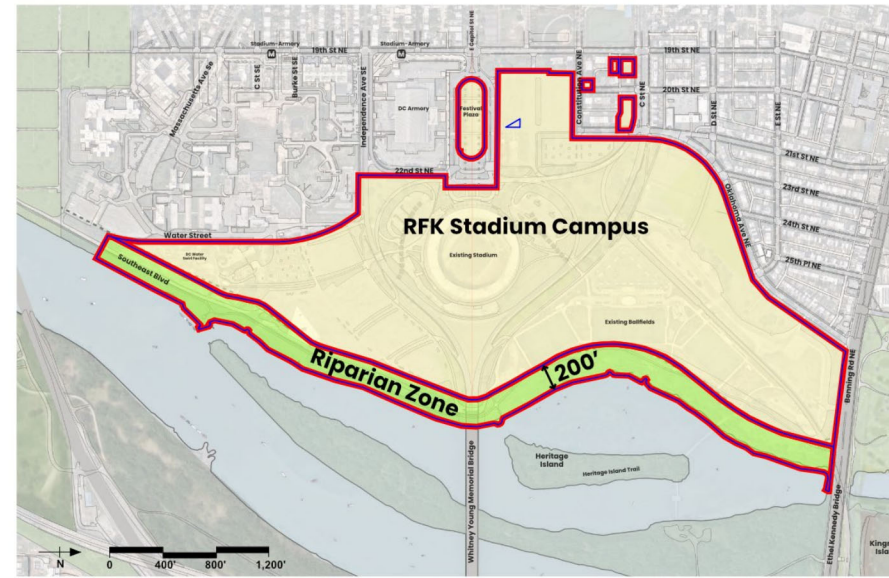
TOJ Boundary and Stadium Location



The area of the RFK Campus is 180 acres and the Stadium will be located in generally the same location as the original stadium footprint.

2.

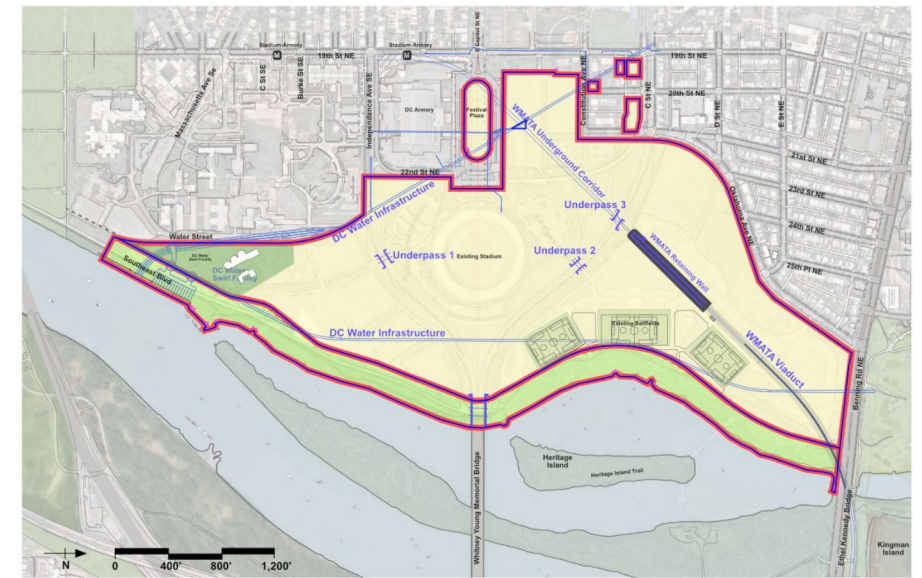
Riparian Zone (30 acres)



The 200' deep Riparian Area along the Anacostia River (30 acres) must be maintained with its current uses only.

3.

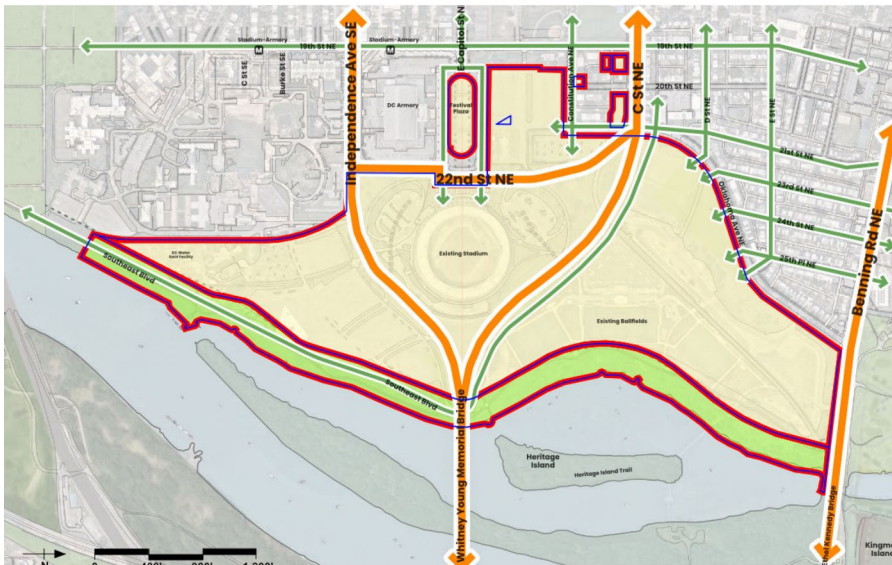
Existing Infrastructure & Ballfields



The WMATA retaining wall and viaduct, three underpasses, the ballfields, and underground DC Water infrastructure will all remain on the RFK Campus.

4.

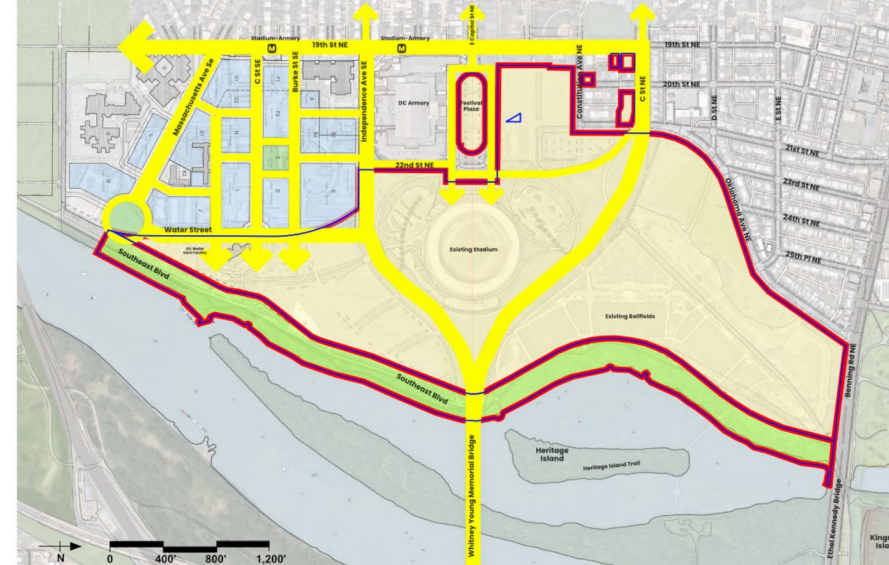
Existing Streets



Independence Avenue SE and C Street NE will retain their original alignments and orientation, with improvements within the right-of-ways.

5.

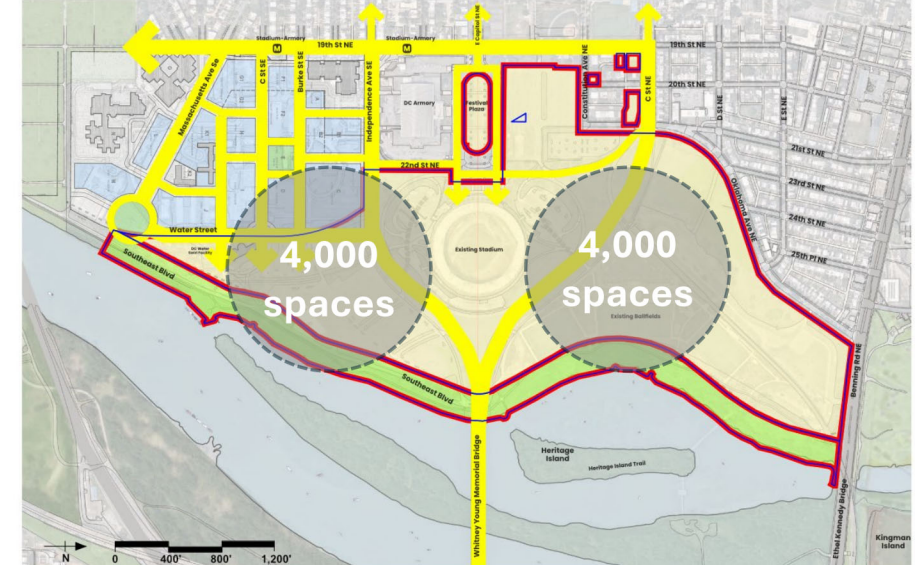
Future Hill East



The Office of Planning's RFK Master Plan takes into account the streets and blocks of the future (approved) Hill East master plan.

6.

Stadium Parking Requirement



The Stadium parking requirement has been determined to be 8,000 spaces on event-days. These spaces should generally be dispersed equally on the two sides of the Stadium.

Master Plan Background

SIX KEY SITE GIVENS

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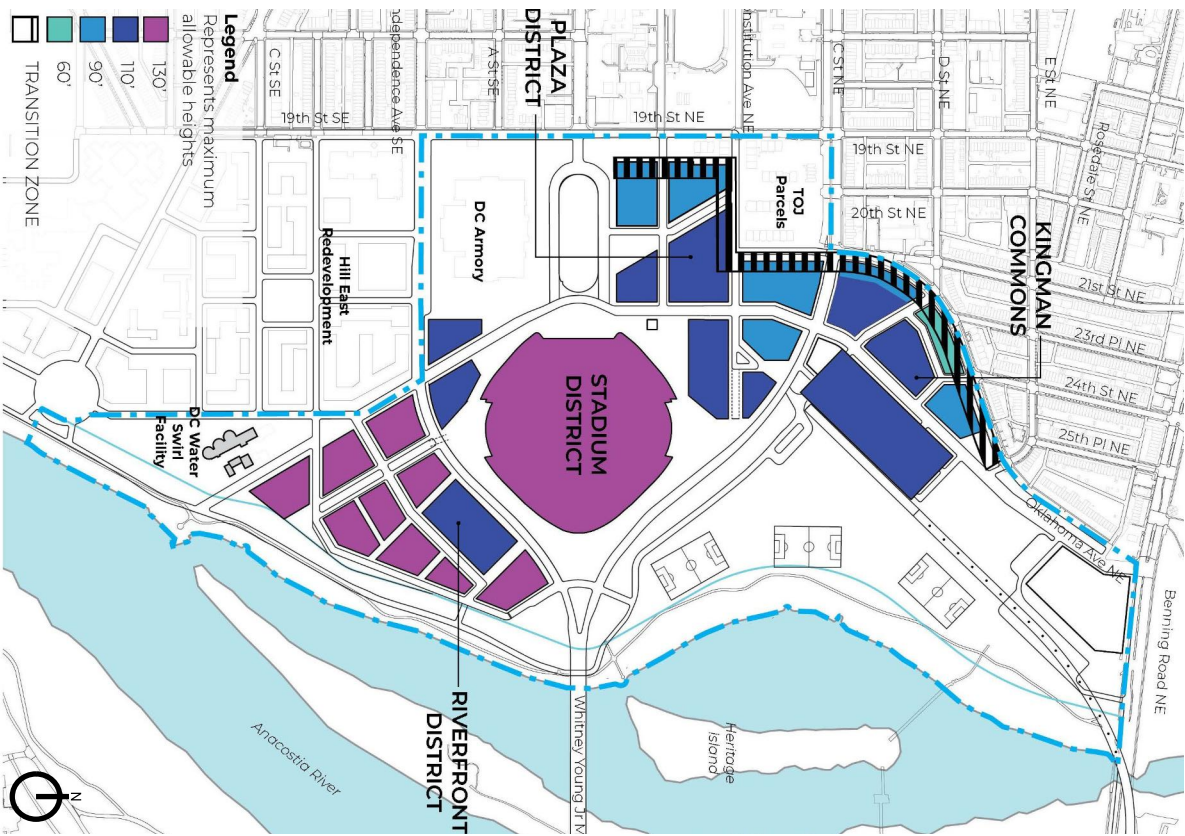
Parks and Open Space

The RFK Campus is required to set aside 30% (approx. 45 acres) for parks and open space, in addition to the 30 acres of Riparian Area. The size of the garage footprints must accommodate this requirement.



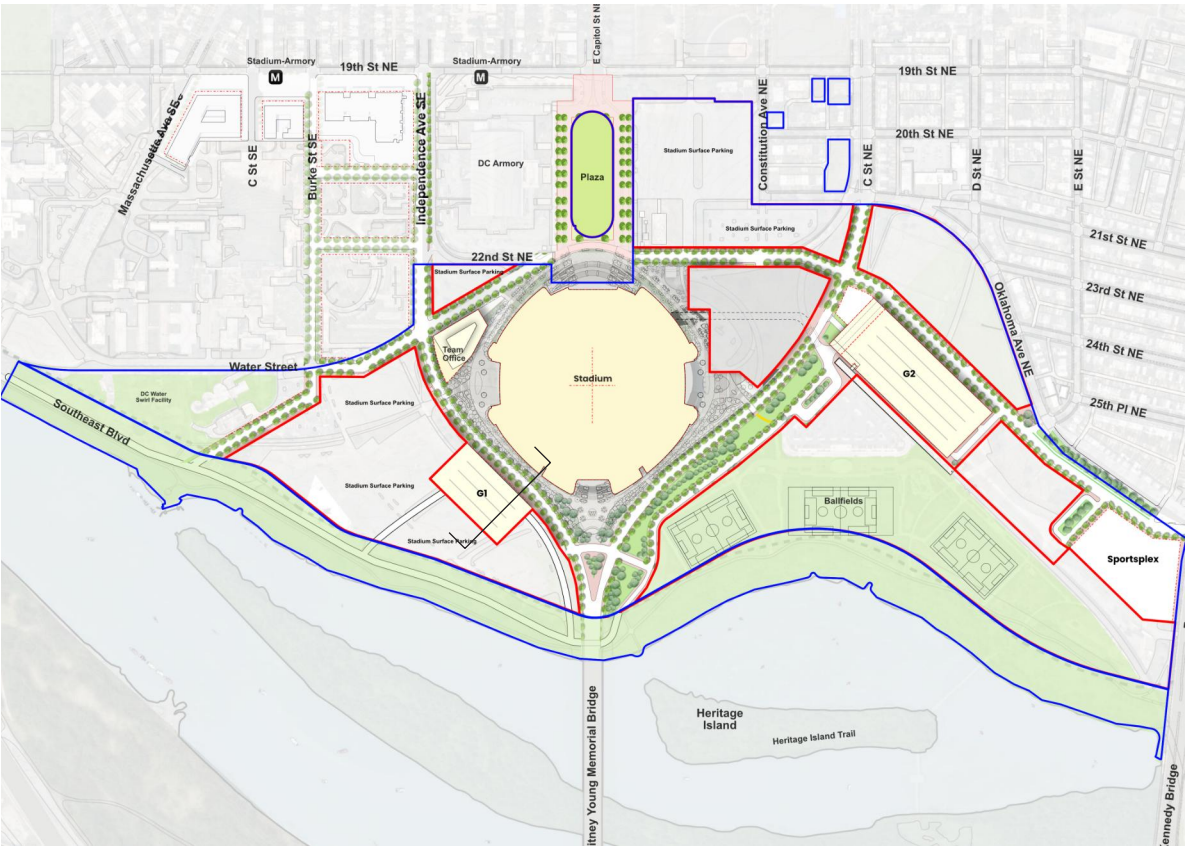
Three Distinct Neighborhoods

The Master Plan stipulates a variety of mixed use and residential districts. Garage footprints are located so as to not concentrate parking in any one district and minimize the appearance of parking structures from existing neighborhoods.



Maximum Allowable Heights

Garage heights are limited to 110 ft. to reduce visibility from adjacent community and minimize impacts on important vistas.



Day One and Parking

The parking requirement determined for the Stadium is 8,000 spaces. Parking is distributed equally on the north and south sides of the Stadium. On Day One, approximately 6,000 spaces will be available at G1 and G2.

For the full build-out condition, the plan assumes 1,600 underground parking spaces at the Riverfront District. This underground garage will alleviate flood plain and feasibility concerns for the future Riverfront District.



Enhance North-South Multi-modal Connections!
 “Protect residential areas from event related disruptions.”
 “Enhance accessibility and connections.”



Access Garages Without Disrupting Neighborhood Streets, Especially Oklahoma Avenue!
 “Do not concentrate Parking in Kingman Park District.”
 “Minimize appearance of surface Parking and Garages.”

Master Plan Background

WHAT WE HEARD: COMMUNITY ENGAGEMENT

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2.7

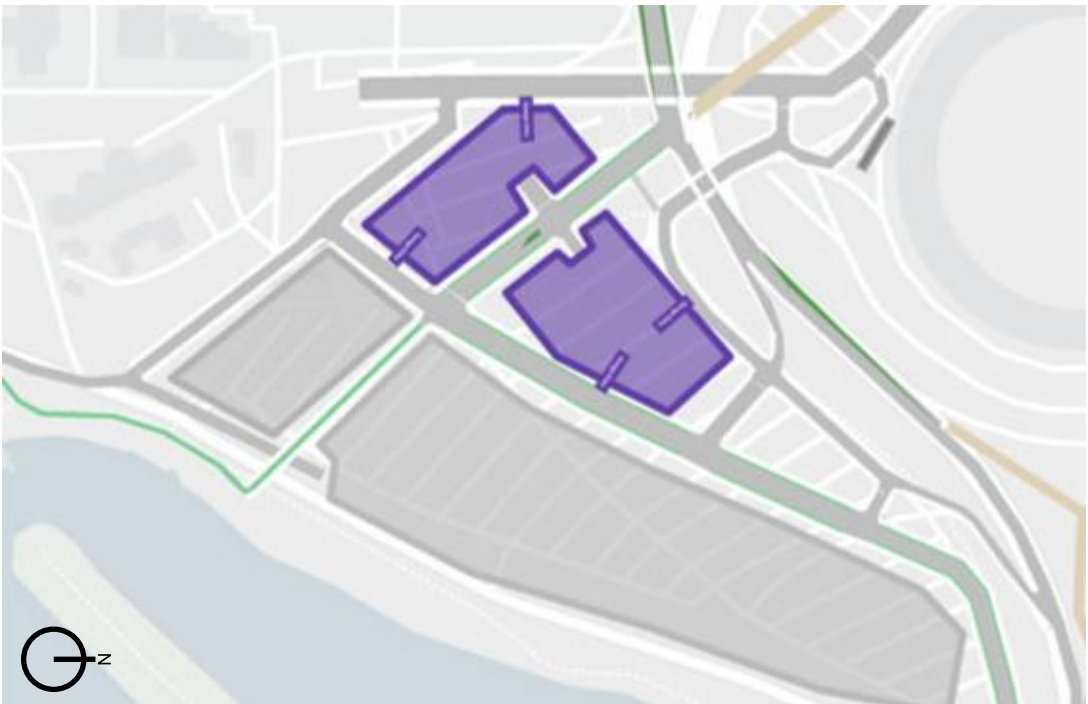
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Approx. 1,000 surface parking Spaces, with no above-grade garage in Riverfront District.

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



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

Option not feasible because it is inefficient, and severely compromises developable area in Riverfront District and adversely affects connections to and views from Hill East.



One garage along Swirl Facility with approx. 3,700 spaces.

Option not feasible because it severely compromises developable area in the Riverfront District and adversely affects connections to and views from Hill East.



Deep garage configuration in Riverfront District with approx. 2,400 spaces.

Option not feasible because it severely compromises developable area in Riverfront District and creates inefficient residential footprints along the waterfront.



One large garage with approx. 5,000 spaces.

Option not feasible due to community opposition to size, traffic impacts, and parking consolidation. Eliminates access and views to the waterfront and removes ballfields.



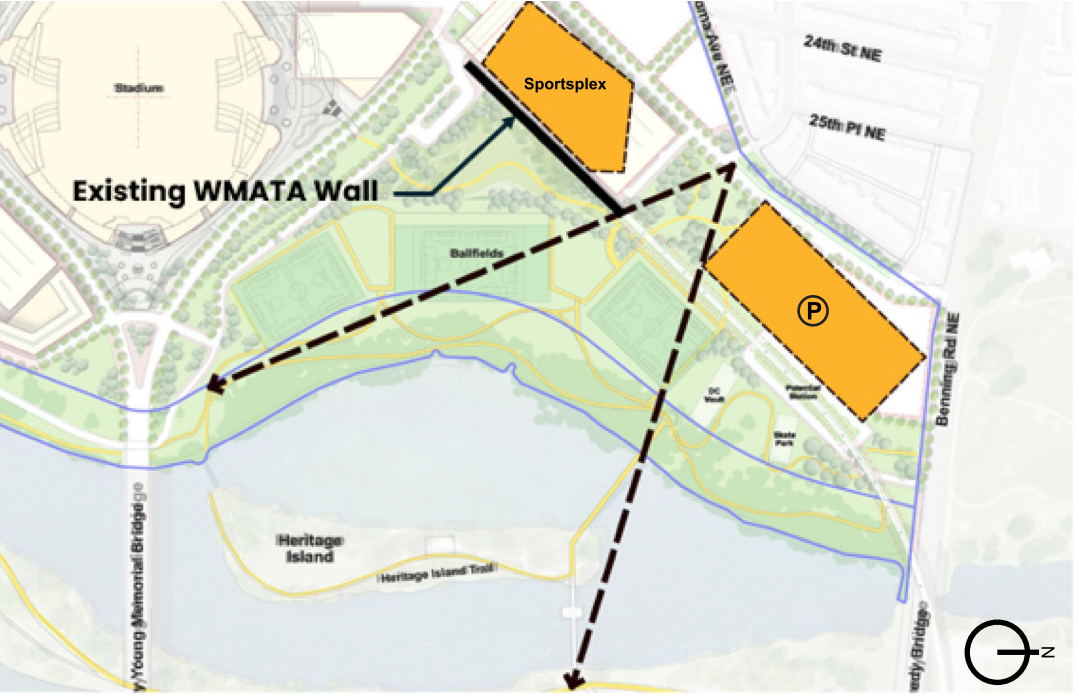
Two separate garages with approx. 4,900 spaces.

Option not feasible due to community opposition to providing two garages. Limits views to the waterfront.



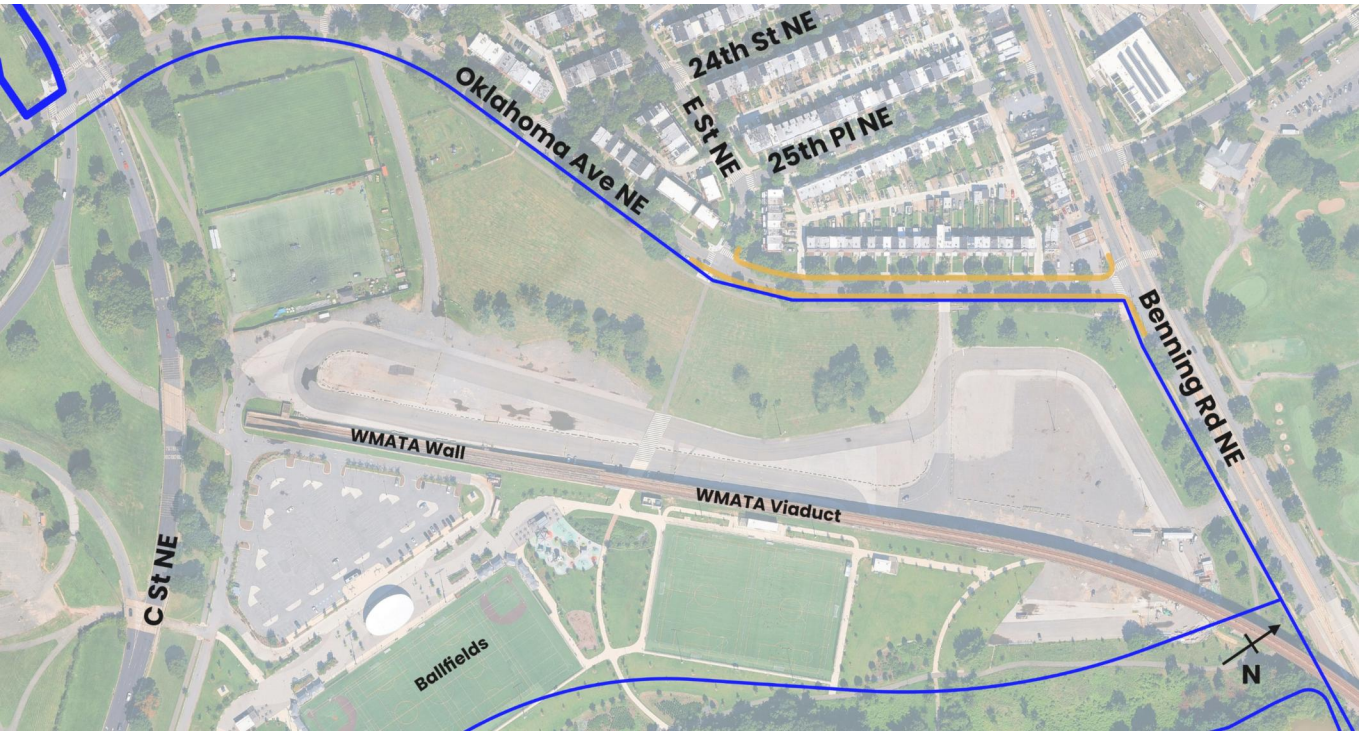
Rotated garage orientation with approx. 3,500 spaces.

Option not feasible due to conflicts with WMATA infrastructure; inefficient ramping system.

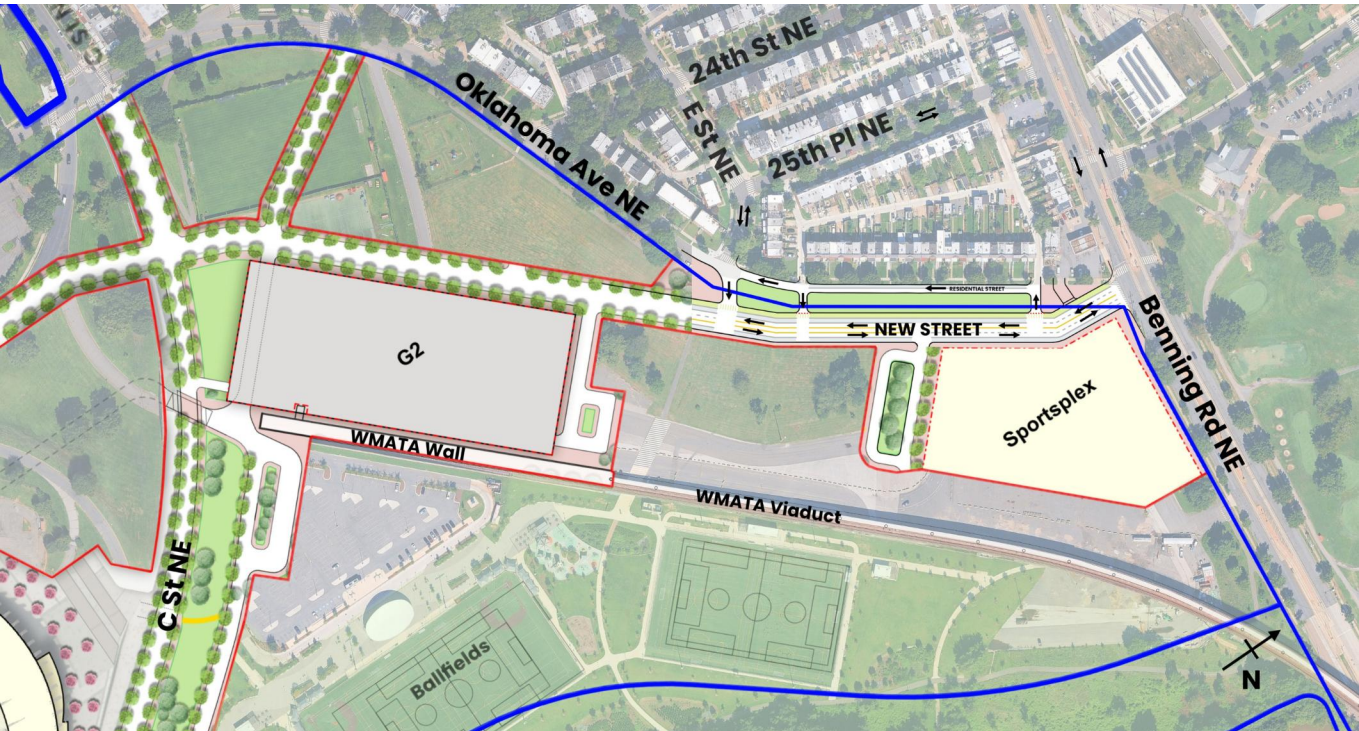


Garage located at Benning Road with approx. 3,500 spaces.

Option not feasible due to distance from stadium.



Oklahoma Avenue Existing Alignment
 Oklahoma Avenue is a residential street.
 Residents are concerned about heavy traffic flows through their neighborhood on event days.



Oklahoma Avenue Proposed Re-Alignment
 The Master Plan proposes a new street to go through the RFK Campus in order to access G2.
 This alignment suggests a smaller residential street to maintain residents' access to their homes that can be closed to event-day traffic.

Small Linear Parks in Residential Neighborhoods



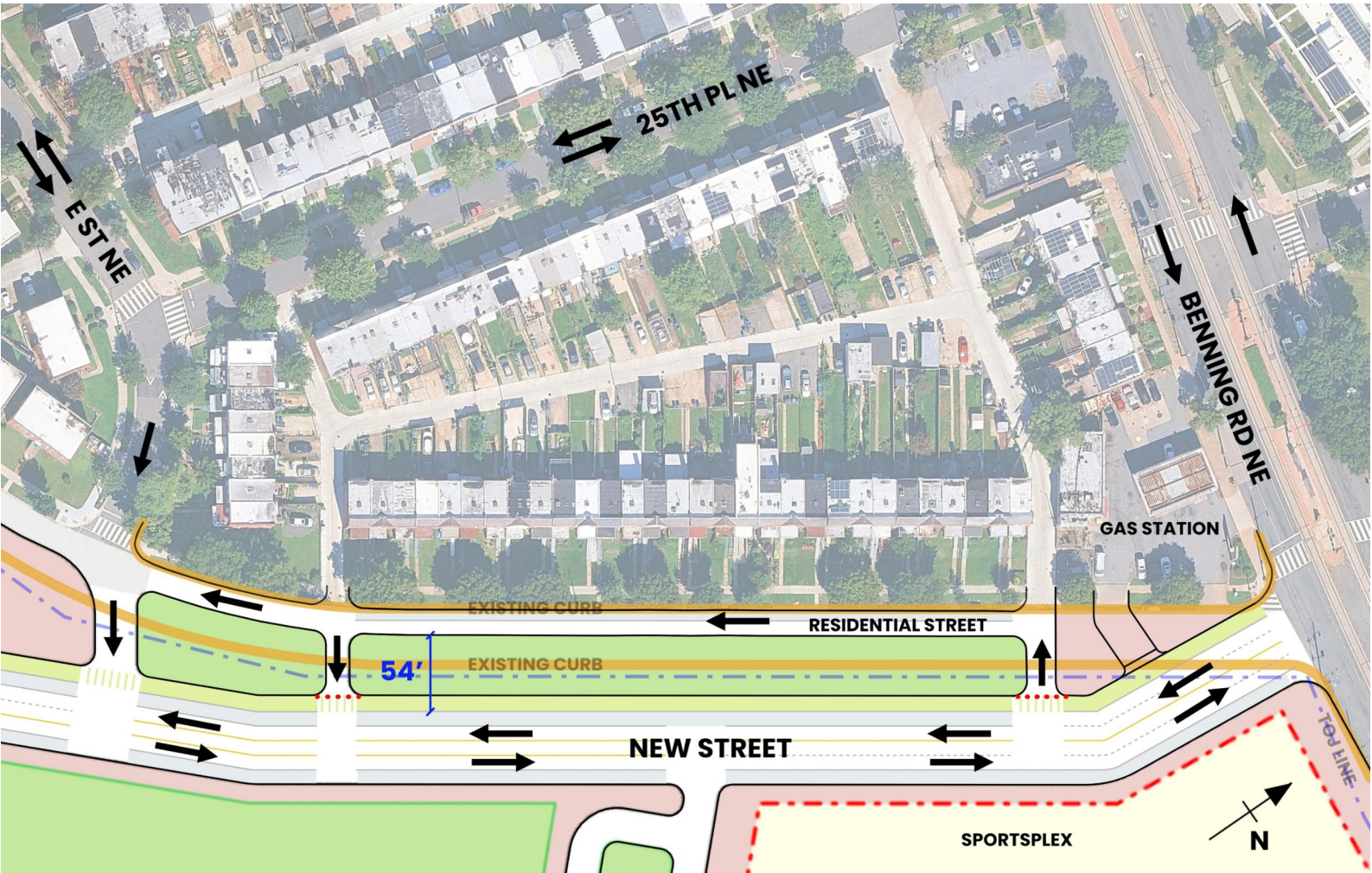
South Park, San Francisco



Union Park, Boston



Sonder Boulevard, Copenhagen



A New Linear Park
 The reconfiguration of Oklahoma Avenue creates the opportunity for a new linear park as a front door for the Kingman Park community.
 This park would serve as a visual landscaped buffer to the stadium traffic and WMATA wall and viaduct.

Note: Roadways illustrated are preliminary and subject to change, including lane configurations, parking, intersection spacing, details, etc.

Master Plan Background

OKLAHOMA AVENUE RE-CONFIGURATION

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		2026				2027												2028				2029				2030			
Milestone		S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
CFA Concept Review Meeting	September 17, 2026	●																											
NCPC Concept / Preliminary Review Meeting	October 1, 2026		●																										
Concept Design Complete	November 2026			●																									
Schematic Design Complete	March 2027							●																					
NCPC Final Review Meeting	June 3, 2027 [*]										●																		
Design Development Complete	July 2027											●																	
Submit for Foundation-to-Grade Permit	Q3 2027												●																
CFA Final Review Meeting	October 21, 2027 [*]														●														
Submit for Building Permit	Q4 2027														●														
Begin Construction	Q1 2028																	●											
Construction Complete	Q3 2030																											★	

*Anticipated Dates



Garage G1 & Garage G2

VICINITY MAP

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SUBMISSION DATE: 28 AUGUST 2026



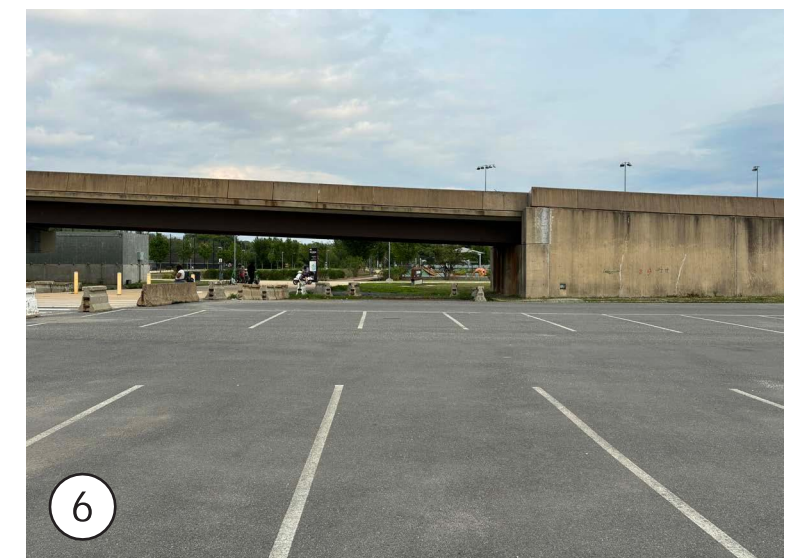
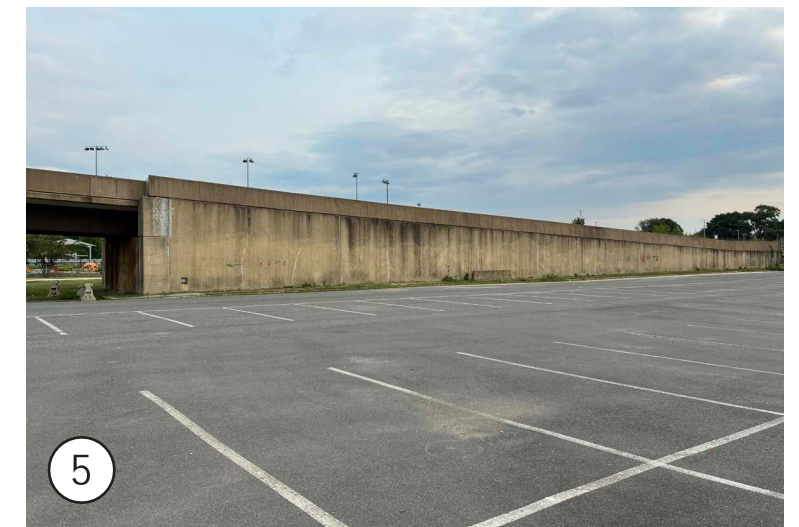
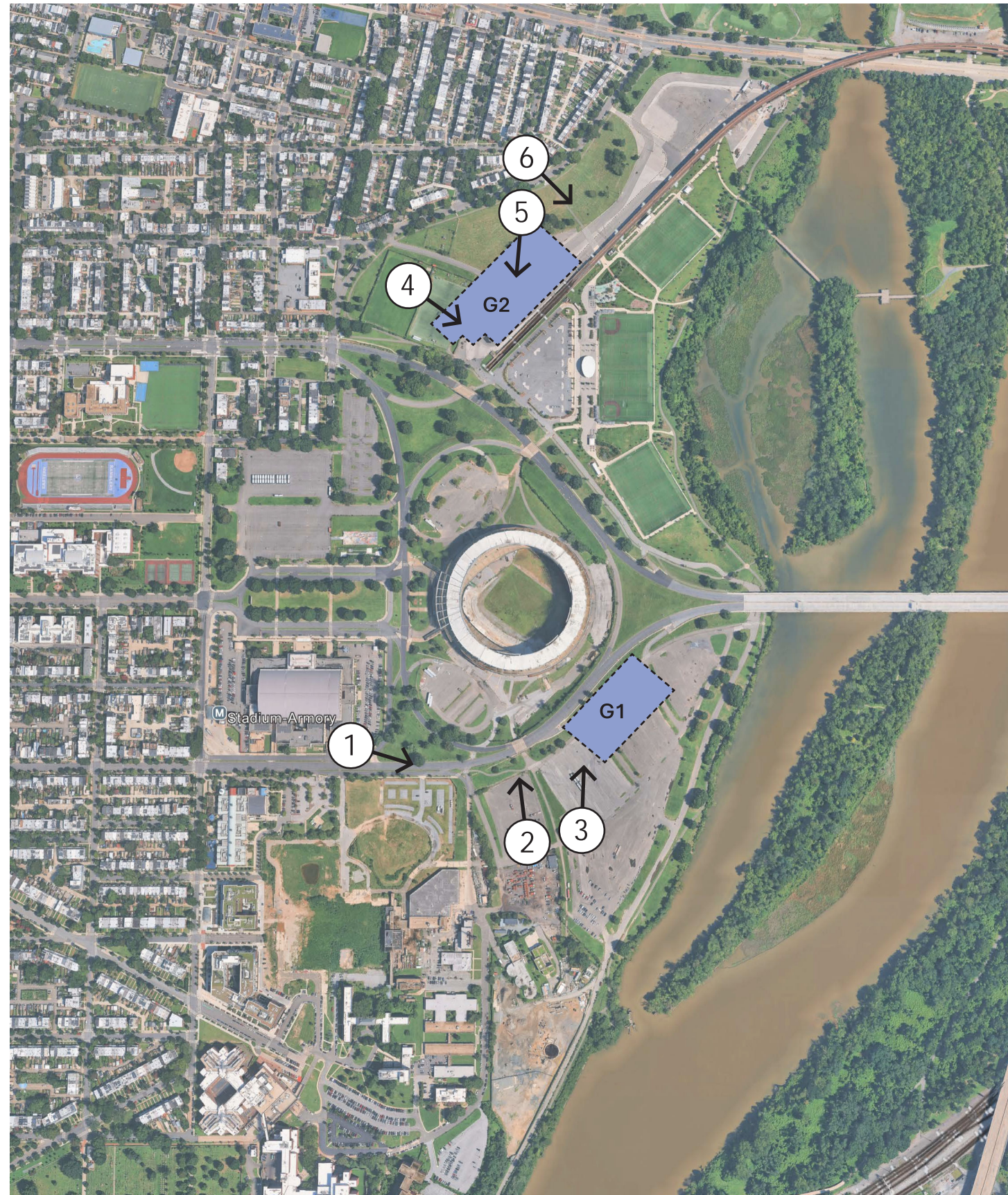
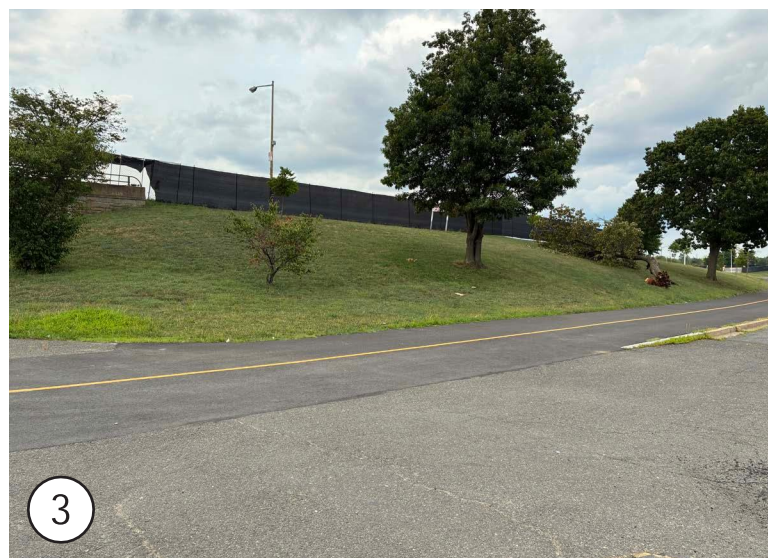
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2.12

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Garage G1 & Garage G2

EXISTING SITE CONDITIONS

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3. GARAGE G1 - DETAILED PROJECT INFORMATION AND DRAWINGS OPTION 1



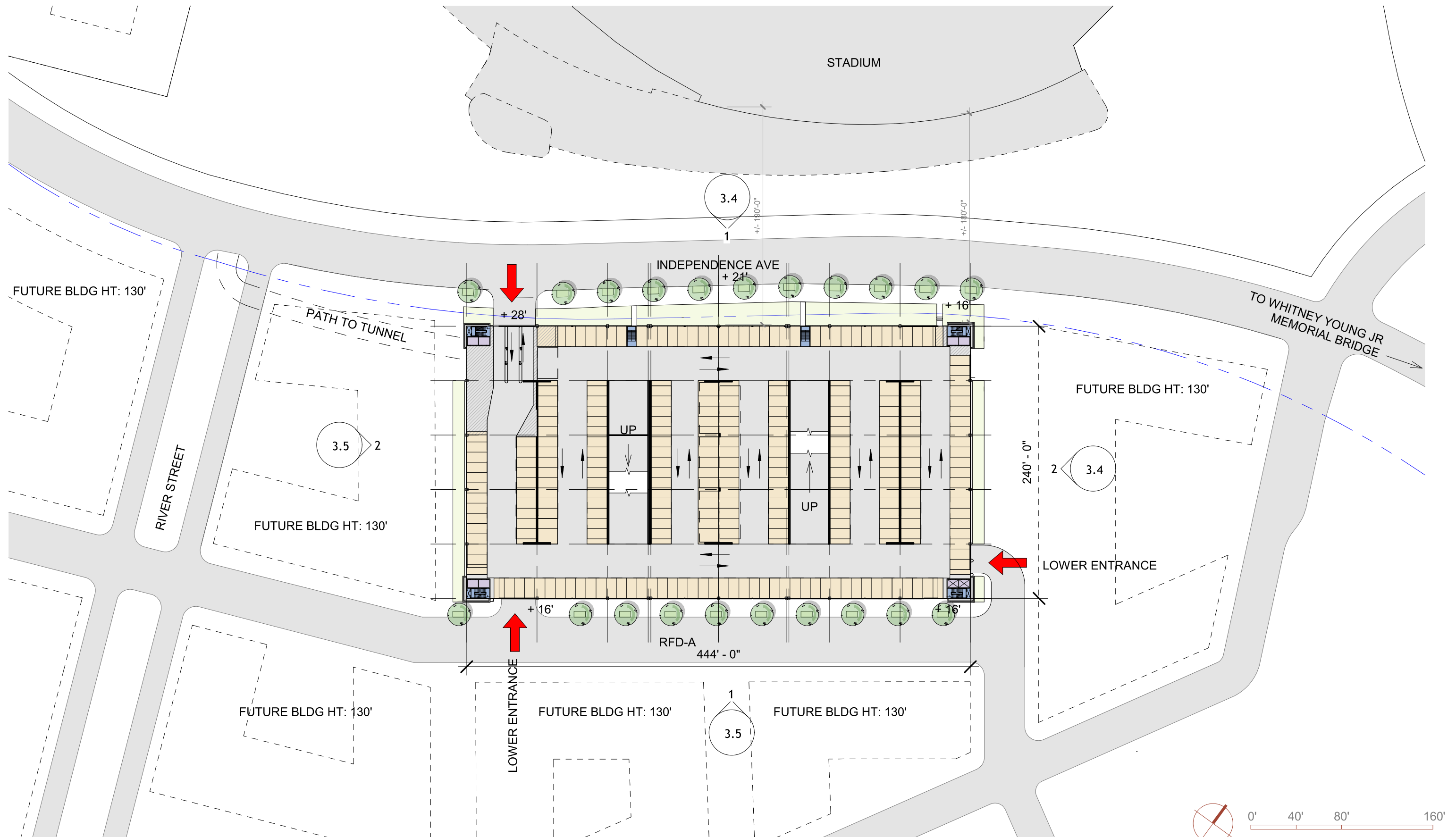
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Garage G1

GROUND FLOOR PLAN - OPTION 1

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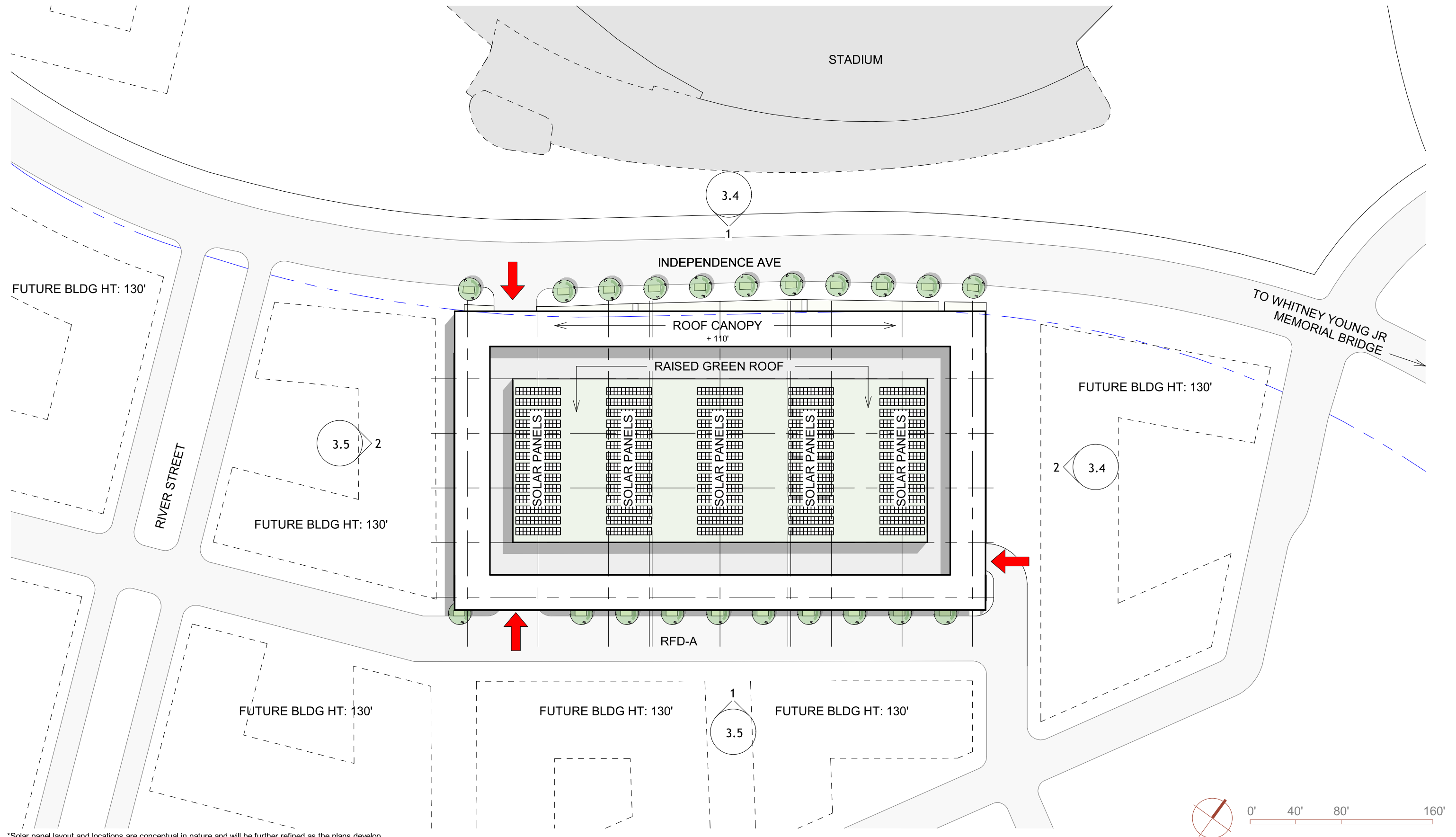
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Garage G1

ROOF PLAN - OPTION 1

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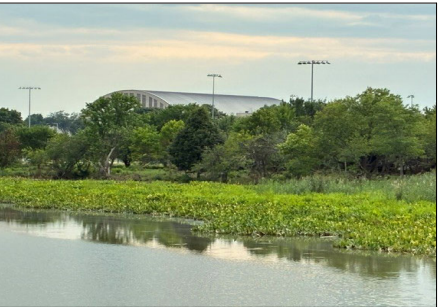
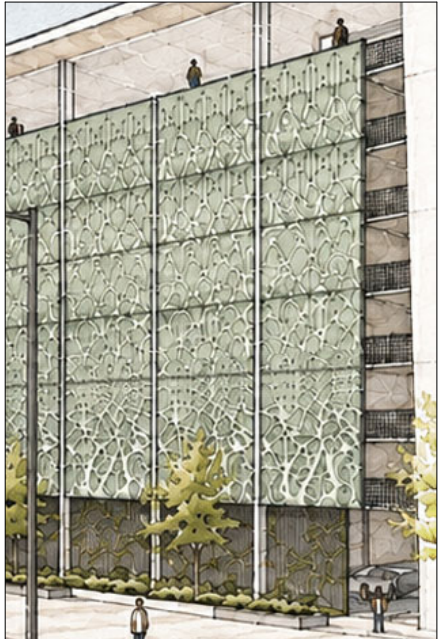
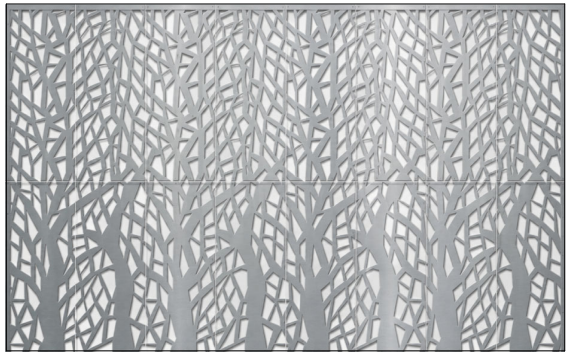
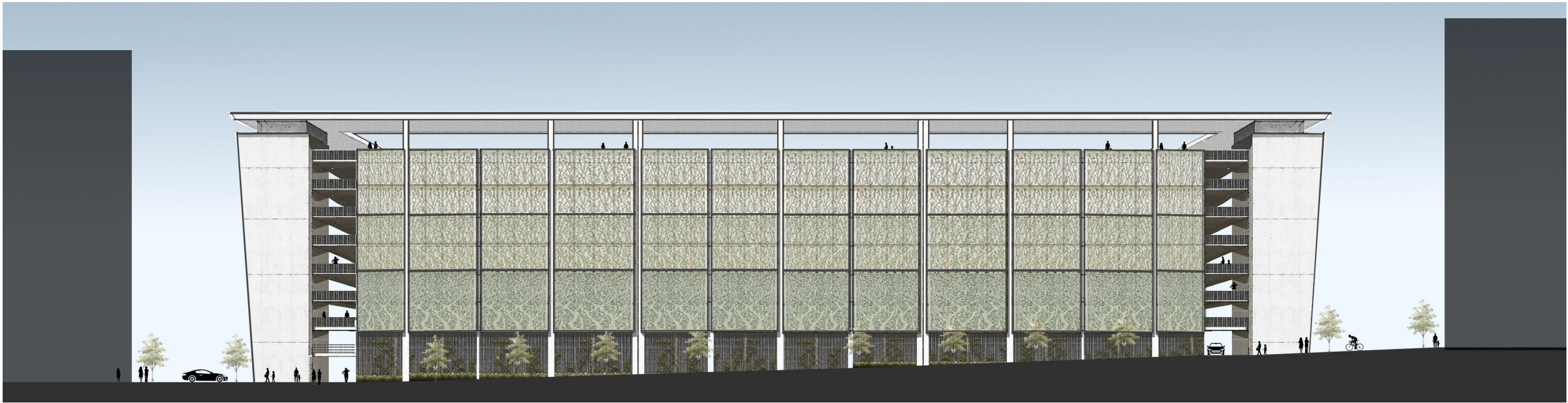
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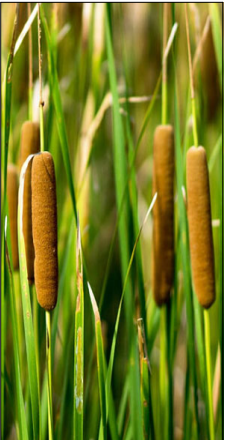
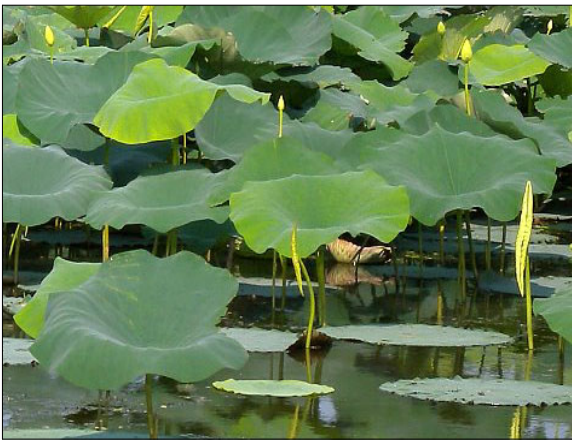
Wild Rice

One of the amazing plant species in the Anacostia watershed is Wild Rice. Wild Rice (*Zizania aquatica*) is a type of grass that is native to North America. It is an annual plant that grows in a moist, aquatic habitat as the name suggests. The genus *Zizania* has 4 species, 3 of which are on this continent. Historically, Native Americans harvested the grain for hundreds of years. Although still abundant in the wild, we cultivate it in America for cereal and other sources of carbohydrates. Wild rice plants are about 3.3 to 10 ft tall and are topped with a large open flower cluster. While the cultivated North American species are both annual plants, the other two species are perennials. The ripened grains, dark brown to purplish black, are slender rods 0.4 to 0.8 in long. The U.S. species of wild rice plants can be found in Canada, parts of the Great Lakes, Texas, Florida, and the Gulf and Atlantic coasts. Wild rice grows in streams, river, or lakes. They prefer shallow water with a slow current and muddy substrate. Rice reproduces sexually, producing bisexual flowers that develop into fruits after pollination and fertilization. During reproduction, the stigma catches pollen from the stamens and conducts it down to the ovary, when it contacts with the ovule and fertilization occurs. Rice is self-fertile as fertilization occurs by the pollen of the same flower. The grain is the seed of the rice plant, a fertilized and ripened ovule containing a live embryo capable of germinating to produce a new plant. The grain of this grass is a food source for humans and animals alike. Birds are the main beneficiaries of the nutrient-rich grains in the wild. The grain is also eaten by dabbling ducks and other aquatic wildlife.



Wild Rice
Tim Ervin

<https://www.nps.gov/keaq/learn/nature/freshwaterplants.htm>



Garage G1

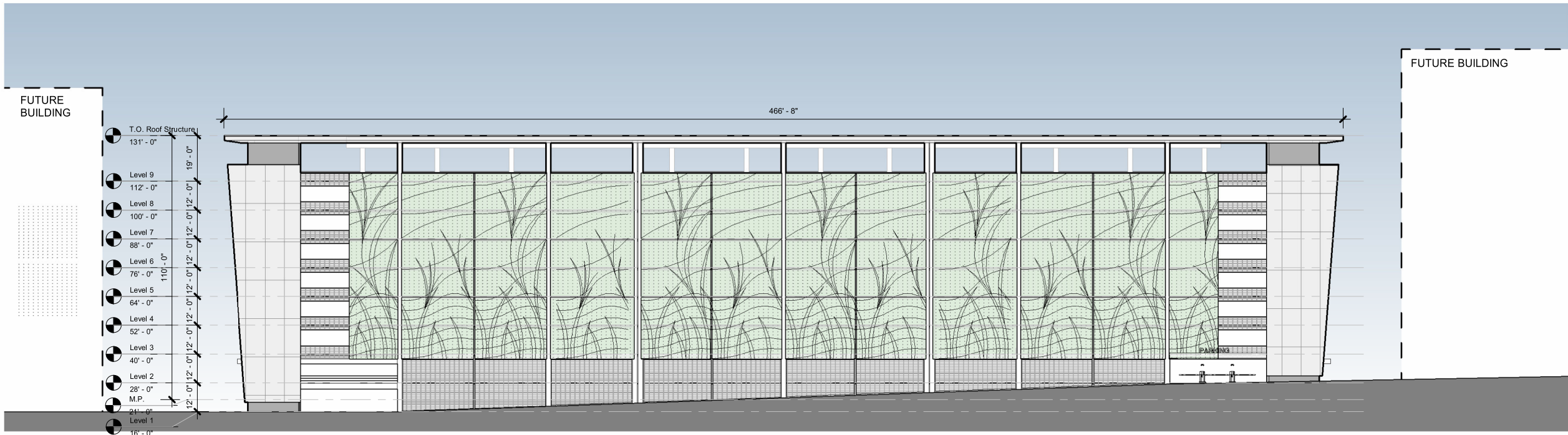
PRECEDENT IMAGERY - OPTION 1

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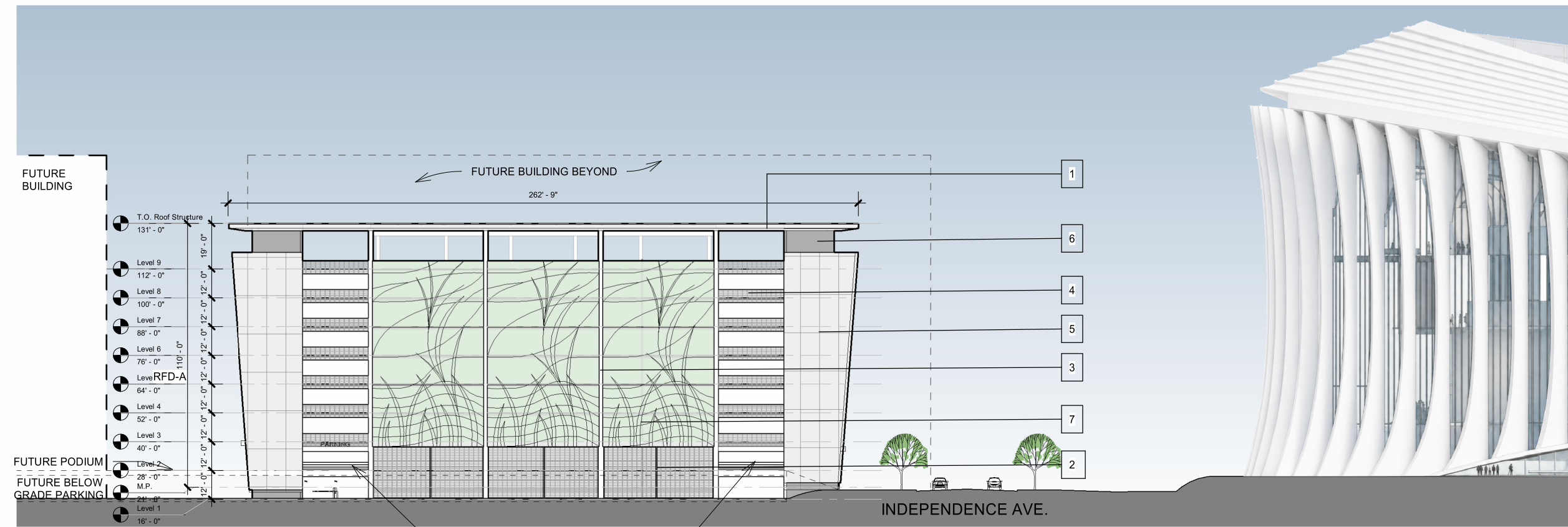


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1 NORTH ELEVATION - 1A
1" = 50'-0"



2 EAST ELEVATION
1" = 50'-0"

Garage G1

N. & E. ELEVATIONS - OPTION 1

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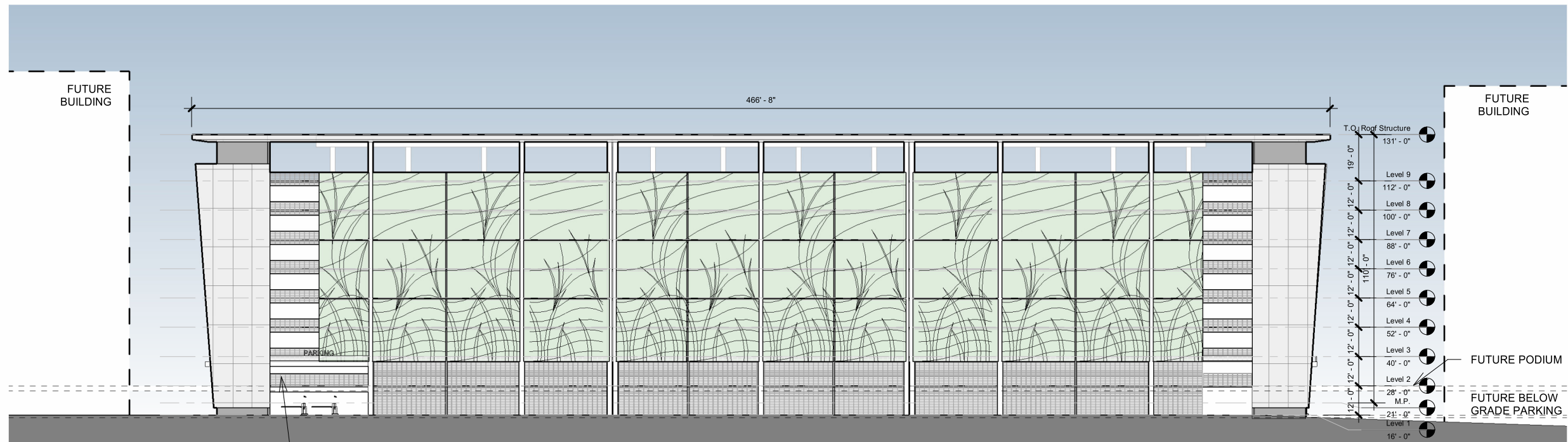
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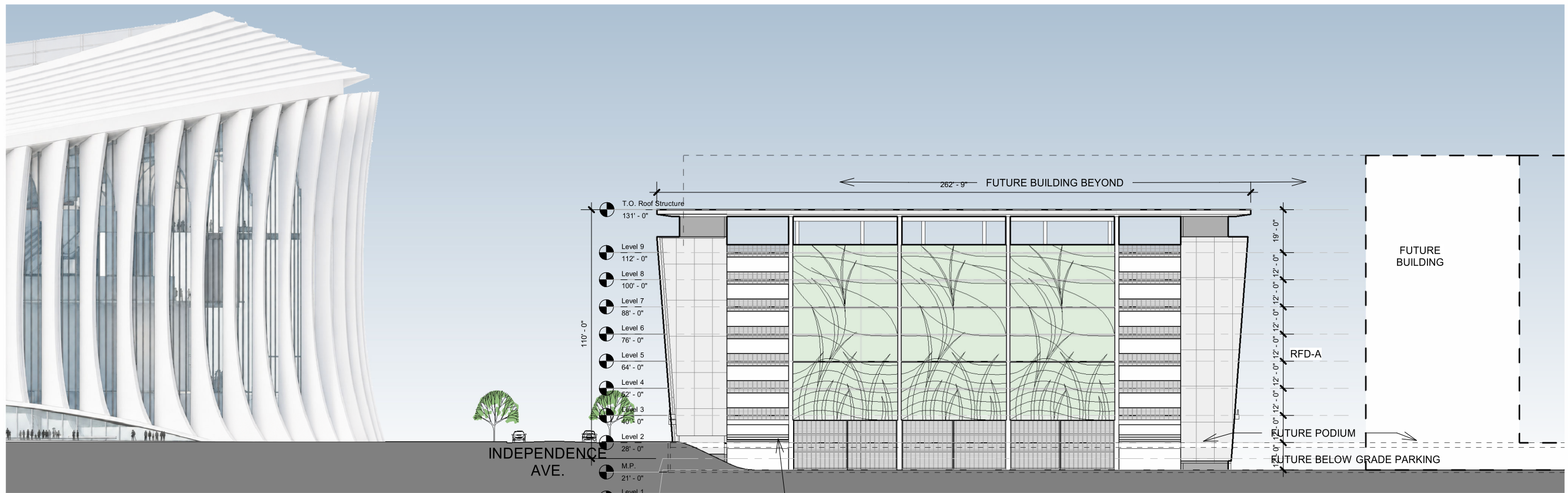
3.4

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1 SOUTH ELEVATION
1" = 50'-0"



2 WEST ELEVATION
1" = 50'-0"

0' 25' 50' 100'

Garage G1

S. & W. ELEVATIONS - OPTION 1

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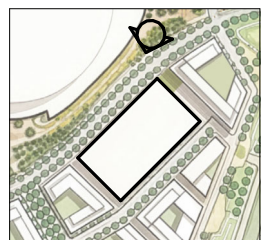
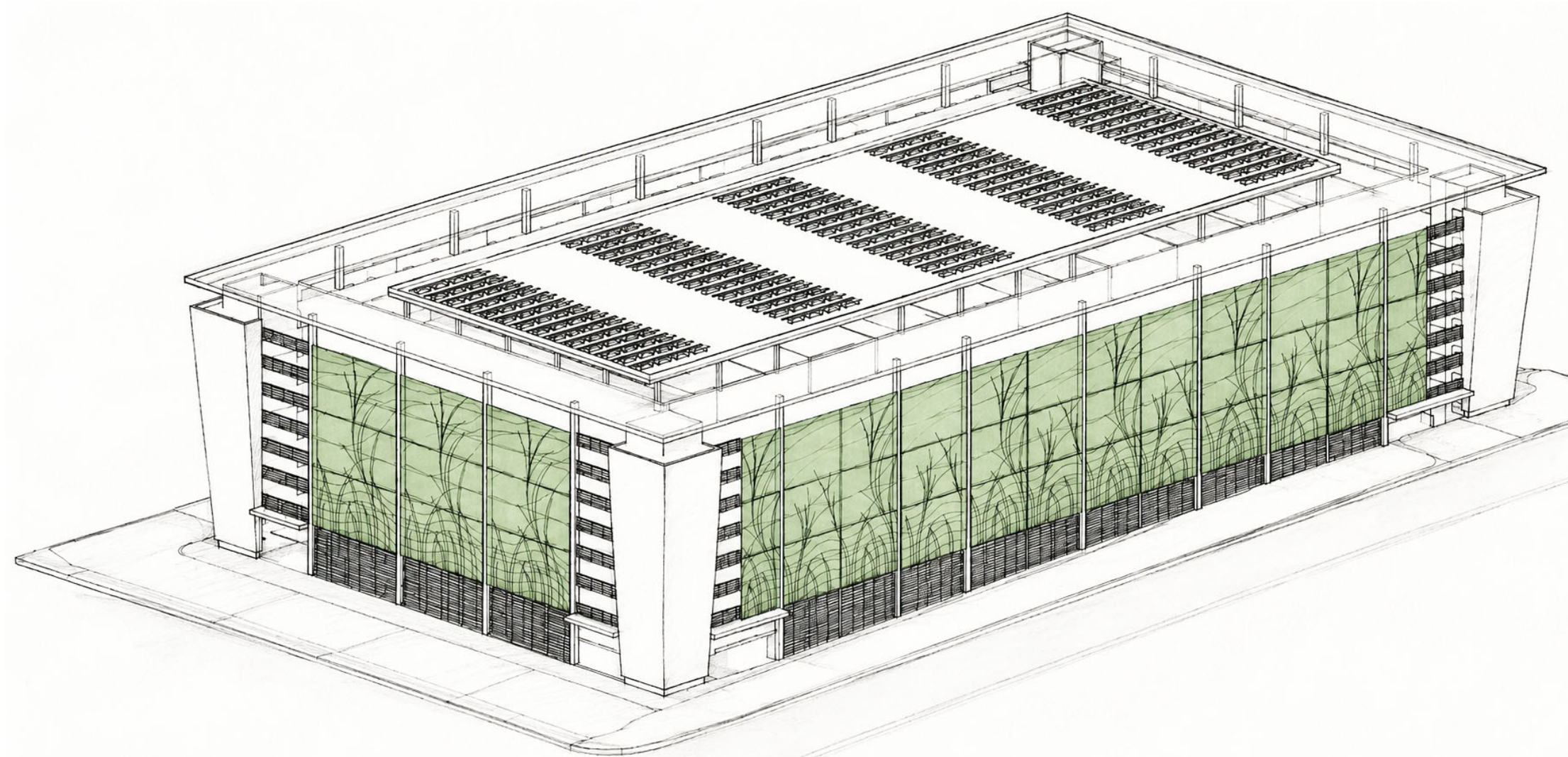
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3.5

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Garage G1

AXONOMETRIC VIEW - OPTION 1

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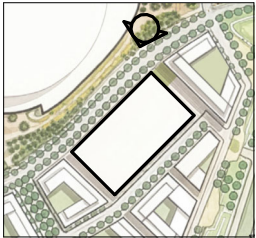
3.6

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LOOKING WEST ON INDEPENDENCE



Garage G1

PERSPECTIVE 1 - OPTION 1

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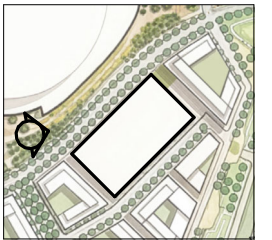
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LOOKING EAST ON INDEPENDENCE



Garage G1

PERSPECTIVE 2 - OPTION 1

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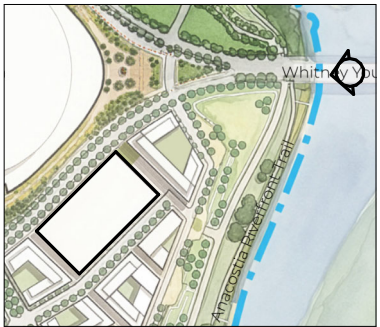
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BRIDGE VIEW - EAST OF KINGMAN ISLAND



Garage G1

PERSPECTIVE 3 - OPTION 1

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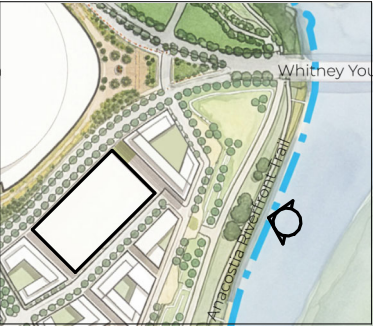


AERIAL VIEW - DAY ONE



AERIAL VIEW - BUILD OUT

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



Garage G1

AERIAL VIEW - OPTION 1

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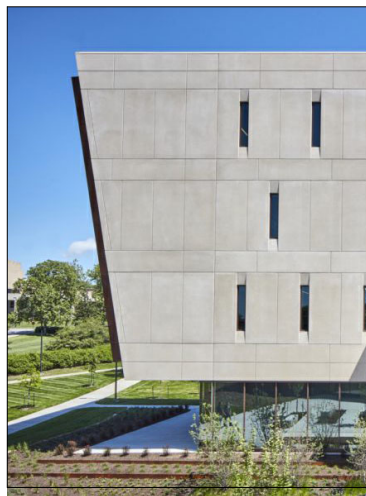




PERFORATED METAL SCREEN



BRICK



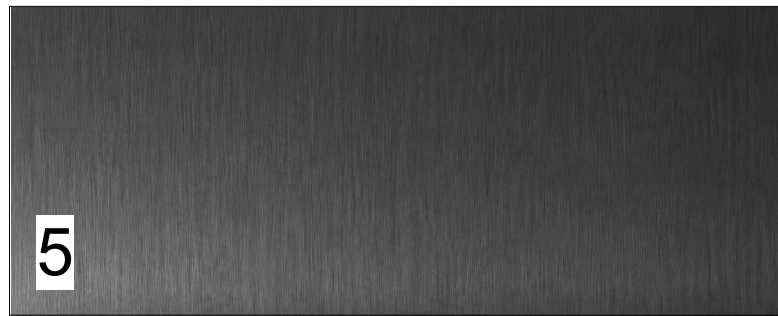
CORNER TOWER EXAMPLE



PRECAST



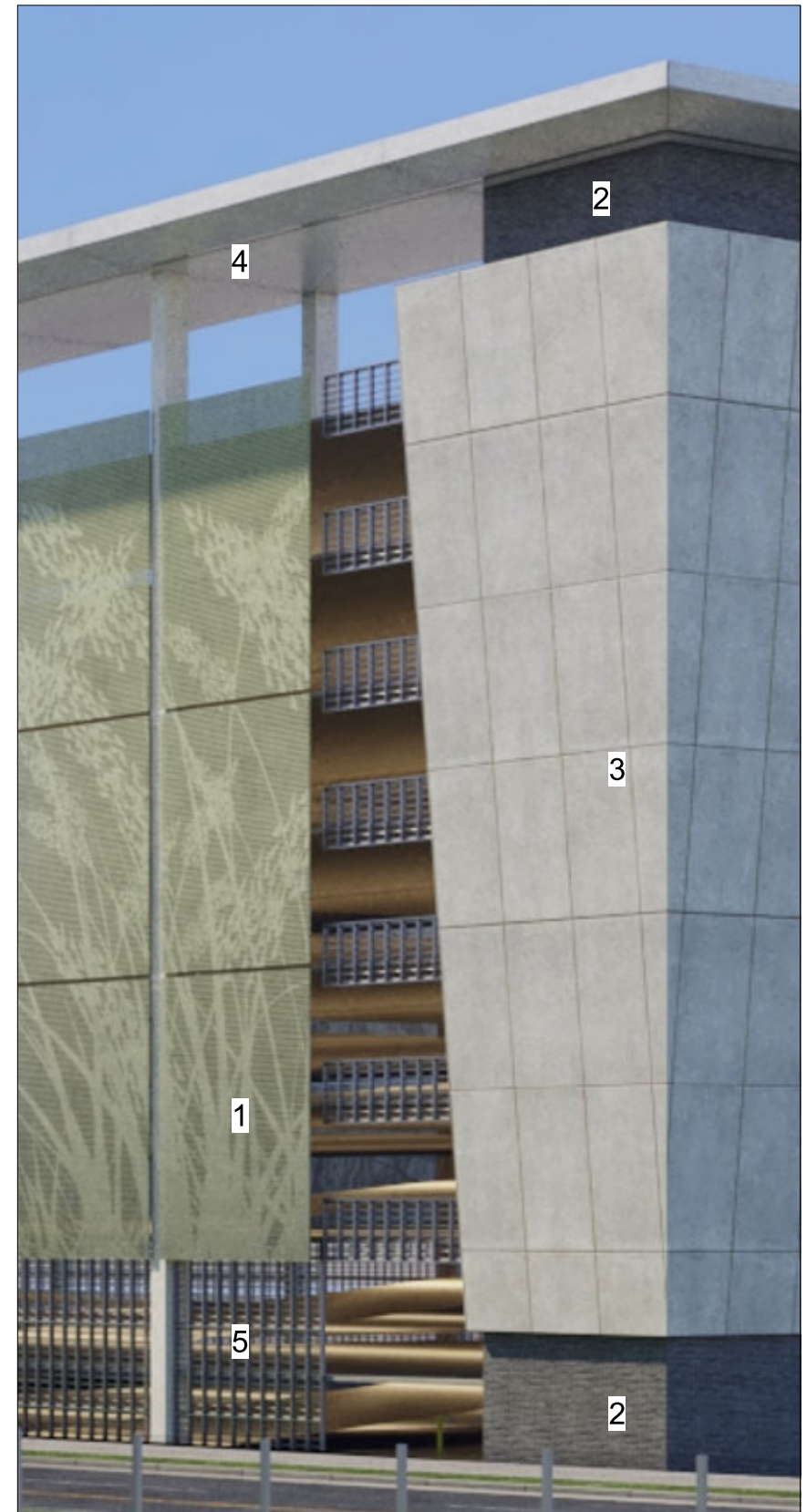
METAL



METAL



CORNICE EXAMPLE



Garage G1

MATERIAL PALETTE - OPTION 1

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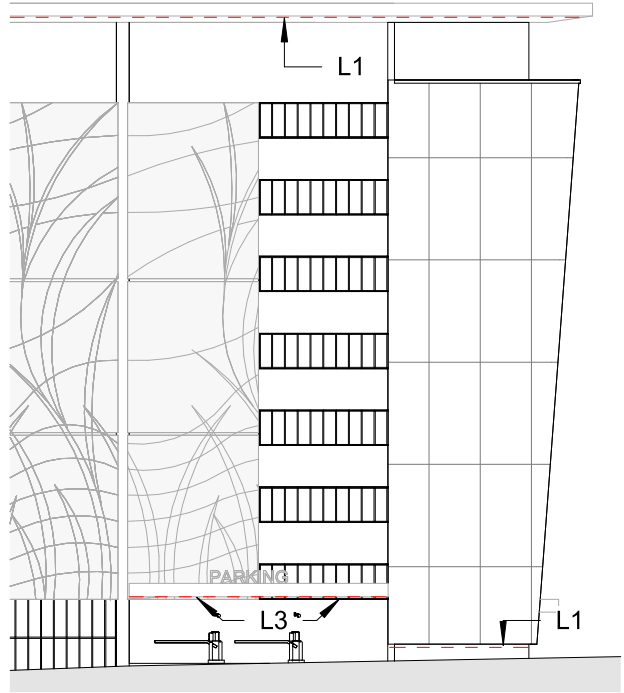


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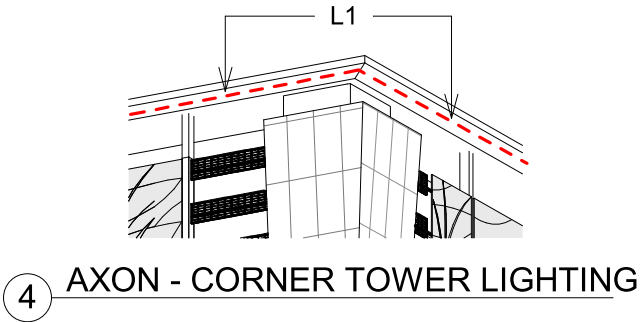




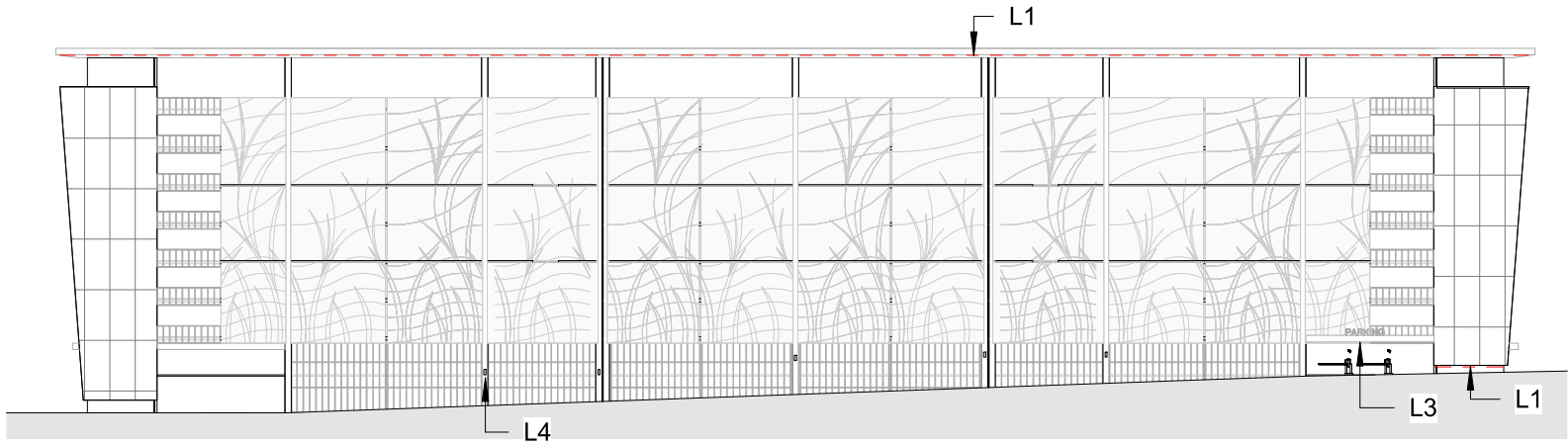
LIGHTING KEYNOTES:	DISTRIBUTION	DESCRIPTION
L1 - CROWN CANOPY LINEAR	DIFFUSE/DOWN	CONTINUOUS, CONCEALED, LOW-OUTPUT
L2 - SCREEN PANEL BACKLIGHT	DIFFUSE/GRAZING	CONCEALED, LOW OUTPUT, SELECT ZONES
L3 - LINEAR CANOPY LIGHT @ VEHICULAR AND PEDESTRIAN CANOPIES	DIFFUSE DOWNWARD WASH	CONCEALED, LOW OUTPUT LED STRIP INTEGRATED AT UNDERSIDE OF CANOPY EDGE. MINIMIZE DIRECT GLARE AND LIGHT SPILL
L4 - PEDESTRIAN PERIMETER	DOWNLIGHT	INTEGRATED, SAFETY
NOTES: LED / 3000K / HIGH CRI / FULL CUTOFF OR CONTROLLED OPTICS / ASTRONOMICAL TIMECLOCK / PHOTOCELL / DIMMABLE / SEPARATELY ZONED / LATE NIGHT REDUCTION		
KEY DESIGN PRINCIPLES		*SEE CIVIL DRAWINGS FOR SITE AND ROADWAY LIGHTING
• NO DIRECT VIEW OF LED SOURCE • MINIMIZE UPLIGHT • AVOID LIGHT SPILL TO NEIGHBORS • DARK SKY COMPLIANT OPTICS • ARCHITECTURAL LIGHTING DIMMED AFTER LATE-NIGHT PERIOD		



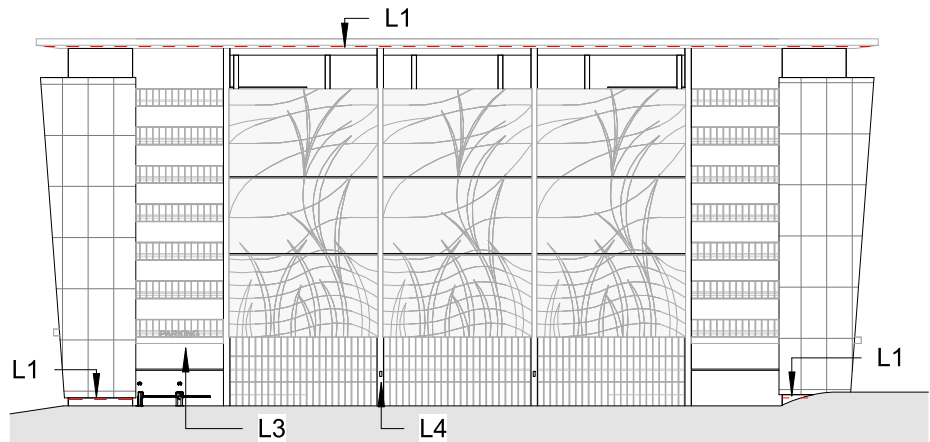
③ ENLARGED ELEV. - LIGHTING DIAGRAM
1" = 30'-0"



④ AXON - CORNER TOWER LIGHTING



① LIGHTING DIAGRAM - NORTH (S. SIM)
1" = 60'-0"



② LIGHTING DIAGRAM - EAST (WEST SIM)
1" = 60'-0"

Garage G1

EXTERIOR LIGHTING - OPTION 1

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3B. GARAGE G1 - DETAILED PROJECT INFORMATION AND DRAWINGS OPTION 2



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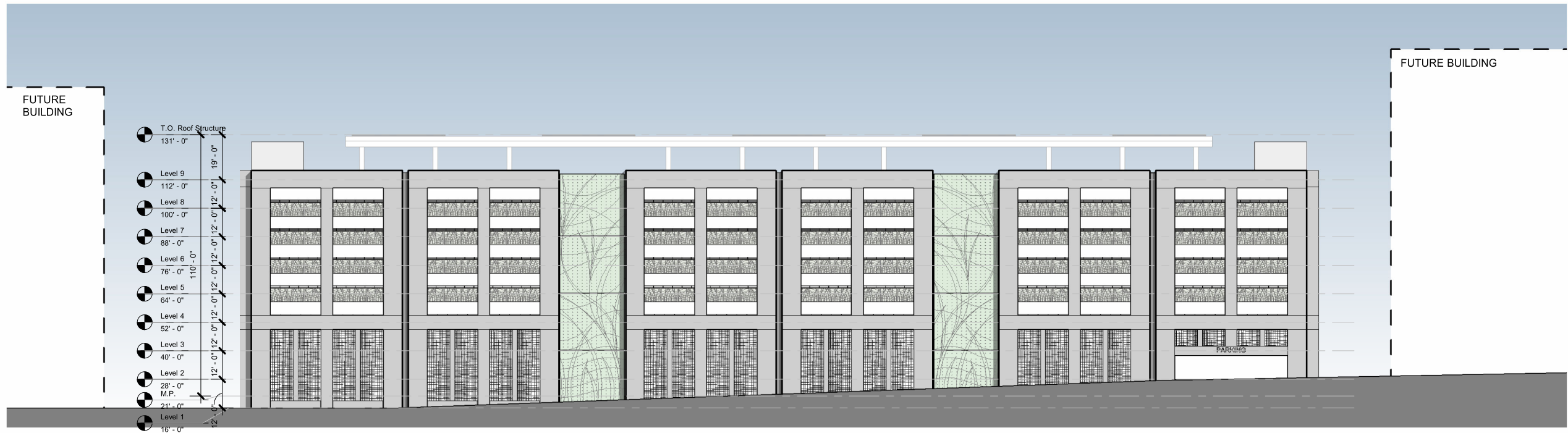
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Garage G1

GROUND FLOOR PLAN - OPTION 2

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1 NORTH ELEVATION - OPT 2
1" = 50'-0"



2 EAST ELEVATION - OPT 2
1" = 50'-0"

REMOVE GRILL AND PANELS IN
FUTURE FOR ACCESS TO PODIUM

Garage G1

N. & E. ELEVATION - OPTION 2

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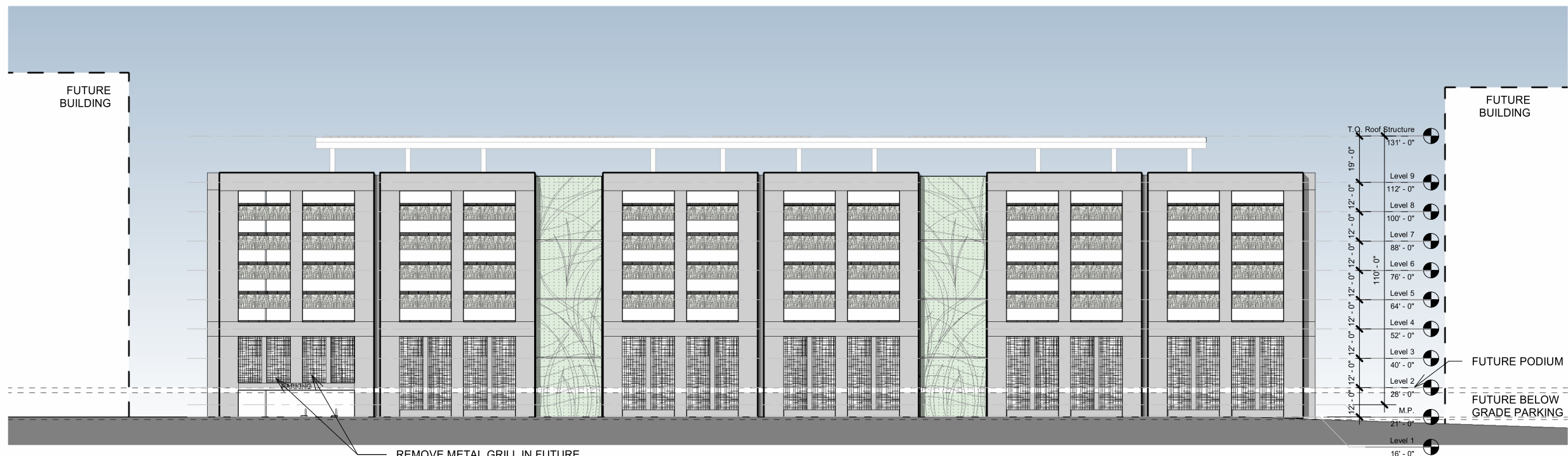
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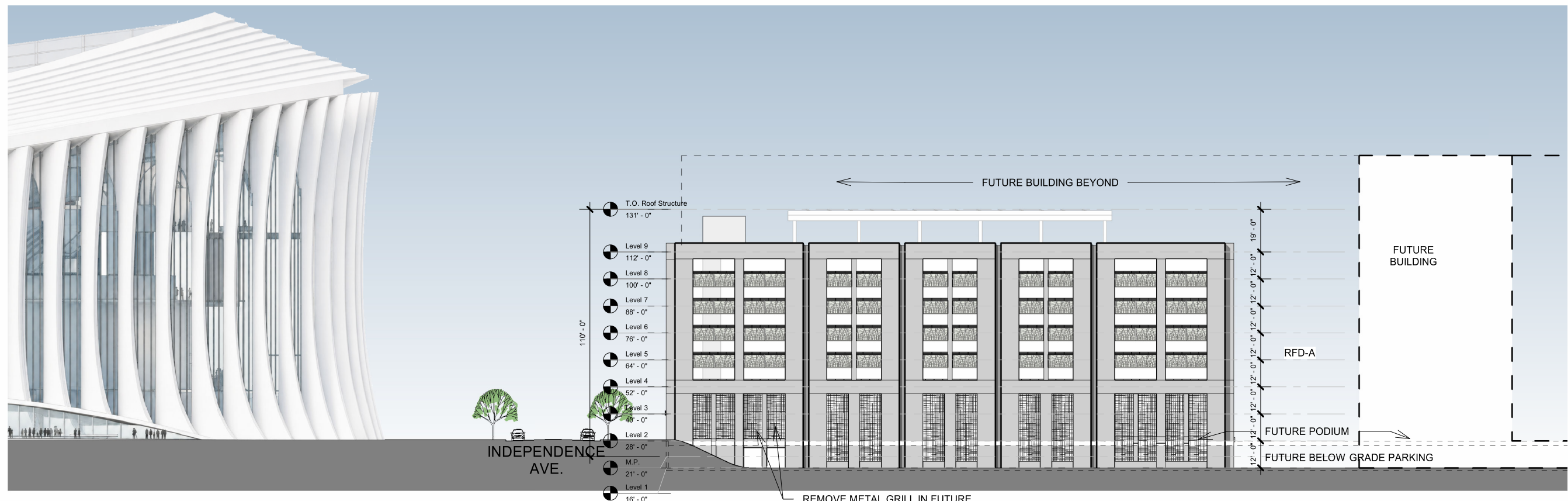
3.3B

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1 SOUTH ELEVATION - OPT 2
1" = 50'-0"



2 WEST ELEVATION - OPT 2
1" = 50'-0"

0' 25' 50' 100'

Garage G1

S. & W. ELEVATION - OPTION 2

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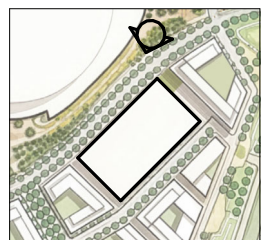
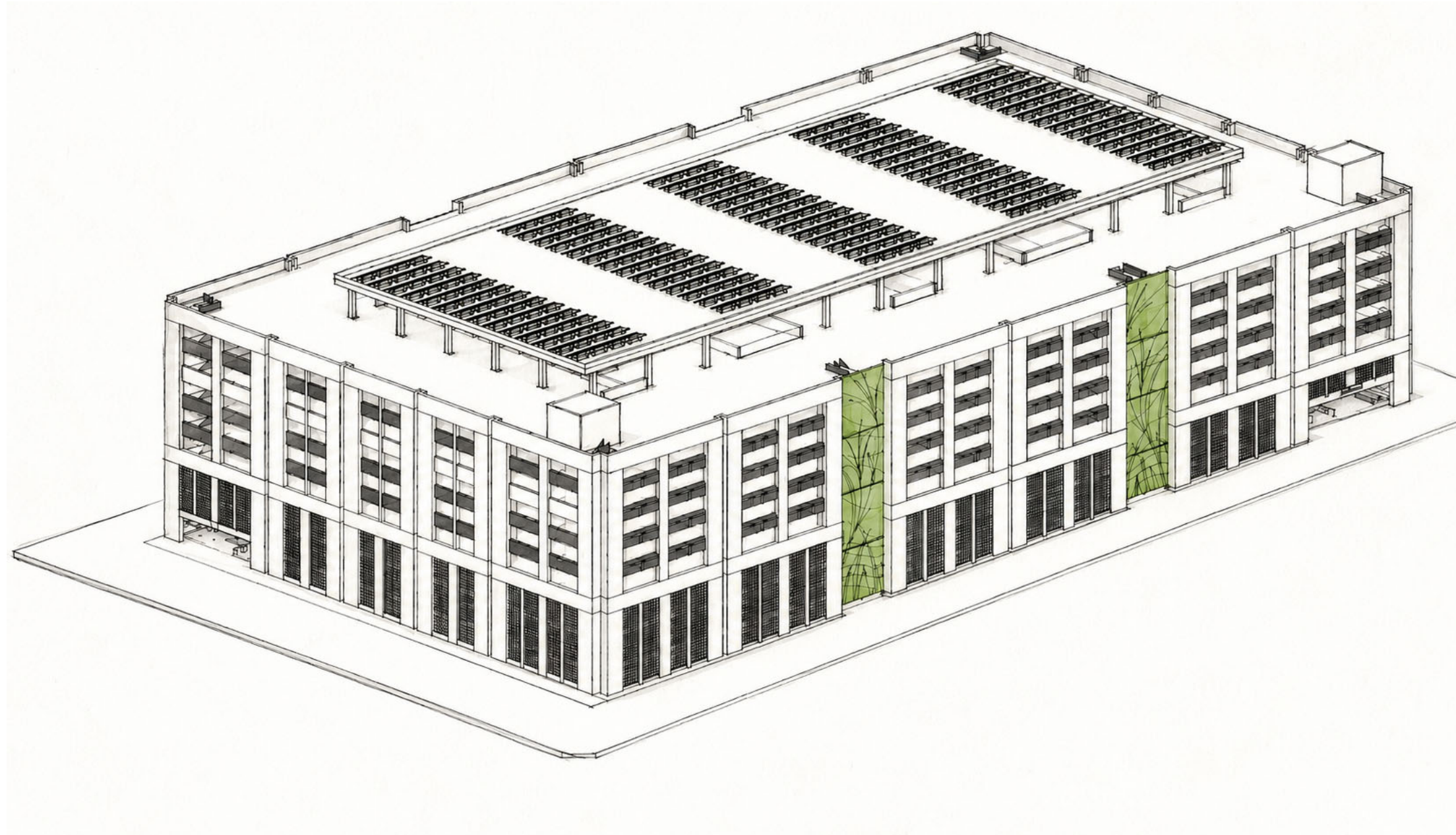
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3.4B

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Garage G1

AXONOMETRIC VIEW - OPTION 2

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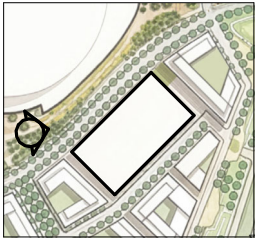
3.5B

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LOOKING EAST ON INDEPENDENCE



Garage G1

PERSPECTIVE 1 - OPTION 2

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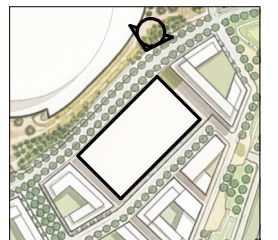
3.6B

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LOOKING WEST ON INDEPENDENCE AVENUE



Garage G1

PERSPECTIVE 2 - OPTION 2

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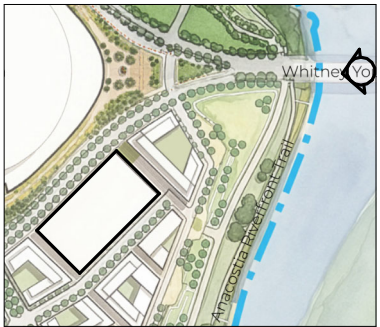
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BRIDGE VIEW - EAST OF KINGMAN ISLAND



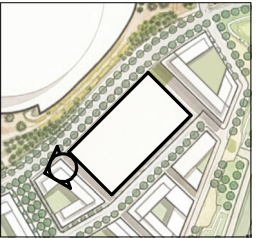
Garage G1

PERSPECTIVE 3 - OPTION 2

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VIEW WALKING TO INDEPENDENCE TUNNEL



Garage G1

PERSPECTIVE 4 - OPTION 2

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3.9B

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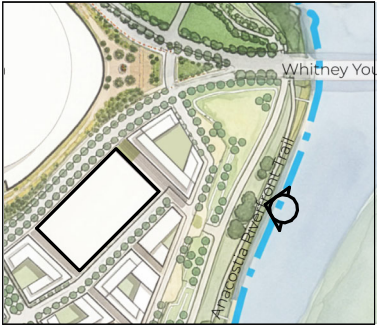


AERIAL VIEW - DAY ONE



AERIAL VIEW - BUILD OUT

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



Garage G1

AERIAL VIEW - OPTION 2

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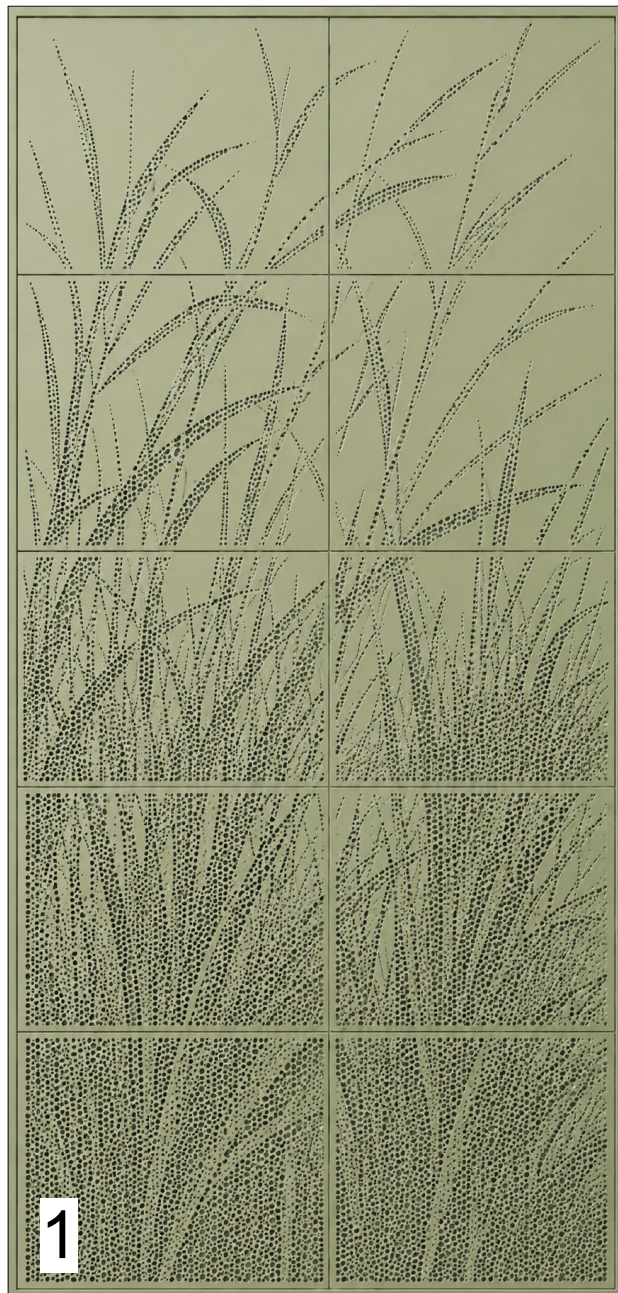
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3.10B

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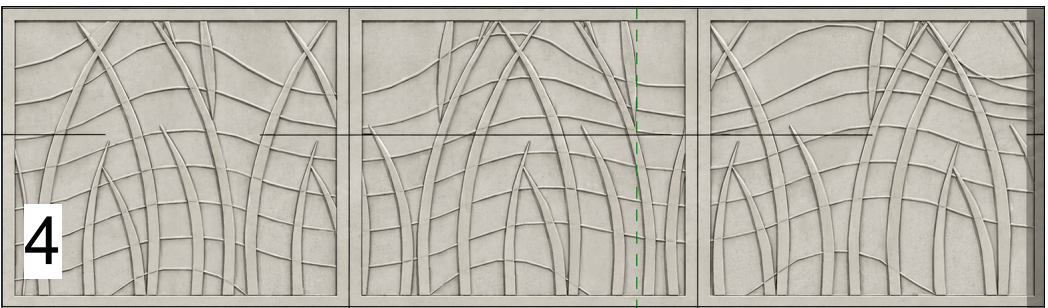
PERFORATED METAL SCREEN



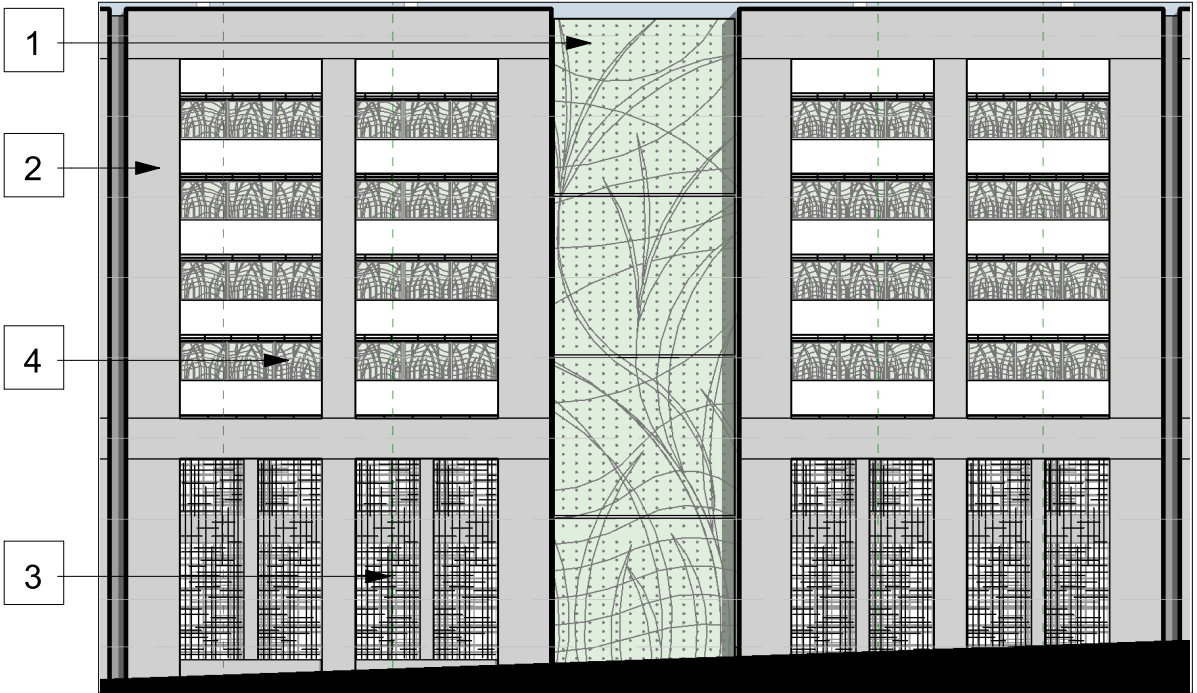
PRECAST

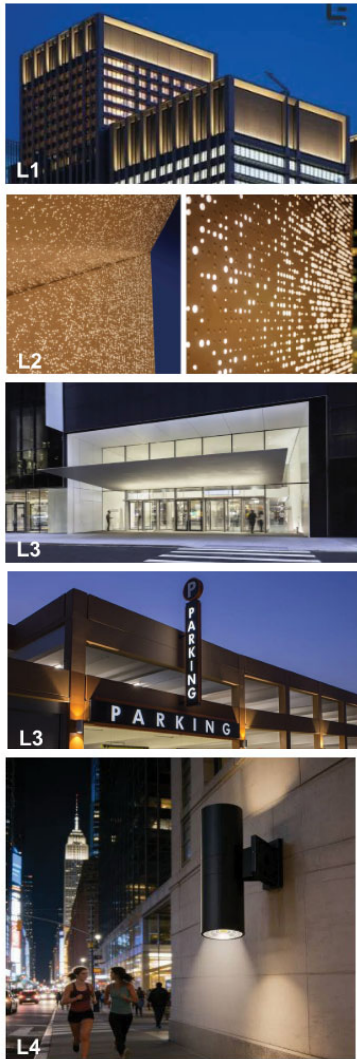


METAL

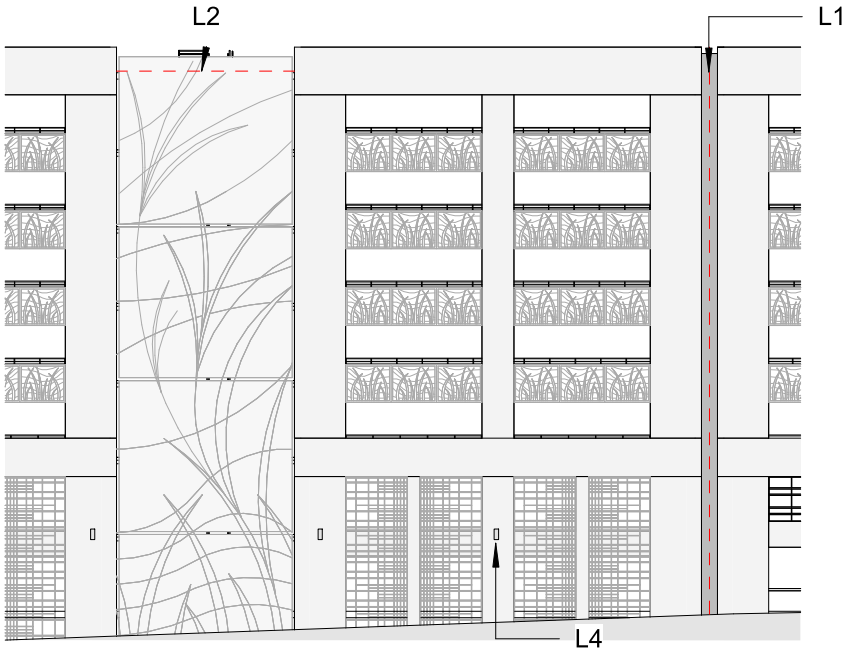


TEXTURED PRECAST SPANDRELS

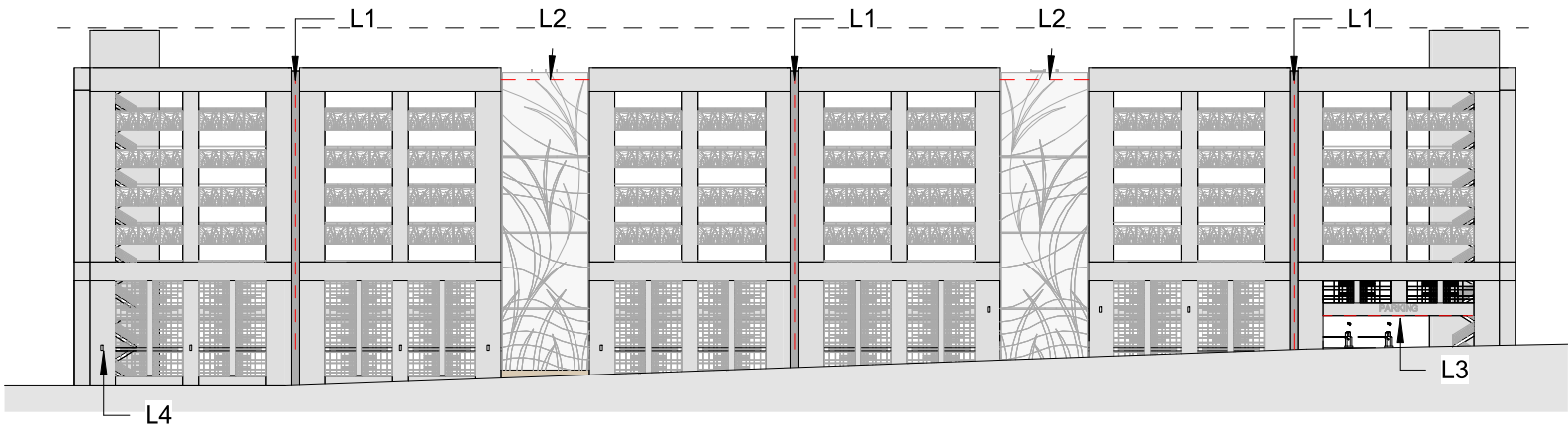




LIGHTING KEYNOTES:	DISTRIBUTION	DESCRIPTION
L1 - VERTICAL COVE LIGHT	BILATERAL WIDE WASH	CONCEALED, LOW-OUTPUT LINEAR LED PROVIDING CONTROLLED VERTICAL WASH TO BOTH SIDES OF RECESSED FACADE REVEAL. SHIELDED FROM DIRECT VIEW
L2 - SCREEN PANEL BACKLIGHT	DIFFUSE/GRAZING	CONCEALED, LOW OUTPUT
L3 - LINEAR CANOPY LIGHT @ VEHICULAR AND PEDESTRIAN CANOPIES	DIFFUSE DOWNWARD WASH	CONCEALED, LOW OUTPUT LED STRIP INTEGRATED AT UNDERSIDE OF CANOPY EDGE. MINIMIZE DIRECT GLARE AND LIGHT SPILL
L4 - PEDESTRIAN PERIMETER	DOWNLIGHT	INTEGRATED, SAFETY
NOTES: LED / 3000K / HIGH CRI / FULL CUTOFF OR CONTROLLED OPTICS / ASTRONOMICAL TIMECLOCK / PHOTOCELL / DIMMABLE / SEPARATELY ZONED / LATE NIGHT REDUCTION		
KEY DESIGN PRINCIPLES		
• NO DIRECT VIEW OF LED SOURCE • MINIMIZE UPLIGHT • AVOID LIGHT SPILL TO NEIGHBORS • DARK SKY COMPLIANT OPTICS • ARCHITECTURAL LIGHTING DIMMED AFTER LATE-NIGHT PERIOD		
*SEE CIVIL DRAWINGS FOR SITE AND ROADWAY LIGHTING		



3 ENLARGED ELEV. - LIGHTING DIAGRAM
1" = 30'-0"



1 LIGHTING DIAGRAM - NORTH (S. SIM)
1" = 60'-0"



2 LIGHTING DIAGRAM - EAST (WEST SIM)
1" = 60'-0"

Garage G1

EXTERIOR LIGHTING - CONCEPT 2

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4. GARAGE G2 - DETAILED PROJECT INFORMATION AND DRAWINGS



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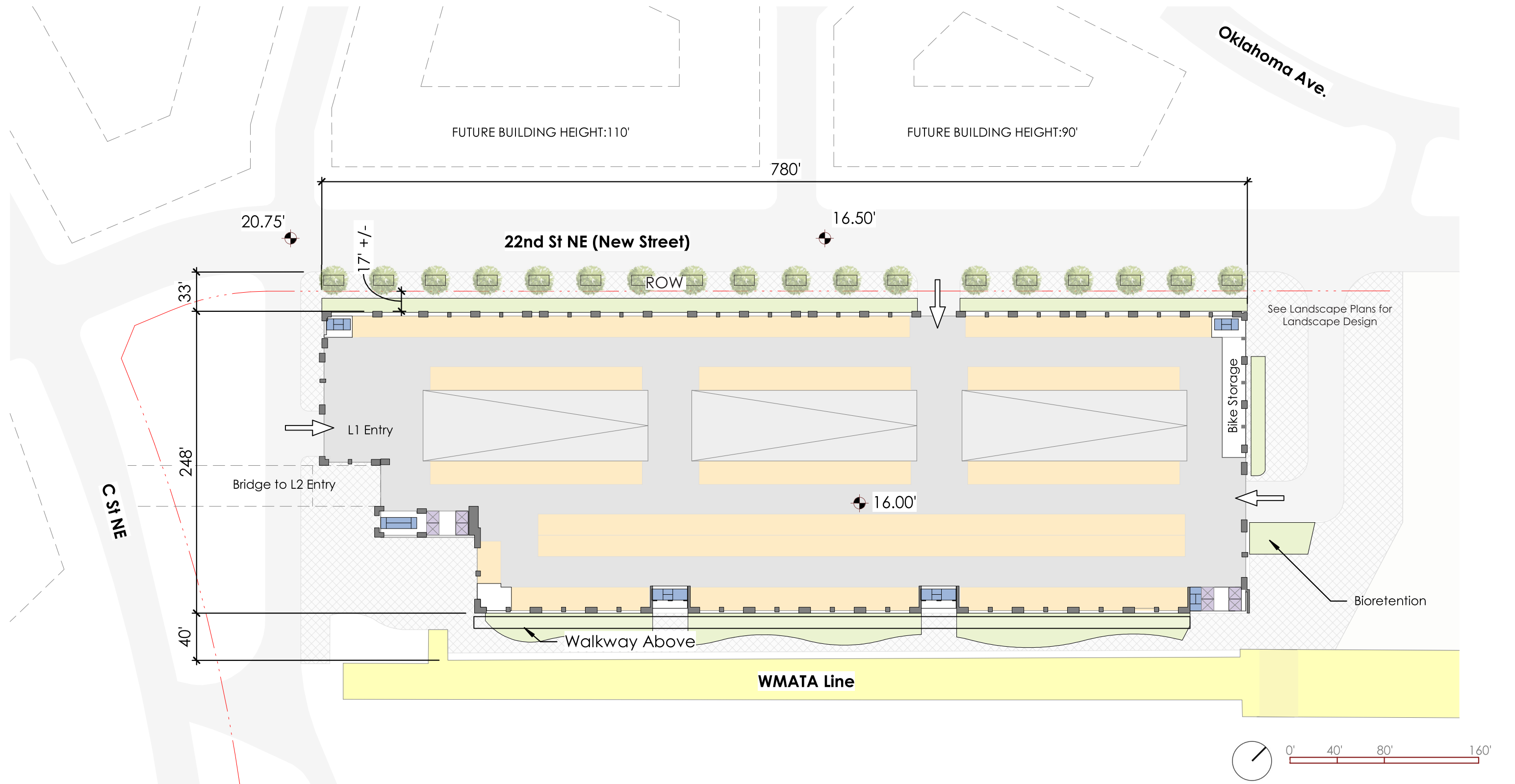


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Garage G2

GROUND FLOOR PLAN

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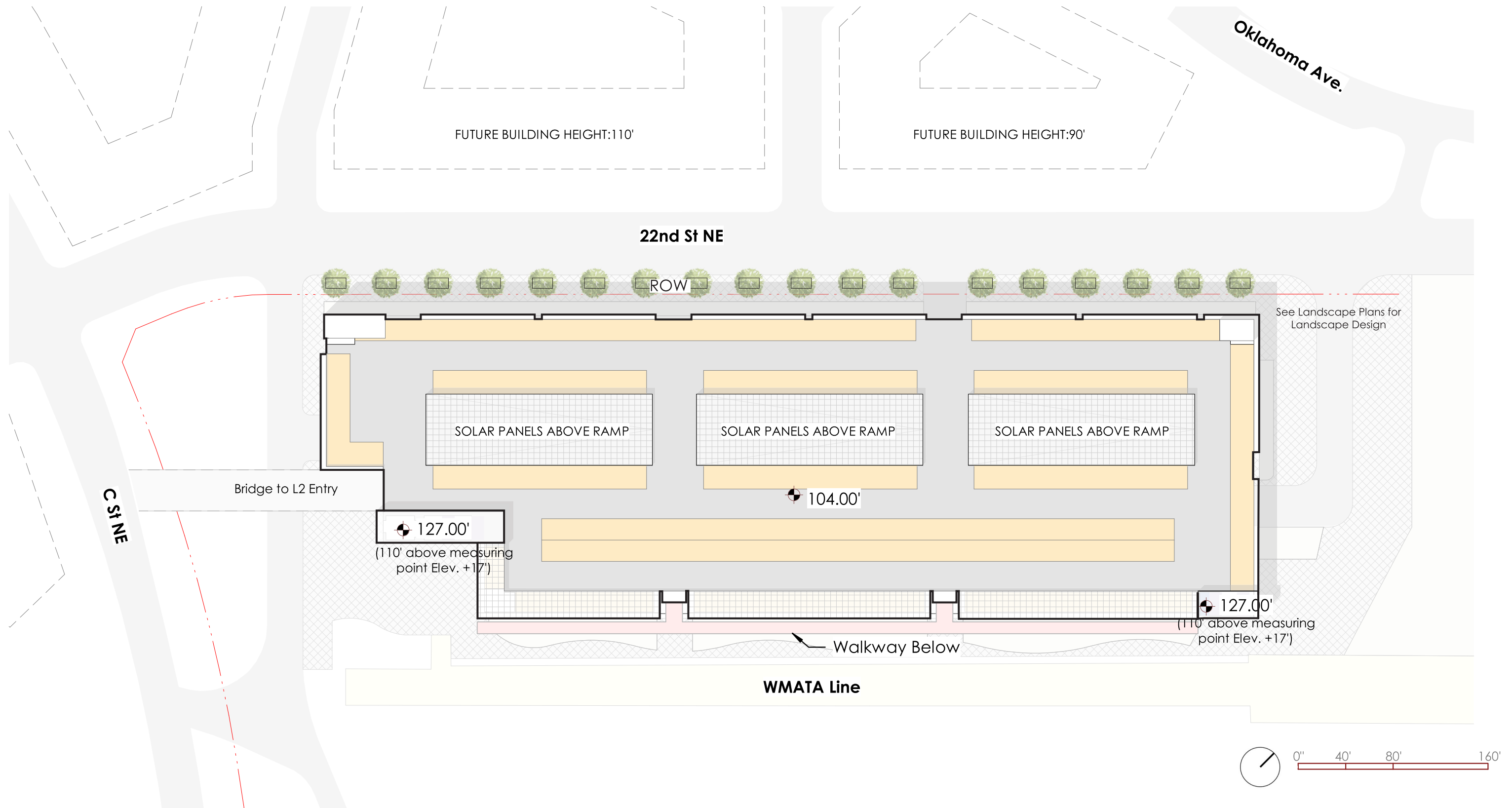
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Garage G2

ROOF PLAN

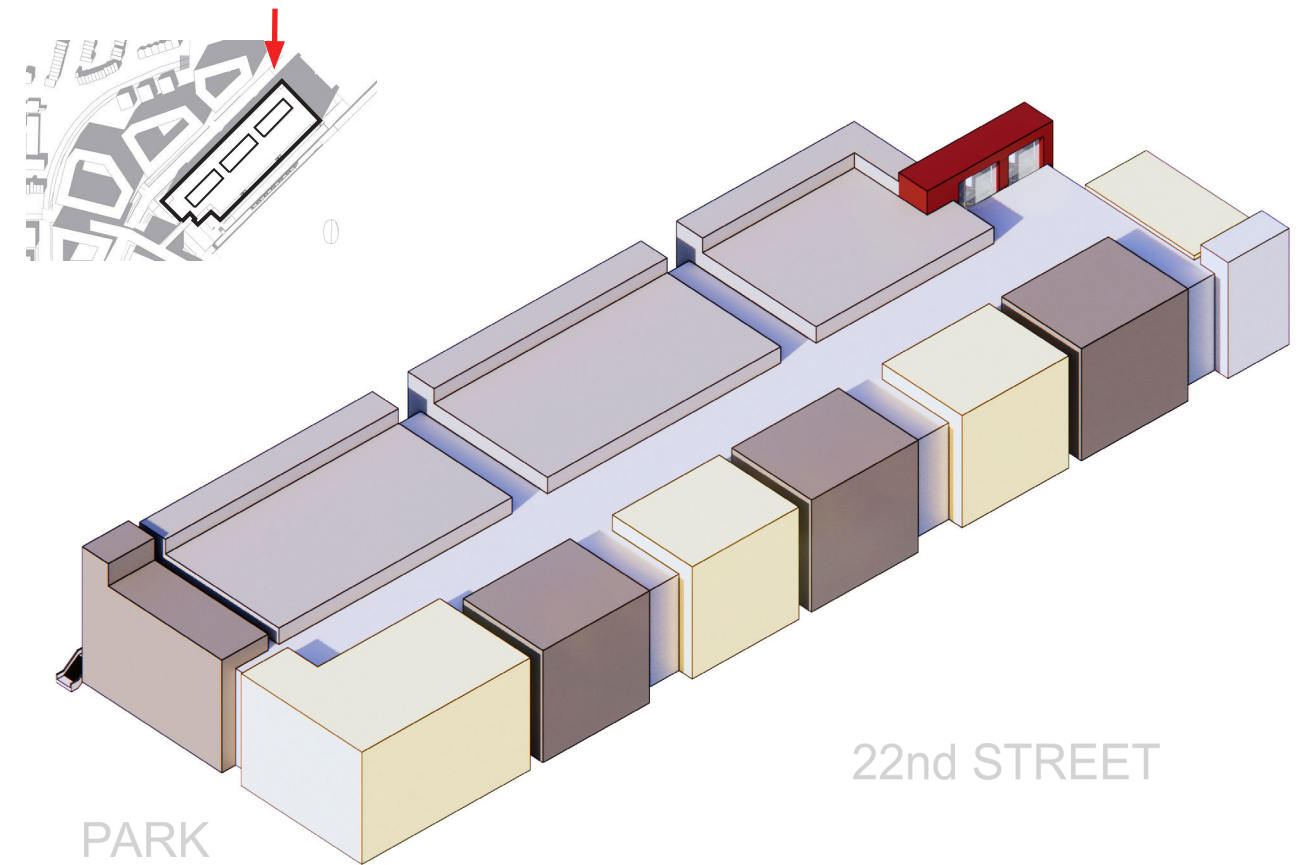
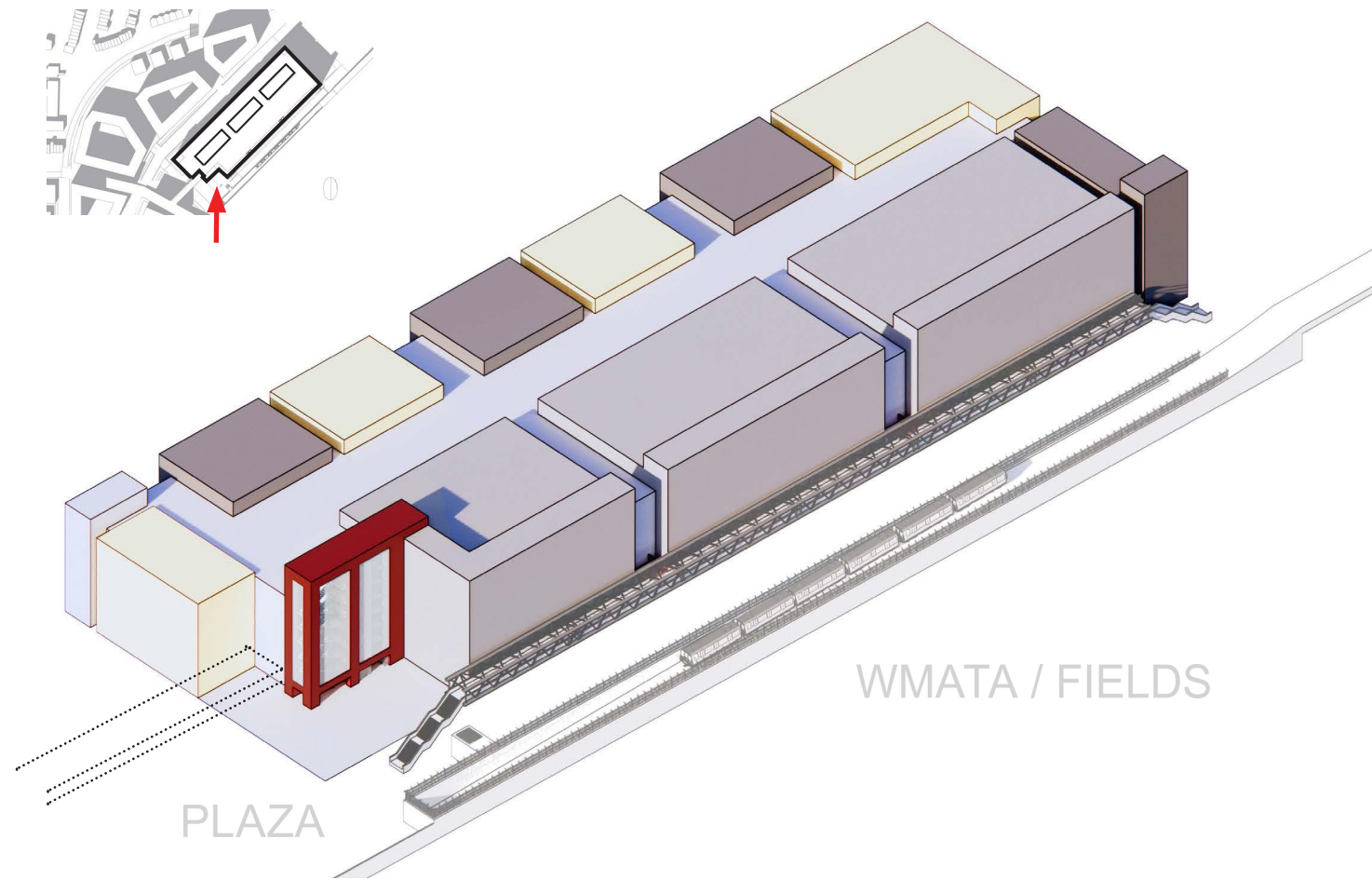
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PARKSIDE / SOUTHEAST

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



22nd STREET / NORTHWEST

- Approach from Kingman Park
- Residential and Retail Character
- Future development creates transition from existing neighborhood



Garage G2

MASSING DIAGRAMS

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Garage G2

ELEVATION - STADIUM / SOUTHEAST SIDE

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Garage G2

PERSPECTIVE 1 - AERIAL VIEW - DAY ONE

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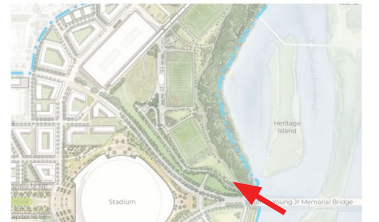
4.5

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Garage G2

PERSPECTIVE 2 - AERIAL VIEW - WITH FUTURE DEVELOPMENT

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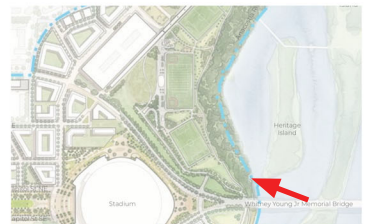
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Garage G2

PERSPECTIVE 3 - VIEW FROM BRIDGE - DAY ONE

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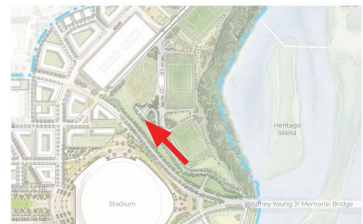
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Garage G2

PERSPECTIVE 4 - VIEW FROM FIELDS - DAY ONE

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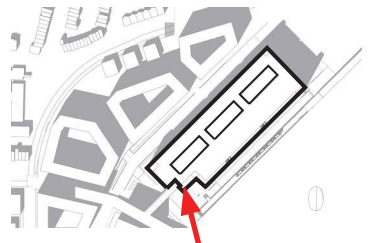
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Garage G2

PERSPECTIVE 5 - VIEW OF STAIR TOWER FROM STADIUM SIDE

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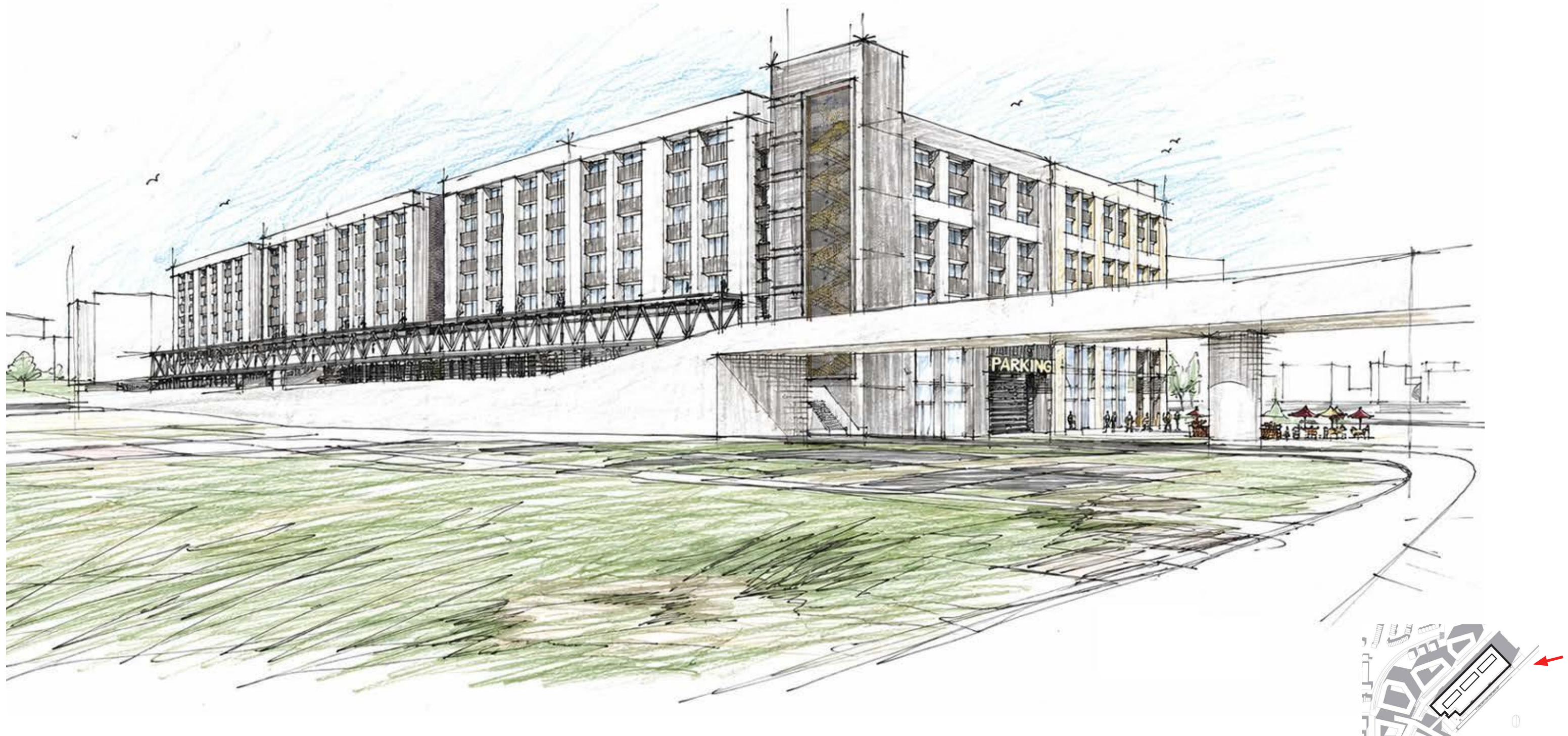
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Garage G2

VIEW OF PEDESTRIAN ACCESS FROM FIELDS SIDE

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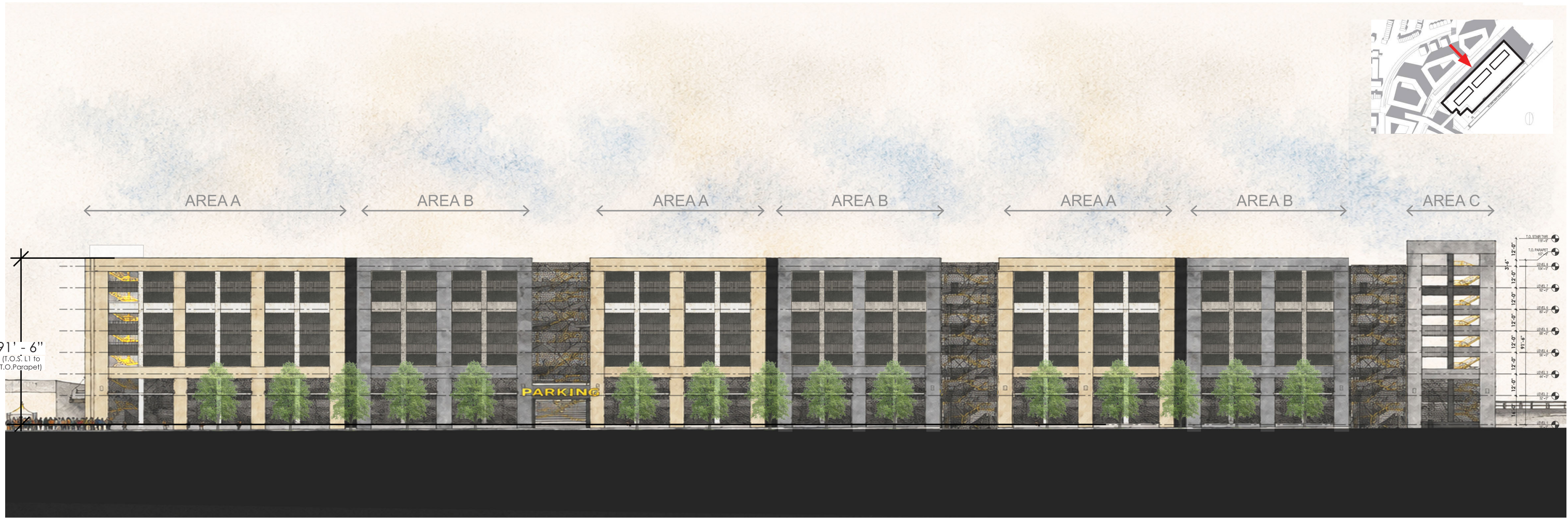
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Garage G2

ELEVATION - 22ND ST / NORTHWEST SIDE

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Garage G2

ELEVATION - 22ND ST / NORTHWEST SIDE - COLOR STUDIES

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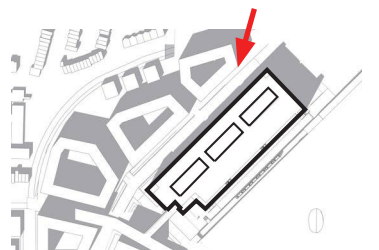
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Garage G2

PERSPECTIVE 6 - SOUTHBOUND 22ND ST - DAY ONE

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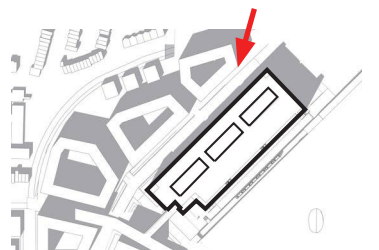
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Garage G2

PERSPECTIVE 7 - SOUTHBOUND 22ND ST - WITH FUTURE DEVELOPMENT

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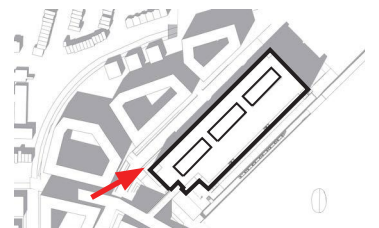
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Garage G2

PERSPECTIVE 8 - 22ND & C ST, NE - DAY ONE

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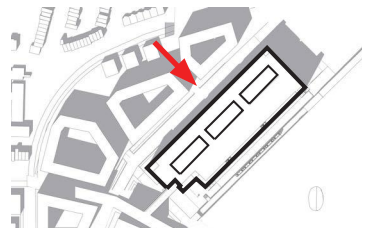
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Garage G2

PERSPECTIVE 9 - FROM KINGMAN PARK - DAY ONE

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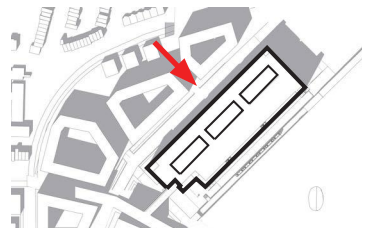
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PERSPECTIVE 10 - FROM KINGMAN PARK - WITH FUTURE DEVELOPMENT

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Garage G2

ELEVATION - PARK / NORTHEAST SIDE

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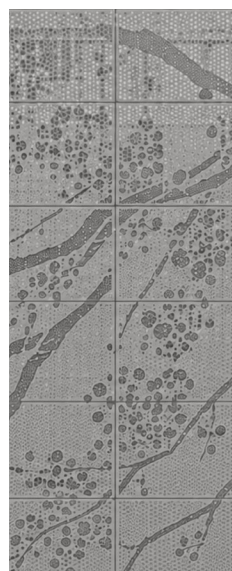
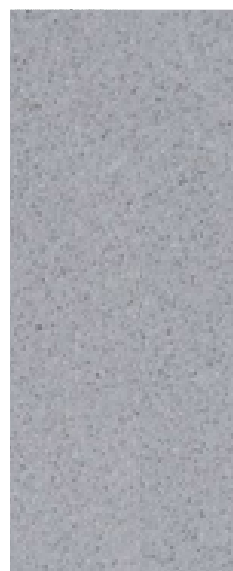
AREA A



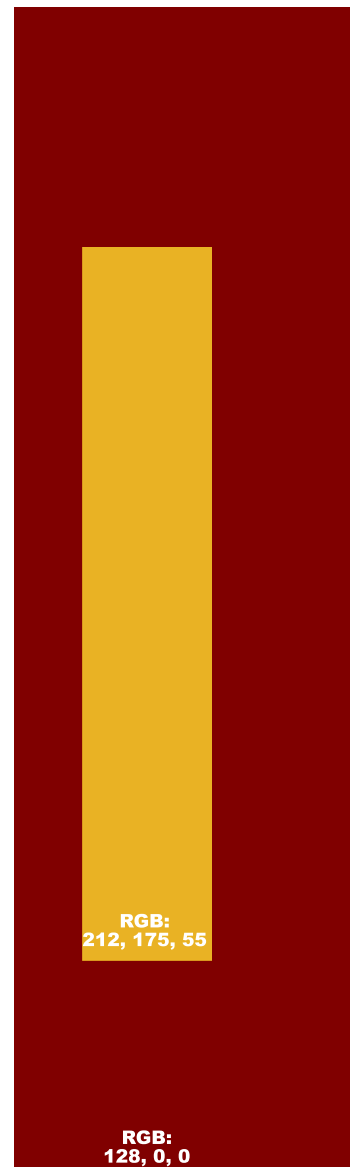
AREA C



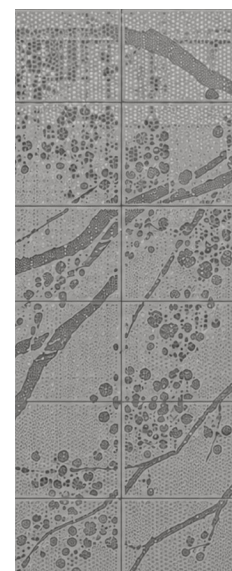
AREA B



INTERIOR STAIRS



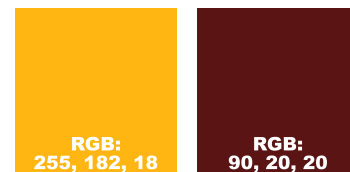
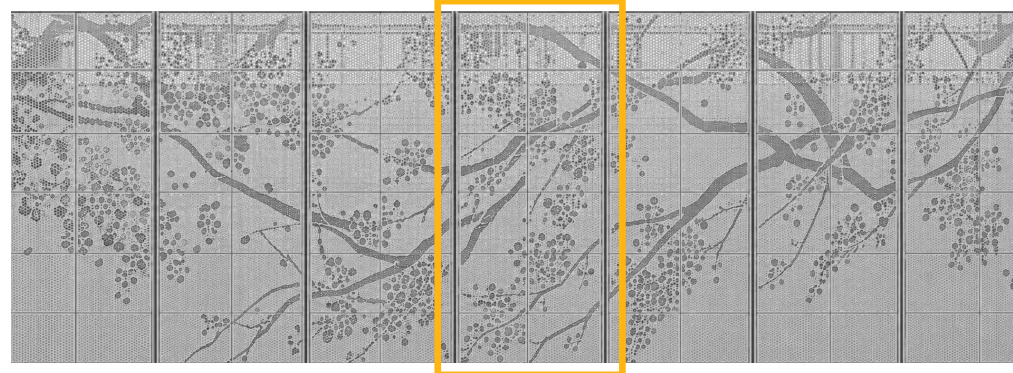
TOWER



22nd STREET/ NORTHWEST SIDE

PARK SIDE/ SOUTHEAST SIDE

PERFORATED SCREEN WITH CHERRY BLOSSOM OR OTHER NATURALLY-INSPIRED IMAGERY



Garage G2

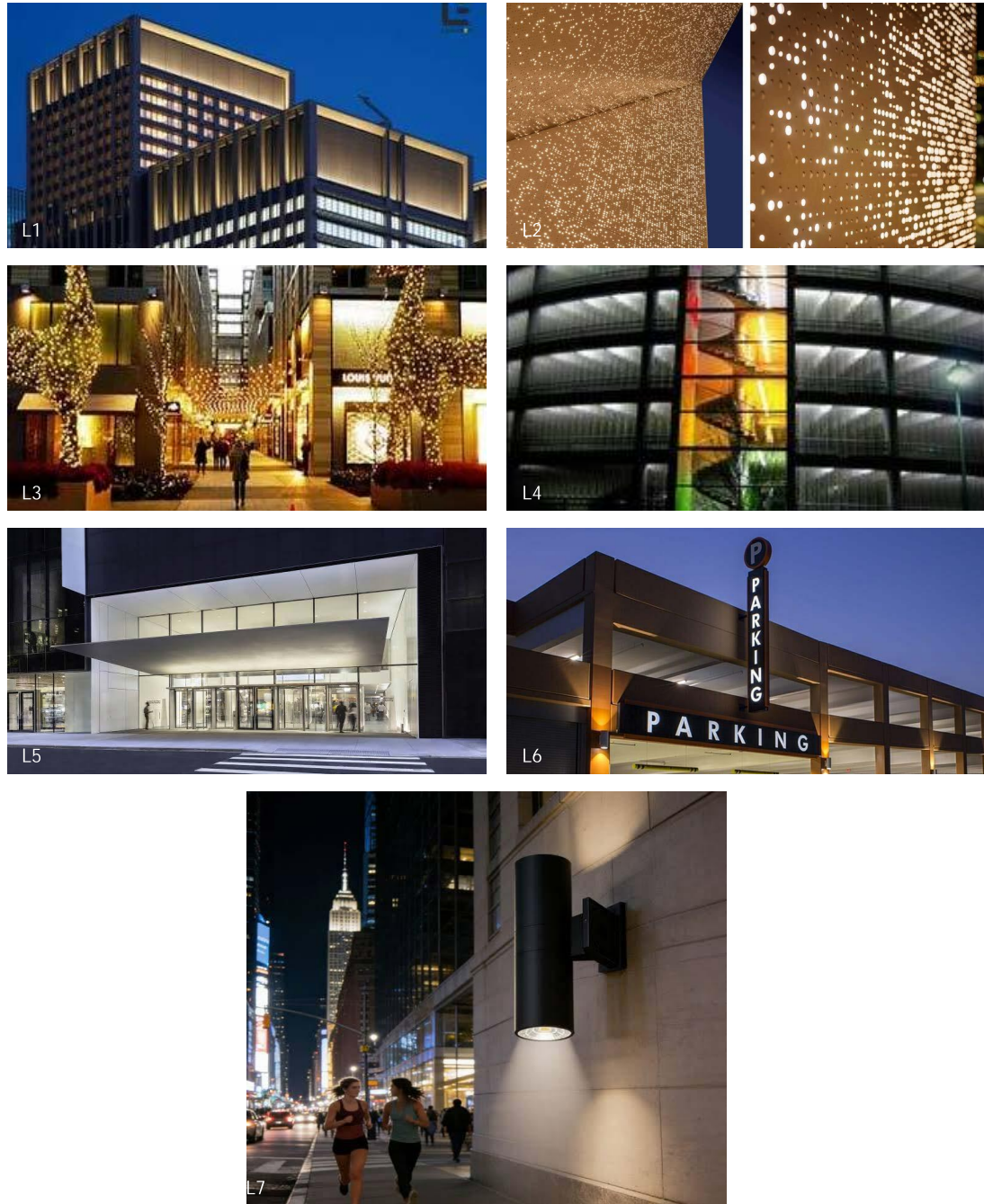
MATERIAL PALETTE

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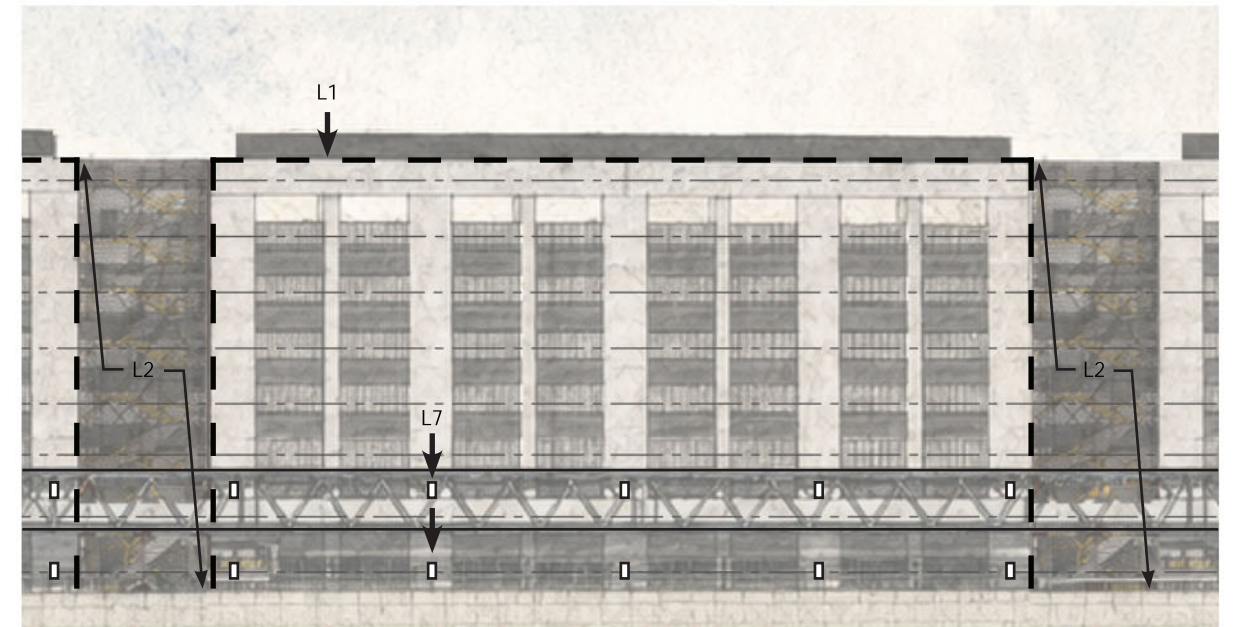
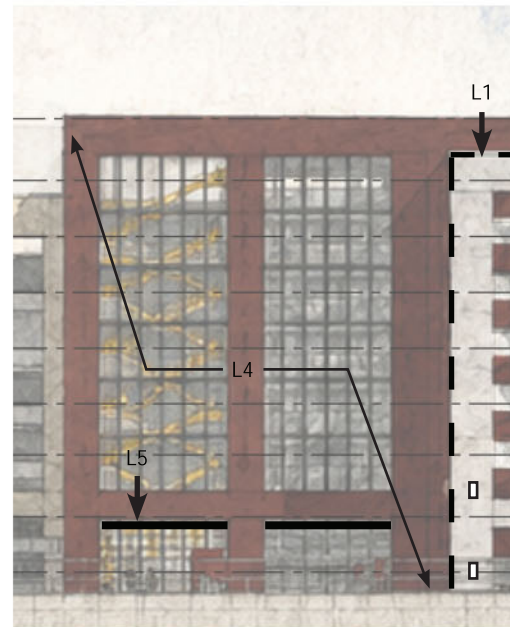


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22ND ST/ NORTHWEST ELEVATION



STADIUM SIDE/ SE ELEVATION

These elevation segments are illustrative and are intended to convey the general lighting concept proposed to extend continuously around the entire building perimeter.

	FIXTURE	DISTRIBUTION	DESCRIPTION
L1	MASSING PROFILE LINEAR	DIFFUSE/ DOWN	CONTINUOUS, CONCEALED, LOW-OUTPUT
L2	SCREEN PANEL BACKLIGHT	DIFFUSE/ GRAZING	CONCEALED, LOW-OUTPUT, SELECT ZONES
L3	COLUMN/RETAIL BAY ACCENTS	DOWNLIGHT GRAZING	LOW-OUTPUT
L4	CIRCULATION TOWER ACCENTS	NARROW GRAZING	CONTROLLED VERTICAL WASH
L5	PEDESTRIAN ENTRY CANOPY	DOWNLIGHT	INTEGRATED, SAFETY
L6	VEHICULAR ENTRY CANOPY	DOWNLIGHT	INTEGRATED, SAFETY
L7	PEDESTRIAN PERIMETER	DOWNLIGHT	INTEGRATED, SAFETY

Garage G2

EXTERIOR LIGHTING

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5.REIMAGINING THE PARKING STRUCTURE - FROM STREETScape TO COMMUNITY GATHERING PLACE



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VISION

The garages are integral components of the RFK Campus and are envisioned as much more than parking infrastructure. They are an opportunity to create architecture and public spaces that contribute to the identity, character, and everyday life of the campus and surrounding neighborhood. Rather than functioning as stand-alone structures that are activated only on game days, Garages G1 and G2 will become extensions of the public realm - helping to connect streets, parks, landscape, art, and community spaces into a cohesive and welcoming campus experience.

The garages will serve as an important backdrop and catalyst for placemaking, creating opportunities for people to gather, connect, and engage throughout the year. Thoughtful integration of streetscape, landscape, public art, pedestrian connections, and flexible gathering spaces will help transform the areas surrounding the garages into vibrant destinations that support both everyday activities and larger cultural, civic, and community events.

This vision recognizes that the success of the garages is measured not only by how effectively they accommodate parking, but also by how they contribute to the life of the RFK Campus. By creating meaningful connections between the buildings, streets, parks, and people, G1 and G2 will help establish a stronger sense of place and create spaces that are active, memorable, and welcoming beyond game day. The garages become part of the neighborhood fabric - supporting a campus that is connected, dynamic, and designed for people.

The following pages explore placemaking concepts that can be incorporated into the design and programming of the garages and their surrounding public spaces.



Garage G1 & Garage G2

PLACEMAKING

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PLAZAS

Public spaces surrounding the garages can be programmed to support regular community uses, such as farmers markets, arts and craft festivals, and seasonal markets. These types of flexible spaces are particularly valuable because they bring recurring activity to the site and give people a reason to visit even on days with no events at the Stadium. Over time, this type of regular programming can transform the area into a true neighborhood designation.



Garage G1 & Garage G2

PLACEMAKING

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MOVIES AND CONCERTS

Spaces surrounding the Garages can become destinations for shared experiences, seasonal programming, and evening gatherings. Movies, concerts, and performances can turn the landscape into informal outdoor venues, with the Garages and other surrounding buildings framing and supporting such events.



Garage G1 & Garage G2

PLACEMAKING

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BIKE PARKING AND GATHERING

Bicycle parking will be provided within and outside of both Garages. Rather than treating such parking as a functional, utilitarian requirement, the Garage designs create an opportunity for a flexible social experience that connects bike parking to cycling infrastructure and designations throughout the District. The Garages will also be able to host cycling events, bike valet operations, organized bike rides, and other community gatherings to create activity, identity, and a strong sense of place.



Garage G1 & Garage G2

PLACEMAKING

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FOOD TRUCKS AND OUTDOOR FESTIVALS

Spaces within and adjacent to the garages are designed to accommodate a wide range of activities, including food festivals, food trucks, and larger community events. This type of flexible planning will enable the transformation of adjacent park spaces into vibrant destinations for food, social interaction, and gathering.



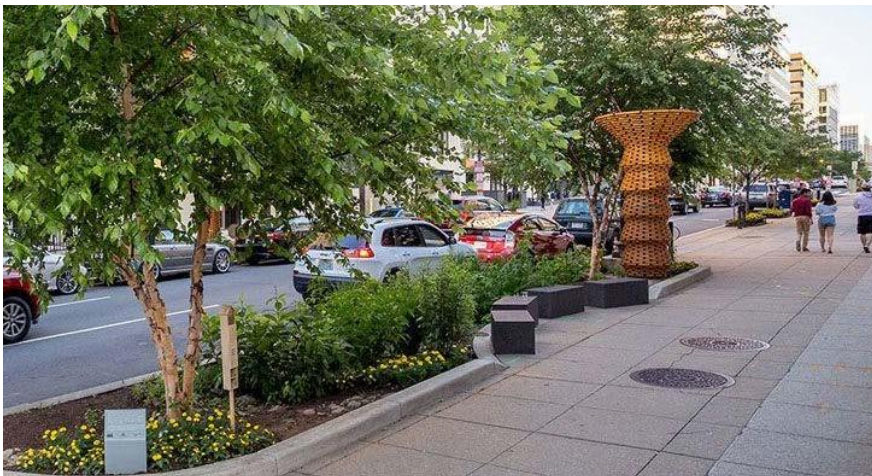
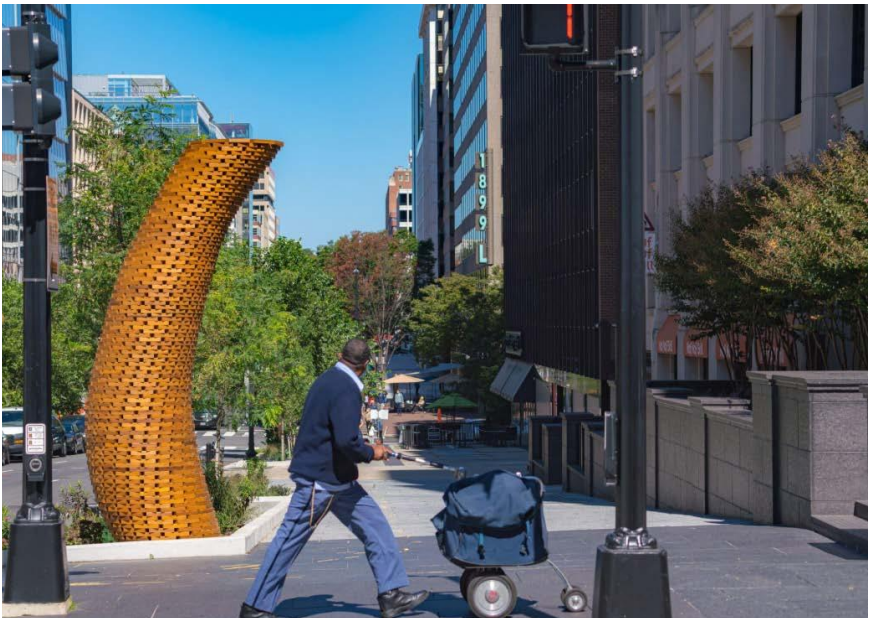
Garage G1 & Garage G2

PLACEMAKING

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PUBLIC ART; BIORETENTION AREAS

Public art and bioretention facilities can be integrated into the site and landscape design to create visually interesting public spaces. Small interventions, such as creative planting, and sculptural elements, can make large infrastructure feel more human and connected to its surroundings. These examples demonstrate how stormwater management and public art can work together to create spaces that are functional, memorable, and welcoming.



Garage G1 & Garage G2

PLACEMAKING

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6. LANDSCAPE DESIGN



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RFK SITE TREE INVENTORY

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WASHINGTON, DC 20003



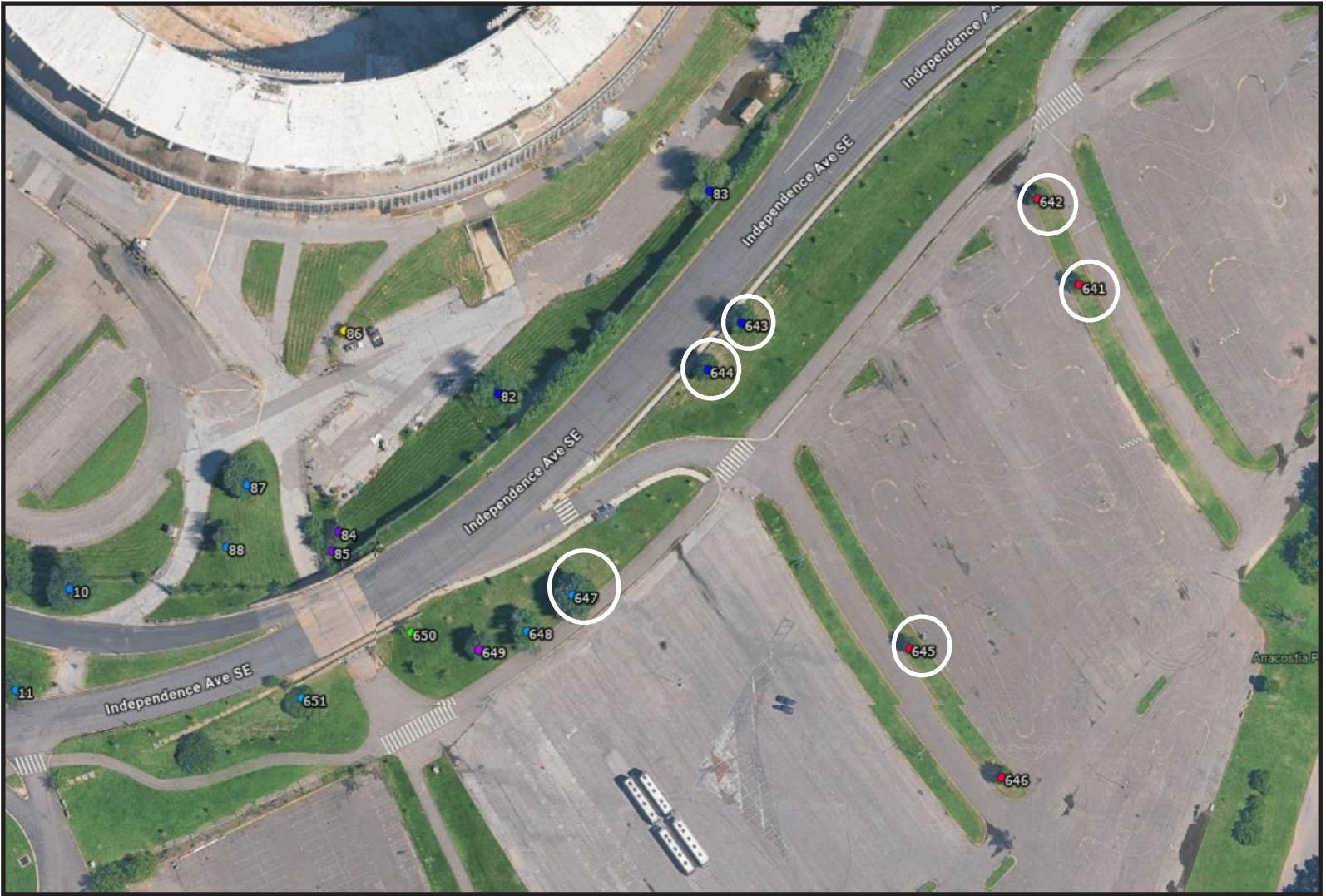
DC
TREE PRESERVATION
Matt Madeira
Certified Arborist MA-4784A
301-832-2527
dctreepreservation@gmail.com

Arborist Consulting & Tree Preservation, LLC



Garage G1

ON SITE TREES



640	-76.96871	38.8895	Northern red oak	Quercus rubra	29.8	14-31.5in
641	-76.9696	38.88865	Willow oak	Quercus phellos	8.7	0-14in
642	-76.96972	38.88885	Willow oak	Quercus phellos	8.5	0-14in
643	-76.97062	38.88856	Pin oak	Quercus palustris	16.2	14-31.5in
644	-76.97072	38.88845	Pin oak	Quercus palustris	15.9	14-31.5in
645	-76.97011	38.88779	Willow oak	Quercus phellos	8	0-14in
646	-76.96982	38.88751	Willow oak	Quercus phellos	9	0-14in
647	-76.97113	38.88792	Northern red oak	Quercus rubra	22	14-31.5in
648	-76.97126	38.88783	Northern red oak	Quercus rubra	18.6	14-31.5in
649	-76.97141	38.88779	Southern red oak	Quercus falcata	24.5	14-31.5in
650	-76.97162	38.88783	Flowering dogwood	Cornus florida	10	0-14in

TREE INVENTORY

RFK Campus Stadium Garages - NCPC Concept/Preliminary Review
SUBMISSION DATE: 28 AUGUST 2026

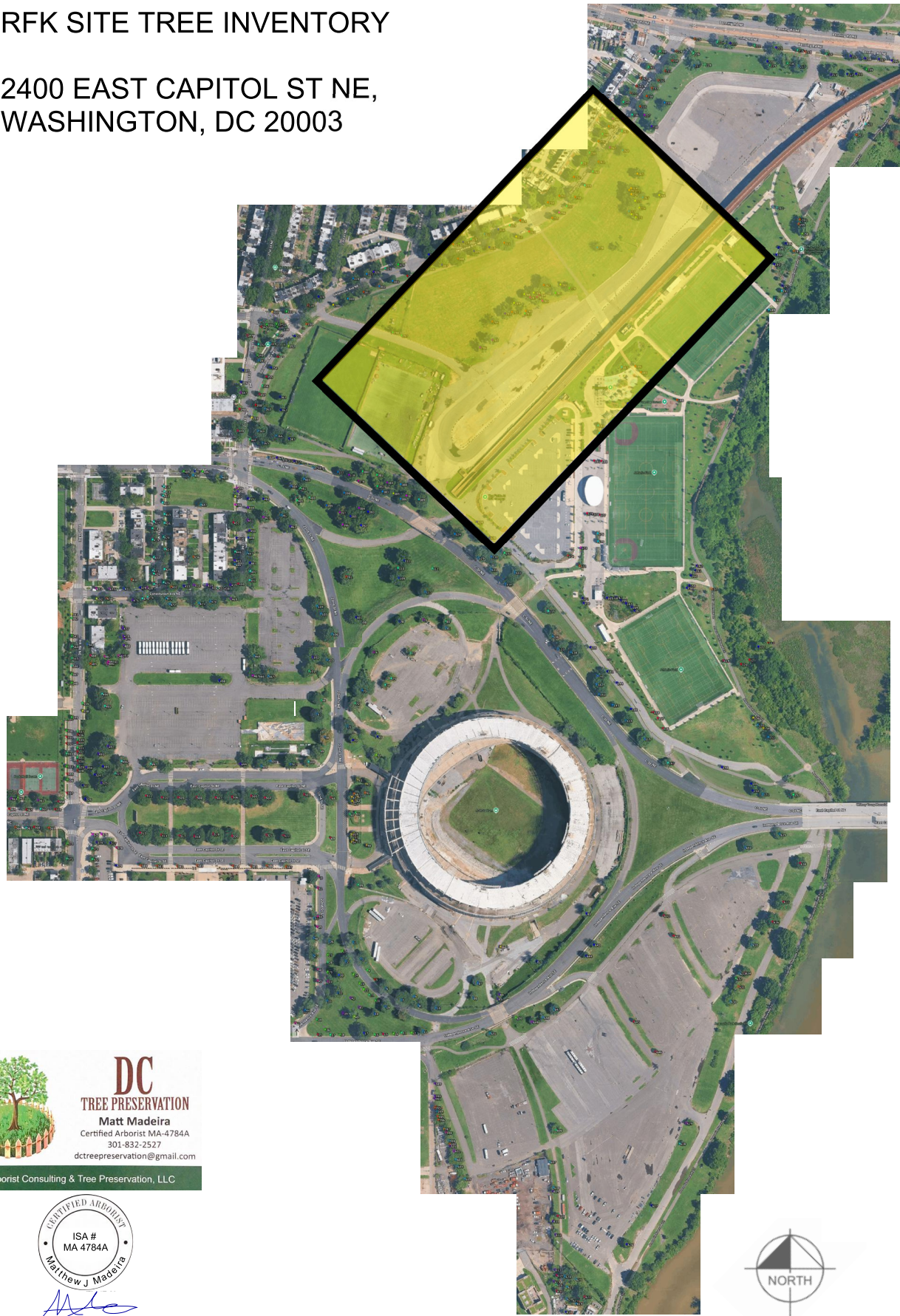


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RFK SITE TREE INVENTORY

2400 EAST CAPITOL ST NE,
WASHINGTON, DC 20003



ON SITE TREES



265	-76.9701	38.8962	Black locust	Robinia pseudoacacia	26	14-31.5in	380	-76.97361	38.89324	Japanese pagoda tree	Sophora japonica	31	14-31.5in
266	-76.96982	38.89599	Chinese elm	Ulmus parvifolia	20	14-31.5in	381	-76.97342	38.8932	Japanese pagoda tree	Sophora japonica	30	14-31.5in
267	-76.97003	38.89597	Mulberry	Morus spp	21	14-31.5in	382	-76.97342	38.89309	Japanese pagoda tree	Sophora japonica	21	14-31.5in
268	-76.97018	38.89606	Black locust	Robinia pseudoacacia	31.5	>31.5in	383	-76.97335	38.89304	Northern red oak	Quercus rubra	29.5	14-31.5in
269	-76.97021	38.89604	Black locust	Robinia pseudoacacia	18	14-31.5in	384	-76.9733	38.89313	Southern red oak	Quercus falcata	26	14-31.5in
270	-76.97018	38.896	Black locust	Robinia pseudoacacia	20	14-31.5in	385	-76.97322	38.89302	Chinese fringe tree	Chionanthus retusus	12	0-14in
271	-76.97017	38.89604	Tree of heaven	Ailanthus altissima	25	14-31.5in	386	-76.97312	38.89297	Northern red oak	Quercus rubra	22	14-31.5in
272	-76.97014	38.89604	Black locust	Robinia pseudoacacia	16	14-31.5in	387	-76.97305	38.893	Sugar maple	Acer saccharum	20	14-31.5in
273	-76.97013	38.89593	Chinese Holly	Ilex cornuta	20	14-31.5in	388	-76.97312	38.89311	Northern red oak	Quercus rubra	28	14-31.5in
274	-76.97008	38.89587	Chinese Holly	Ilex cornuta	26	14-31.5in	389	-76.97289	38.89296	Littleleaf linden	Tilia cordata	49	>31.5in
275	-76.97012	38.89577	Chinese Holly	Ilex cornuta	27	14-31.5in							
276	-76.97017	38.8958	Chinese Holly	Ilex cornuta	21	14-31.5in							
277	-76.97021	38.89583	Mulberry	Morus spp	21	14-31.5in							
278	-76.97061	38.89547	Mulberry	Morus spp	25	14-31.5in							
279	-76.97097	38.89507	Green ash	Fraxinus pennsylvanica	20	14-31.5in							
280	-76.97109	38.8951	Chinese Holly	Ilex cornuta	7.5	0-14in							
281	-76.97115	38.89502	Green ash	Fraxinus pennsylvanica	22	14-31.5in							
282	-76.9713	38.8951	American elm	Ulmus americana	30.5	14-31.5in							
283	-76.97131	38.89494	Tree of heaven	Ailanthus altissima	14.5	14-31.5in							
284	-76.97135	38.895	Tree of heaven	Ailanthus altissima	7.5	0-14in							
285	-76.97138	38.89498	Tree of heaven	Ailanthus altissima	9	0-14in							
286	-76.97142	38.89502	Chinese Holly	Ilex cornuta	21	14-31.5in							
287	-76.97146	38.89497	Tree of heaven	Ailanthus altissima	25	14-31.5in							
288	-76.97154	38.89501	Chinese Holly	Ilex cornuta	24	14-31.5in							
289	-76.97167	38.89492	Chinese Holly	Ilex cornuta	25	14-31.5in							
290	-76.97152	38.89484	American sycamore	Platanus occidentalis	40	>31.5in							
291	-76.97153	38.89482	Japanese pagoda tree	Sophora japonica	15	14-31.5in							
292	-76.9717	38.89483	American sycamore	Platanus occidentalis	33.5	>31.5in							
293	-76.97179	38.89482	Sawtooth oak	Quercus acutissima	21.5	14-31.5in							
294	-76.97195	38.89473	American sycamore	Platanus occidentalis	45	>31.5in							
295	-76.97195	38.89455	Silver maple	Acer saccharinum	26.5	14-31.5in							
296	-76.97211	38.89448	Silver maple	Acer saccharinum	25	14-31.5in							
297	-76.97311	38.8946	Honeylocust	Gleditsia triacanthos	14	14-31.5in							
298	-76.97322	38.89463	Honeylocust	Gleditsia triacanthos	28	14-31.5in							
299	-76.97399	38.8949	Bur oak	Quercus macrocarpa	7.5	0-14in							
300	-76.9738	38.89496	Mulberry	Morus spp	42	>31.5in							

Garage G2

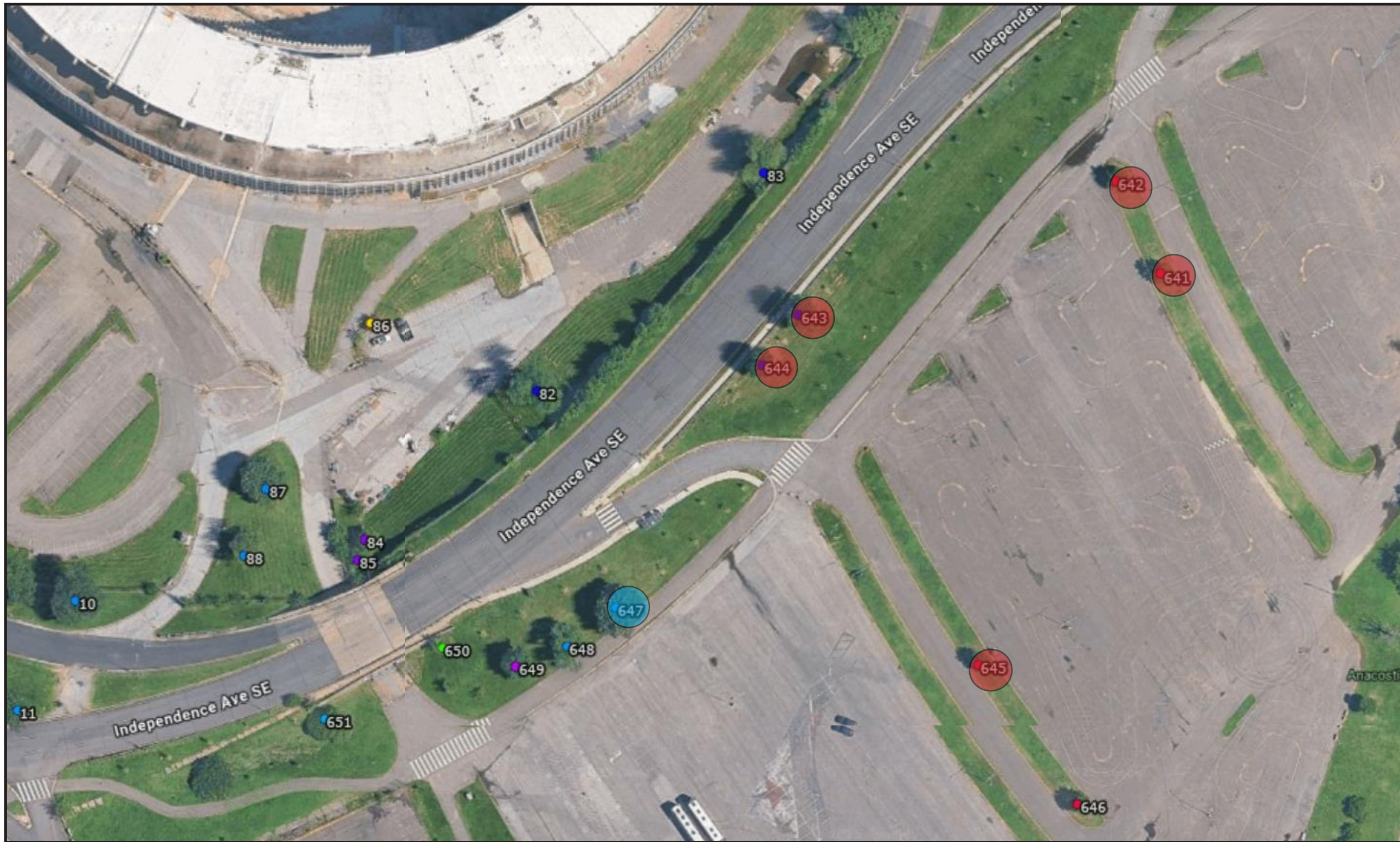
TREE INVENTORY

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LEGEND

PRESERVATION 

REPLACEMENT 

Garage G1

TREE REPLACEMENT AND PRESERVATION PLAN

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LEGEND

PRESERVATION 

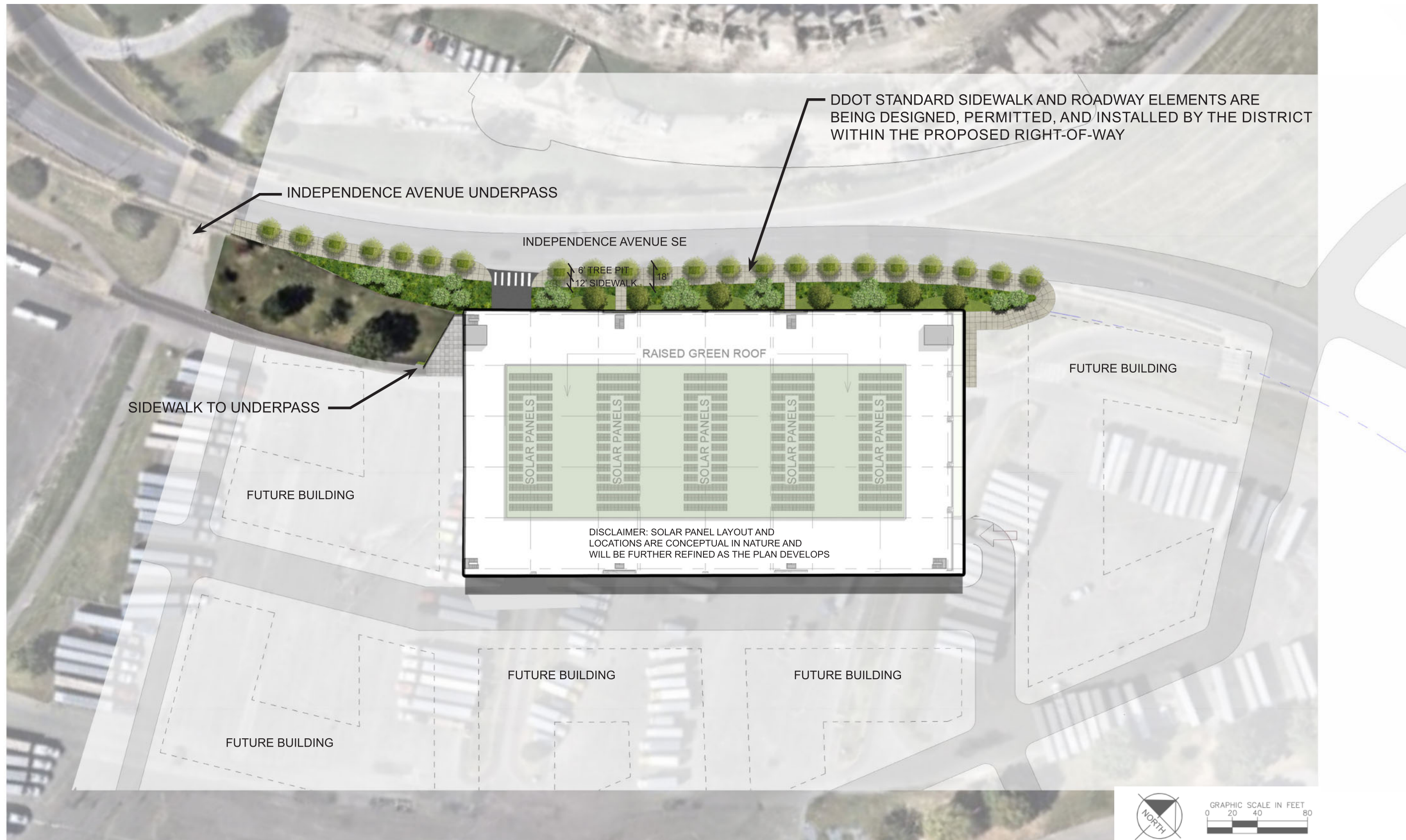
REPLACEMENT 



Garage G2

TREE REPLACEMENT AND PRESERVATION PLAN

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Garage G1

LANDSCAPE DESIGN

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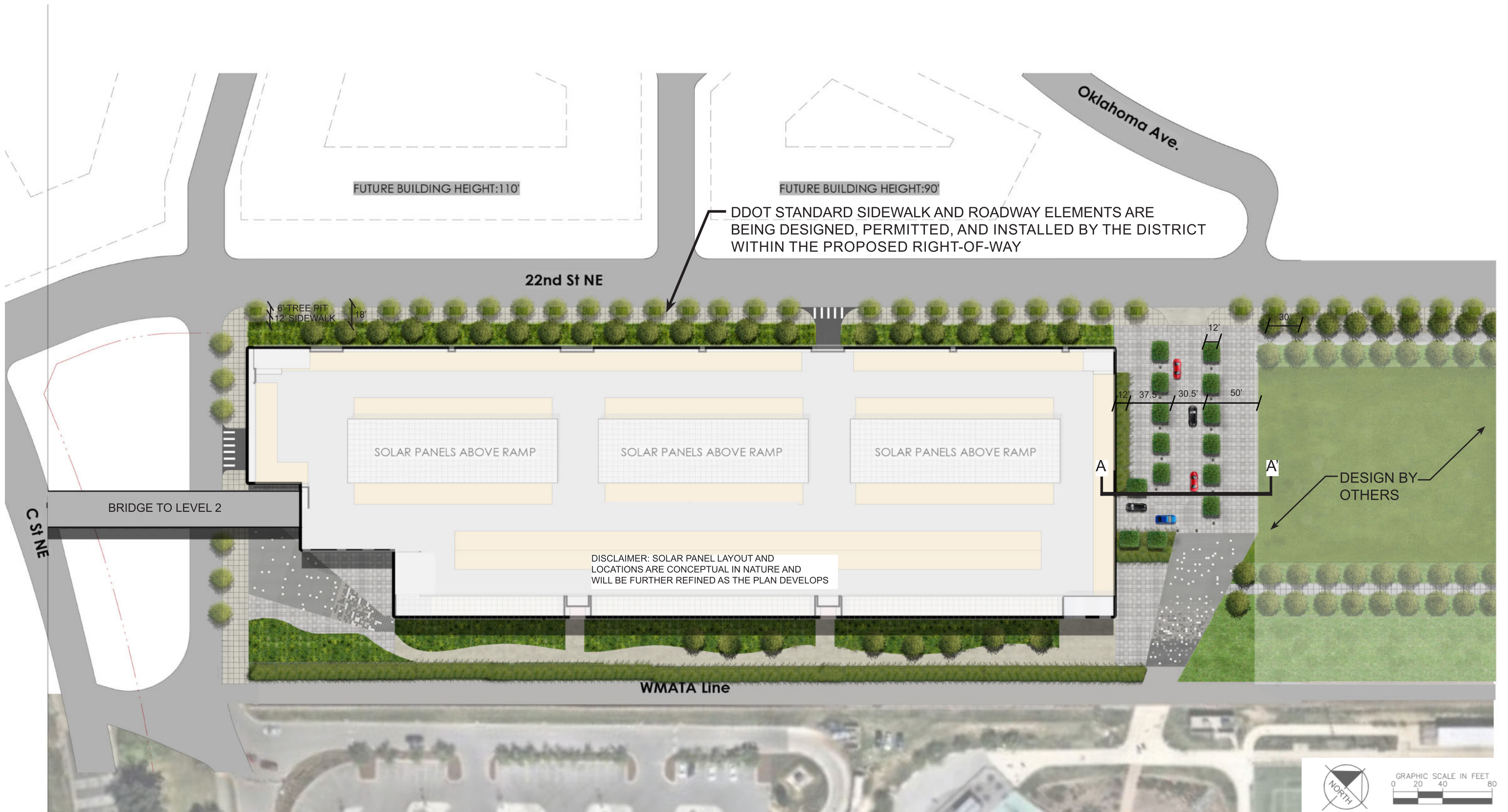
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Garage G2

LANDSCAPE DESIGN

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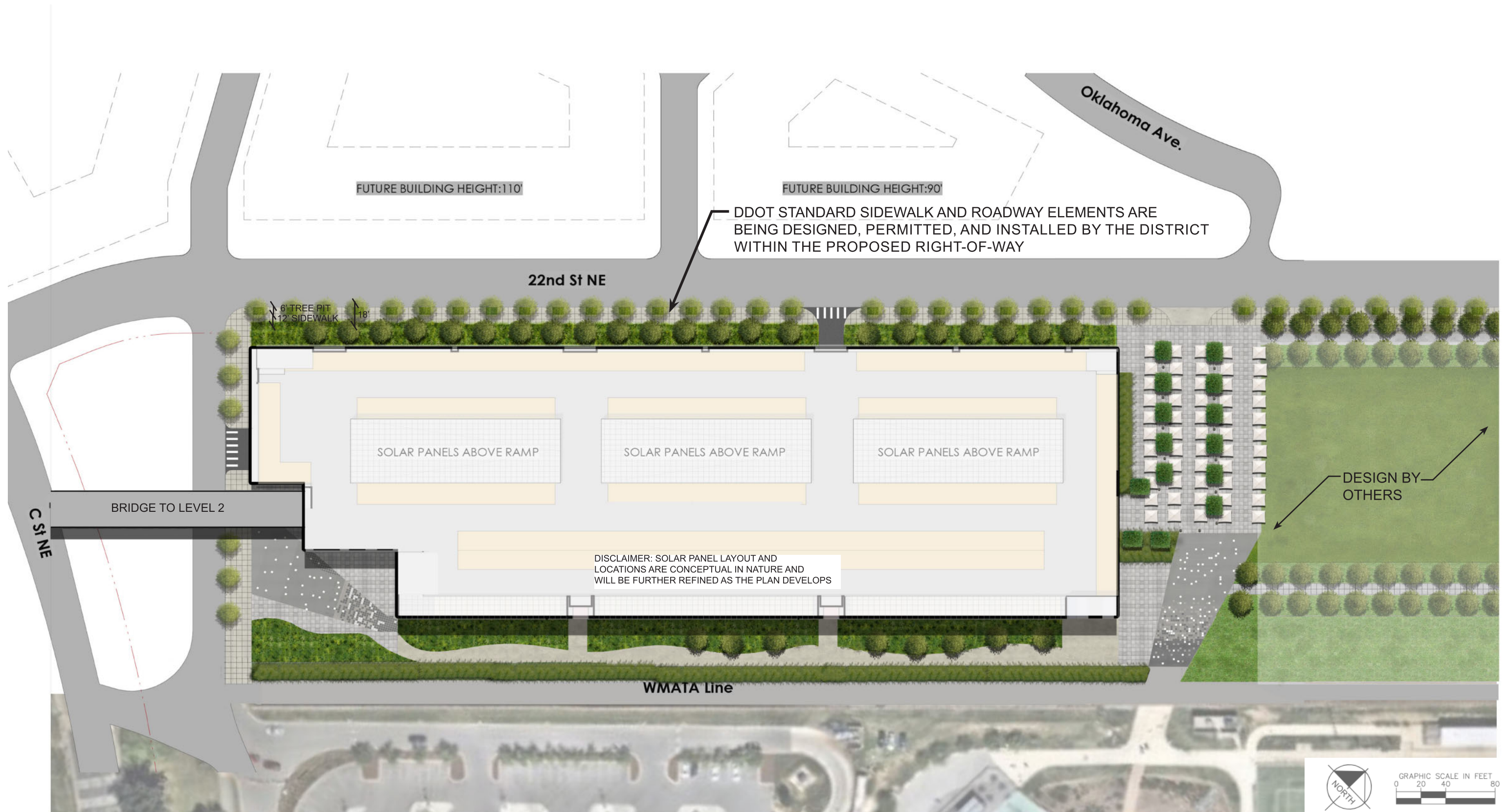
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Garage G2

LANDSCAPE DESIGN - OPTION FOR COMMUNITY EVENTS/ACTIVITIES

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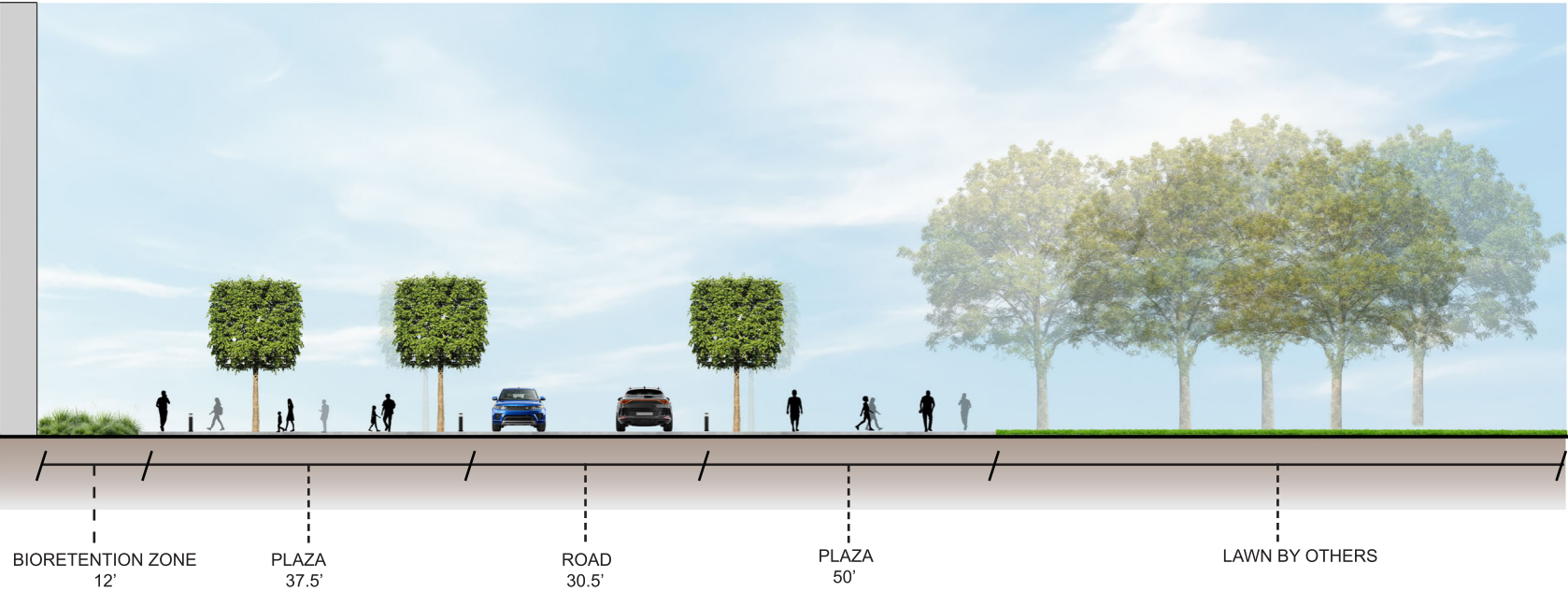
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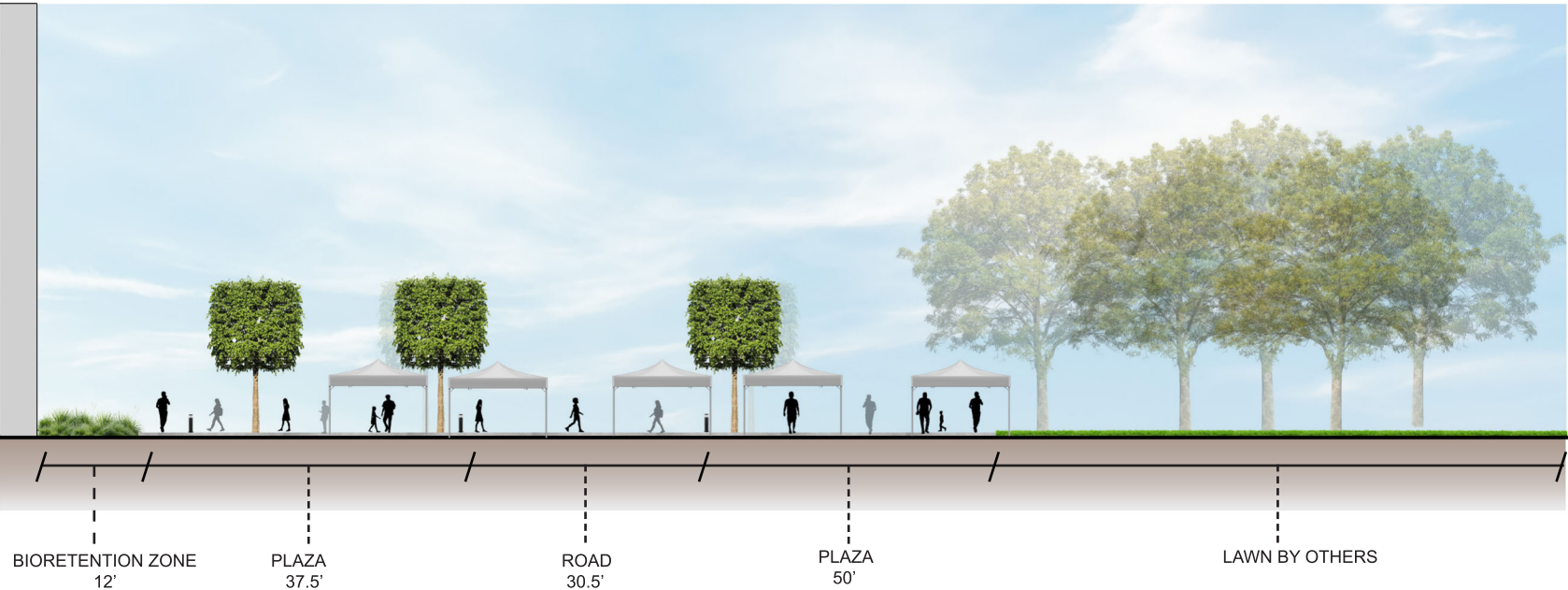
SECTION A-A

SCALE: 1" = 10'-0"



SECTION A-A OPTION FOR COMMUNITY EVENTS/ACTIVITIES

SCALE: 1" = 10'-0"



PERMEABLE PAVERS



PLEACHED TREES



GRASSES



CONCRETE



Garage G1 & Garage G2

MATERIALS PALETTE

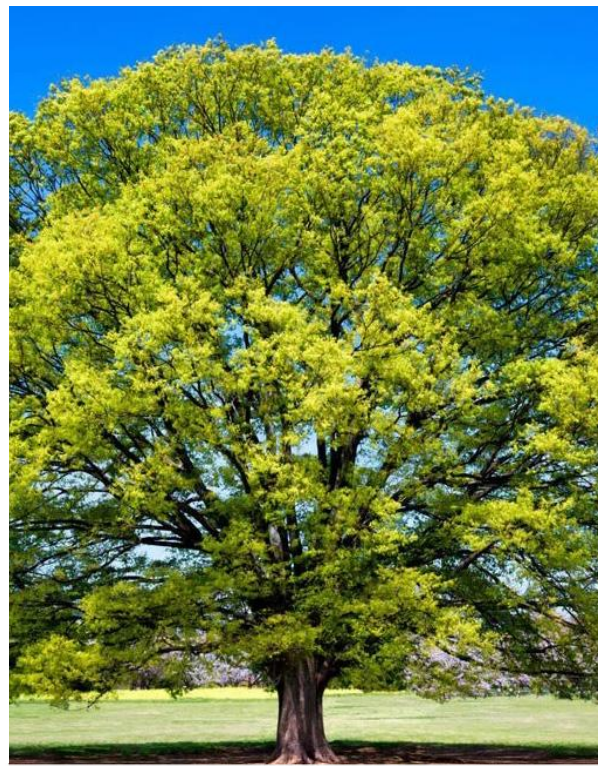
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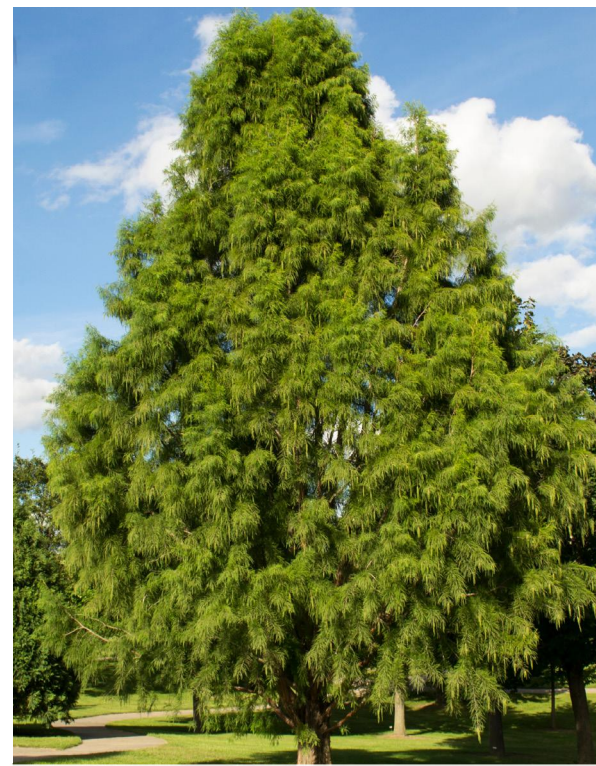
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Fagus grandifolia
American Beech



Nyssa sylvatica
Black Gum



Taxodium distichum
Bald Cypress



Acer rubrum
Red Maple



Liquidambar styraciflua
Sweet Gum



Betula nigra
River Birch



Liriodendron tulipifera
Tulip Tree



Quercus coccinea
Scarlet Oak

Garage G1 & Garage G2

PLANTING PALETTE

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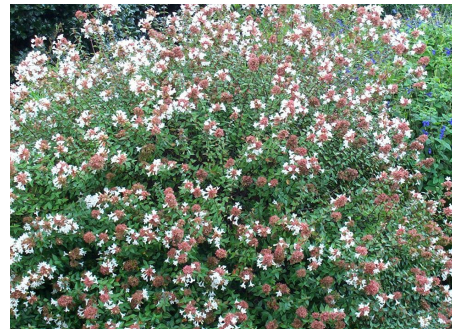




Hydrangea arborescens 'Annabelle'
Annabelle Hydrangea



Viburnum dentatum 'Blue Muffin'
Blue Muffin Arrowwood Viburnum



Abelia x grandiflora 'Little Richard'
Little Richard Glossy Abelia



Juniperus horizontalis 'Plumosa'
Plumosa Creeping Juniper



Clethra alnifolia 'Hummingbird'
Hummingbird Summersweet



Viburnum obovatum 'Mrs. Schiller's Delight'
Mrs. Schiller's Delight Walter's Viburnum



Vaccinium corymbosum 'Ivanhoe'
Ivanhoe Highbush Blueberry



Ilex verticillata 'Red Sprite'



Kalmia latifolia
Mountain Laurel



Ceanothus americanus
New Jersey Tea



Aronia arbutifolia 'Brilliantissima'
Brilliant Red Chokeberry



Lobelia cardinalis
Cardinal Flower



Rhus aromatica 'Gro-Low'
Gro-Low Fragrant Sumac



Carex pensylvanica
Pennsylvania Sedge



Chasmanthium latifolium
Northern Sea Oats



Ilex glabra 'Shamrock'
Shamrock Inkberry Holly



Morella cerifera 'Don's Dwarf'
Don's Dwarf Wax Myrtle



Cephalanthus occidentalis 'Sugar Shack'
Sugar Shack Buttonbush



Schizachyrium scoparium
Little Bluestem



Sporobolus heterolepis
Prairie Dropseed



Eragrostis spectabilis
Purple Love Grass



Panicum virgatum
Switchgrass



Deschampsia cespitosa
Tufted Hairgrass



Sorghastrum nutans
Indian Grass

Garage G1 & Garage G2

PLANTING PALETTE

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7. ENVIRONMENTAL CONSIDERATIONS



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The RFK Parking Garages are within the FEMA 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.

The existing site has been chosen for redevelopment based on its existing land use and proximity to the proposed Stadium. Based on the existing limits of the FEMA regulated floodplain, the Parking Garage development limits will encroach within the current FEMA Zone AE floodplain. 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:

- 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.
- Prepare an Elevation Certificate
- Acquire a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR), if required

The RFK campus plan requires extensive roadway and infrastructure improvements in support of opening day and ongoing operations. The site with all improvements, including parking garages and roads, will be modeled to determine if any increases in the base flood elevation of the 100-year floodplain occur. Compliance with Flood Hazard Rules section 3106.4 is required to show no adverse impact before any projects in the floodplain are permitted.

In support of the RFK Parking Garages application, the design team will design all entrances into the parking garages, and the finished floor elevation for each parking garage, in accordance with DOEE DCMR Title 20 Chapter 31 Section 3107. The required design flood elevation for non-residential structures is to be a minimum of 2' above the 100-yr water surface elevation or higher than the 500-yr floodplain, whichever is greater. The 100-yr water surface elevation is 12.74' for G1 and 13.58' for G2, and the 500-yr water surface elevation is 14.20' for G1 and 15.22' for G2. The proposed minimum finished floor elevations are 14.74' for G1 and 15.58' for G2. Elevation certificates will also be provided to the District for each garage.



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, 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 green roofs on structures and a distributed network of bioretention facilities incorporated around the garages 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.

The RFK Campus Stadium Garages G1 and G2 are being designed to advance the long-term sustainability goals of the broader RFK Campus redevelopment, including the consolidation of parking facilities to support increased mixed-use development and expanded open space. The garages balance operational requirements with environmental stewardship through sustainable site design, renewable energy generation, green infrastructure, stormwater management, heat island reduction measures, durable material selection, and efficient building systems. Sustainable strategies for Garages G1 and G2 are being evaluated using the Parksmap framework, including applicable measures related to facility management, mobility programs, technology and structure design, and innovation. This framework is being used to identify practical, measurable, and documentable strategies that can improve environmental performance, operational efficiency, resilience, and the user experience.

A primary sustainability objective is to reduce dependence on single-occupancy vehicles and support a coordinated multimodal transportation system. Garages G1 and G2 are integrated into a broader mobility strategy that prioritizes Metro, Metro Bus, walking, bicycling, ridesharing, and other non-auto modes. For those passenger vehicles using each garage, the entry/exit and ramping designs focus on reduction in idle time in and around the facility. The garage designs will incorporate safe and intuitive pedestrian routes, internal and external wayfinding, bicycle parking facilities, EV charging infrastructure, and coordinated event-day traffic-flow measures. The project team will also evaluate preferred or designated accommodations for carpools, rideshare operations, low-emitting vehicles, and alternative-fuel vehicles, together with public-facing information that communicates available transportation options.

The garages incorporate a comprehensive stormwater management and landscape strategy that supports both environmental performance and placemaking objectives. Planned sustainability measures include green roofs, where feasible, landscaped bioretention areas, expanded tree canopy, and native or adaptive landscape materials with low irrigation demand. These best management practices will reduce stormwater runoff volumes, improve water quality, mitigate heat island effects, and enhance resilience within the Anacostia watershed.

The garages are being designed to reduce operational energy consumption through a combination of passive and active design strategies, efficient equipment, responsive controls, and system commissioning. Both garages utilize open parking garage concepts that maximize daylight penetration and natural ventilation, reducing dependence on mechanical systems and limiting daytime lighting demands. Energy-efficient LED lighting systems with daylight sensors, programmable controls, photocells, astronomical time clocks, dimming capability, and late-night lighting reductions are planned to minimize energy use while maintaining appropriate levels of safety and security. Lighting power density and control sequences will be established during design and verified during commissioning. Rooftop photovoltaic arrays will be incorporated into the design where feasible. These systems will help offset operational energy demand while supporting the broader sustainability objectives established for the RFK Campus redevelopment.

Green roofs, photovoltaic canopies, landscaping, and high-reflectance materials will be evaluated for exposed roof deck areas to reduce solar heat gain and mitigate the heat-island effect. Garage G1 currently incorporates a partial green roof integrated with rooftop photovoltaic systems. Green roof opportunities for Garage G2 will continue to be evaluated as design progresses. Final strategies will be coordinated with rooftop parking, event operations, stormwater requirements, photovoltaic layouts, and long-term maintenance needs.

Material selection and construction practices will emphasize durability, resilience, and reduced environmental impact. The project team is evaluating lower-carbon concrete mixes, including supplementary cementitious materials such as fly ash, recycled-content materials, and opportunities to source construction materials regionally where practical. Durable concrete systems, corrosion-resistant components, and long-life architectural materials are intended to reduce long-term maintenance requirements and extend service life. Low-VOC adhesives, sealants, primers, paints, coatings, and related building products will be specified where appropriate to support environmental quality during construction and long-term operations.

Sustainability planning will extend beyond initial design and construction to long-term garage operations. The project team will evaluate building systems commissioning, preventive maintenance planning, sustainable purchasing and cleaning practices, recycling and waste-management programs, and performance monitoring for lighting, renewable energy, EV charging, and water-management systems. Construction-phase measures will include evaluation of construction waste reduction and diversion, recycled-content materials, regional sourcing, and life-cycle impacts where appropriate.



Garage G1 & Garage G2

ENERGY AND SUSTAINABILITY

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8. SITE CIRCULATION, PARKING, AND ACCESS



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

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

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

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

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



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Garage G1 & Garage G2

SITE CIRCULATION, PARKING AND ACCESS

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

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

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



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Garage G1 & Garage G2

EXISTING ROADS

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

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



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Garage G1 & Garage G2

DAY ONE ROAD - CORE

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A supplemental network of streets will serve the parking garages and surface parking lots on Day One. The street network reuses many routes that were used for the prior stadium and parking lot access.

The supplemental roadways are intended to carry a large portion of parking garage traffic. As a result, future roads built as part of the Office of Planning's Master Plan do not need to accommodate game day traffic and can focus on serving new mixed-use development.

Garages G1 and G2 will rely on these supplemental roadways on game days with their access mimicking the old surface lots north and south of the stadium.



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Garage G1 & Garage G2

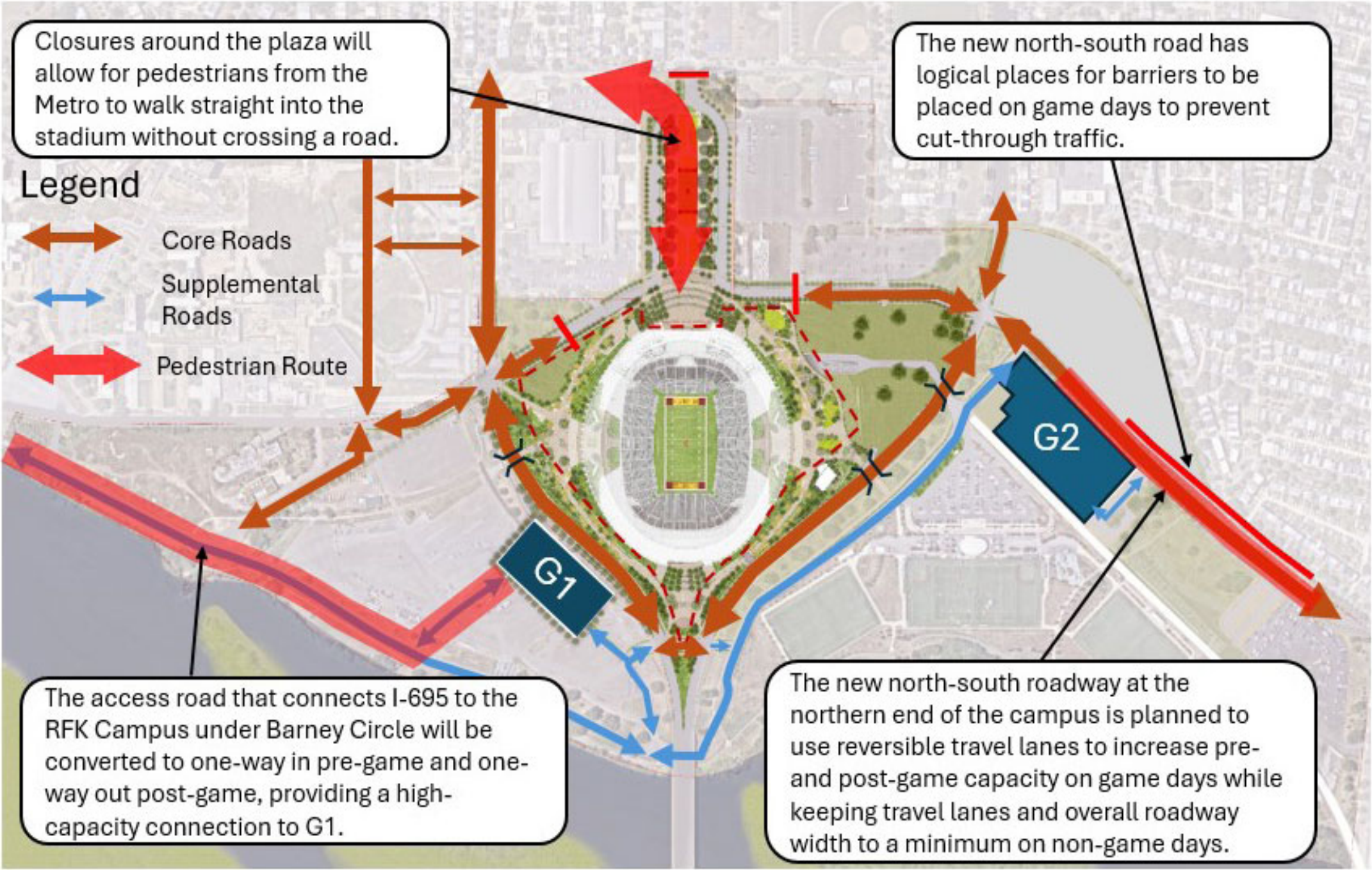
DAY ONE ROAD - SUPPLEMENTAL

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

A Transportation Operations and Parking Plan (TOPP) for the new stadium is being developed, which will confirm these infrastructure choices and develop operational measures to support them, including where traffic control officers will be placed and detailing how roads can be blocked off or changed to one-way traffic on game days to protect the local, neighborhood streets.



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Garage G1 & Garage G2

GAME DAY SPECIAL OPERATIONS

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Parking for the stadium on Day One will be provided by a combination of Garages G1 and G2 and temporary surface parking lots.

On Day One, the split between structured and surface parking spaces will be around 75% structured and 25% surface, with the total number of Day One parking spaces not to exceed 8,000. There are several opportunities for future structured parking, if needed, as the surface parking lots are removed and vertical development moves forward. Garages associated with that future development will be guided by the Office of Planning's Master Plan process for the entire RFK Campus.



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Garage G1 & Garage G2

VEHICLE PARKING

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The primary vehicular access routes to G1 include (i) re-use of the access road that connects I-695 under Barney Circle; and (ii) the Whitney Young Memorial Bridge (via DC-295) which provides direct connections to both G1 and G2 and avoids the use of local streets.

The primary vehicle access route to G2 will be the new north-south road that connects to Benning Road. On this approach road, Oklahoma Avenue will be re-configured and disconnected from the new north-south road to separate local from game-day traffic. At the former RFK stadium, the surface lots north of the stadium had multiple access points directly from Oklahoma Avenue. Under the proposed plan, traffic is routed to the new north-south road to separate Oklahoma Avenue and local traffic to and from parking garages.



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Garage G1 & Garage G2

GARAGE VEHICULAR INGRESS

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Parking egress will largely follow the inverse of the respective ingress routes. Most egressing traffic from Garages G1 and G2 will be directed to I-695 via the access road, and secondary traffic will be routed to DC-295 via the Whitney Young Memorial Bridge and Benning Road. Local traffic is expected to use the local street network to the north, west, and south of the Campus.

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



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Garage G1 & Garage G2

GARAGE VEHICULAR EGRESS

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The pedestrian experience will be greatly improved as compared to existing conditions. Existing pedestrian routes are located along high-speed roadways, including some without sidewalks. All roadways on Day One will have, to the greatest extent possible, DDOT standard sidewalks with buffer/planter zones and more opportunities for safe crossings.

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



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Garage G1 & Garage G2

PEDESTRIAN MOVEMENT

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The Day One transportation plan improves and connects into the high-quality bicycle facilities surrounding and within the Campus, including the Anacostia Riverwalk Trail and the protected bike lanes on C Street, NE. New protected bike lanes will be constructed, running north-south through the Campus, including adjacent to the stadium.

Several bike routes converge near G2, including the C Street NE protected bike lanes, the new protected bike lanes on the new north-south road, and reconfigured trails that currently traverse the Campus. Because of this, G2 has been identified as a potential location for a reservoir of bicycle parking.



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Garage G1 & Garage G2

BICYCLE ACCESS

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

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

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

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



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

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

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

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



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9. COMMUNITY ENGAGEMENT AND STAKEHOLDERS



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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. Such outreach has included specific and meaningful engagement regarding development of the parking garages.

Community Engagement to Date:

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



Parking Strategy: There should be fewer garages; garages should be pushed away from residential neighborhoods; garage heights should be limited

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. The original plan included three garages which have been reduced down to two. The garages are designed to minimize their presence in the neighborhood through visually appealing architecture and screening. Garage G1 will have a lower height than the surrounding development, so it will be screened on three sides, thus limiting its visibility. Garage G2’s height steps down on the 22nd St (neighborhood side) and will be screened by the Kingman Commons development to the west. Thus, both garages are being designed to mitigate any potential negative impacts to the surrounding community.*

Garage as a barrier: Garage G2 is a barrier to the Stadium and existing fields

Response: *The location of Garage G2 is strategically placed in front of the WMATA viaduct to create a buffer from the metro tracks. Even without the garage, the community would still have to travel the same distance to get to the stadium or fields. The location of Garage G2 does not create a barrier to the Stadium or fields because it does not impact the route of travel. Moreover, Garage G2’s location is part of the overall transportation strategy for the RFK Campus to spread out parking and vehicular access points to ensure safe and efficient ingress and egress.*

Garage Activation: Line garages with active ground-floor uses.

Response: *Retail uses are prohibited within the Garages under the Parking Garage Lease; however, the ground floors of each garage and the surrounding public spaces are designed to host temporary events (e.g. farmers markets, bicycle meetups, food festivals and movie screenings). The District and the Commanders will work together to program the garages on non-stadium event days.*

Bicycle parking: Expand bicycle parking and provide safe connections to the broader bicycle trail network

Response: *Garage G2 is conveniently located close to the bike trails connecting to the Kingman Park and broader bicycle network. Garage G2 will house a bicycle storage room as well as a bike repair facility to encourage more micromobility to the site. Existing bike facilities within and surrounding the site will be upgraded and new bike facilities will be constructed*

Event and Traffic Management: Prioritize public transportation; prevent cut-through traffic; limit residential street impacts

Response: *A comprehensive event and traffic management plan is being developed to minimize neighborhood impacts and support efficient operations on event days. The road designs and entry points to the garages are purposeful as to limit gameday traffic from interacting with the residential/neighborhood streets. 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. Metro and bus services/facilities are being studied for expansion.*

10. SUMMARY OF COMPLIANCE WITH NCPC PLANS AND POLICIES



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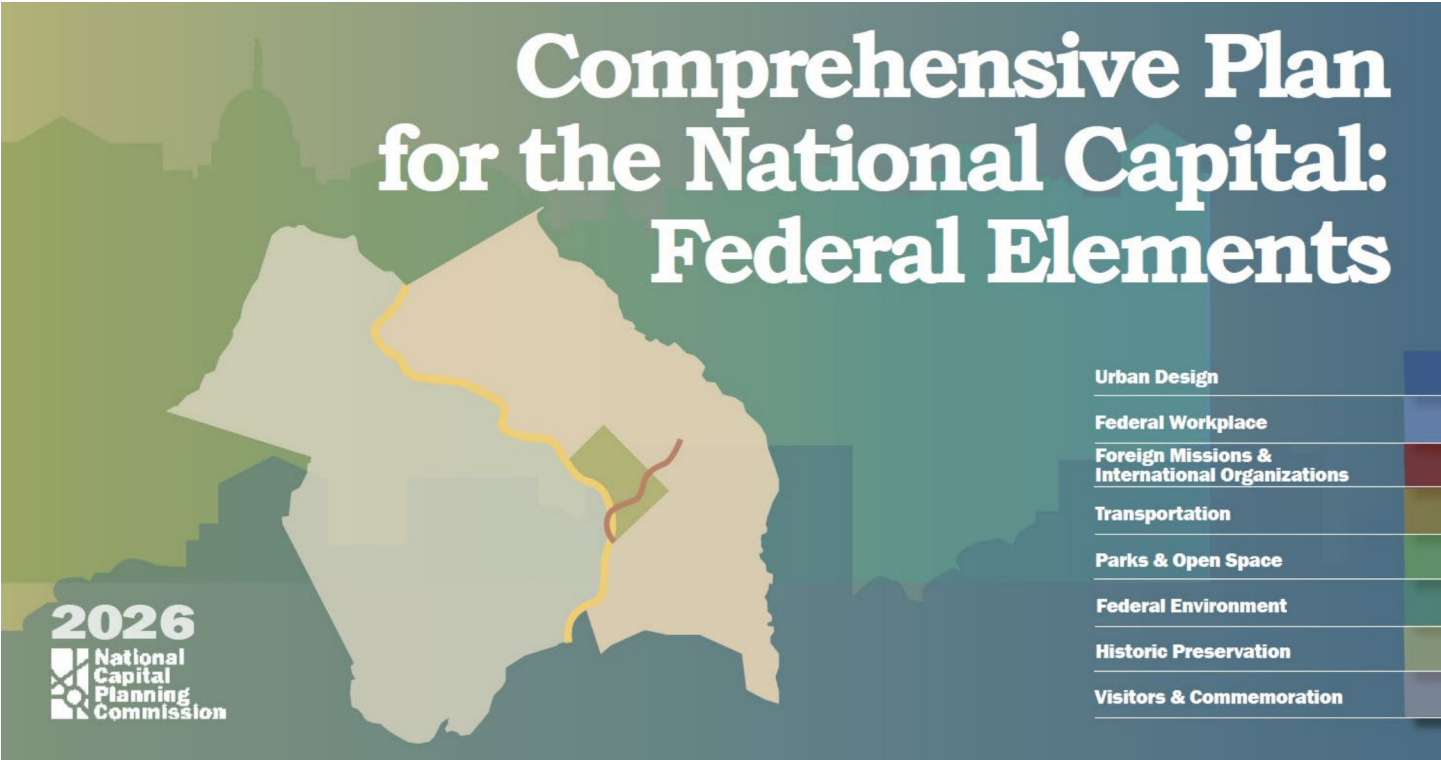
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The project is not inconsistent with the goals and policies of the Federal Elements of the Comprehensive Plan for the Nation’s Capital (the “Federal Elements”), as revised by NCPC through adoption of a new Introduction Chapter on January 8, 2026, in 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 Garages: Urban Design; Transportation; Parks and Open Space; Environment; Historic Preservation; and Visitors and Commemoration. The following analysis demonstrates that development of the Garages is not inconsistent with the relevant Federal Elements and in many instances affirmatively support their objectives.

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 Garages are not inconsistent with the Federal Urban Design Element. The Garages 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 Garages will be comprised of durable, high-quality materials and will be integrated into the surrounding mixed-use development rather than standing as utilitarian, unadorned facilities. Through careful height and massing and visually attractive architectural design, the Garages will protect Washington’s horizontal character, maintain its skyline, and enhance the physical and symbolic connections that reinforce the city’s spatial order. The Garages will include new public realm and streetscape improvements that will enhance the pedestrian experience, develop the urban tree canopy, and incorporate urban design strategies that consider the relationship between the design of new development and significant adjacencies. Overall, the site-specific architecture, defined massing, and careful site planning of the Garages will ensure that views to the stadium and the Anacostia River are preserved, and that the overall RFK Campus is maintained as a prominent gateway into the District’s monumental core.



Garage G1 & Garage G2

CONSISTENCY WITH FEDERAL URBAN DESIGN ELEMENT

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The Garages 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);
- 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).
- 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);
- Consider building setbacks, massing, and scale when constructing building facades to reinforce and frame the spatial definition of public spaces and right-of-ways. (UD.B.3.4);
- 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);
- Reinforce street-level linear views with consistent building setbacks and cornice lines, wherever possible (UD.B.5.4); 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).

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 Garages and their associated transportation infrastructure are not inconsistent with the Federal Transportation Element. First, the Transportation Element does not prohibit parking structures; rather, it explicitly provides policies for their appropriate design and location. For example, Policy T.C.13 prioritizes parking structures over surface parking in the interest of efficient land use and good urban design.

The Garages will affirmatively advance these goals by providing structured parking in lieu of the existing surface lots that currently dominate the site. Development of the Garages will also support Policy T.C.16, which encourages surface parking lots to be removed, converted to open space or used for proposed development when no longer needed, and Policy T.C.18, which requires the consolidation of parking facility access to minimize curb cuts where possible.



In addition, Policy T.C.15 encourages parking structure design to be sensitive to the surrounding context and to provide opportunities for integrating other uses or adaptable reuse. Consistent with this policy, the Garages will be designed so that they can be used for shared parking and potentially shared programming. The Garage design will be respectful of surrounding active uses as they will be situated within a master-planned multimodal campus that emphasizes transit, cycling, pedestrian access, and transportation demand management. Accommodating multiple modes of travel will ensure that the Garages are just one component of a comprehensive regional mobility strategy rather than a focused car-centric approach. The Garages are part of a larger transportation plan that integrates a range of mobility options to improve transportation use and access. The overall redevelopment will include major streetscape improvements that promote pedestrian and bicycle infrastructure and improve safety. The project’s transportation plans, including the Garages, will seamlessly integrate transportation and land use decisions to encourage responsible development patterns and promote efficient and sustainable travel, all while respecting the surrounding context and maintaining important view corridors.



The Garages will advance the following Federal Transportation Element policies:

- Support the development of a comprehensive and connected transportation system that meets land use, environmental, and economic goals articulated in regional plans and policies (T.A.1);
- 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);
- Establish a multimodal transportation network that supports a range of mobility options accessible to users of all incomes and abilities (T.B.10);
- Ensure transportation improvements are compatible with the existing transportation network and available services in the surrounding area (T.C.7);
- 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);

- Assess impacts of development projects on the transportation system and provide mitigation to ensure that the system functions adequately when projects are completed, with an emphasis on multimodal solutions (T.C.9);
- Prioritize parking structures over surface parking. Encourage parking structures to be located below ground, in the interest of efficient land use and good urban design (T.C.13);
- Encourage parking structure design to be sensitive to the surrounding context and provide opportunities for integrating other uses or adaptable reuse, where possible (T.C.15);
- Encourage that surface parking lots, when no longer needed, are removed, converted to open space, or used for proposed development (T.C.16);
- Locate parking facilities so they do not obstruct pedestrian or bicycle access to buildings and minimize their visibility from surrounding public rights-of-way (T.C.17);
- Consolidate parking facility access to minimize curb cuts where possible (T.C.18); and
- Develop an integrated Transportation Demand Management program as part of Transportation Management Plans to reduce impacts on regional congestion, improve environmental quality, and minimize parking demand at federal destinations (T.D.2).

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 Garages are not inconsistent with the Federal Parks and Open Space Element. The Garages enable consolidated, space-efficient vehicle parking that allows for the eventual removal of existing surface parking lots and their conversion to parks, open spaces, and mixed-use development. The consolidation of parking into two well-designed and efficient structures will help meet the requirement that 30% of the overall RFK Campus is dedicated to publicly accessible parks and open spaces. Moreover, development of the Garages will not disturb historic, cultural, or natural resources. The Garages have been designed to respect the District’s existing landscape, natural elements, and viewsheds, and they have been intentionally situated on each side of the Stadium in order to appropriately distribute vehicular traffic and reduce congestion. Moreover, the Garages consolidate parking away from the shoreline while maintaining connectivity between development and the Anacostia River and fully preserving the 200-foot riparian buffer zone.



The Garages will advance the following Federal Parks and Open Space policies:

- 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, 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);
- The mass and scale of development along, or adjacent to the shoreline, should preserve view corridors and be compatible with the character and quality of open space (POS.B.12);

- Discourage impervious paved surfaces, especially parking areas, along the shorelines of rivers, streams, and at waterfront parks. Remove existing waterfront parking when feasible and restore these areas to a landscaped condition, which could include recreational uses (POS.B.17);
- 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
- Provide safe and convenient pedestrian access to parks and open space. Additionally, plan pedestrian connections through and around physical barriers, such as roads and bridges, which limit physical or visual connectivity (POS.D.2).



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 Garages are not inconsistent with the Federal Environmental Element. The Garages will incorporate a variety of sustainability measures, which may include solar and green infrastructure, EV-charging stations, and space devoted to bicycle parking. They will implement flood proofing protection measures, stormwater management techniques, and climate-ready designs. The Garages are components of a compact, transit-oriented development plan that supports environmental goals, preserves riparian areas, and significantly reduces the total impervious surface area compared to the existing condition of expansive surface lots.



The Garages 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);
- If construction in a floodplain is necessary: (1) Preserve natural drainage where possible; (2) Elevate structures above base flood level; (3) Use best available flood proofing and protection measures; (4) Return the site as closely as possible to its natural contours; (5) Consider the cumulative impacts to the floodplain; (6) Consider long-term operational and capital costs associated with preparing and recovering from potential floods (FE.D.5);

- Create and implement an erosion and sedimentation control plan during construction to prevent damage or loss of critical soils (FE.F.6);
- Incorporate new trees and vegetation into plans and projects to absorb carbon dioxide, moderate temperatures, minimize energy consumption, reduce pollution, and mitigate stormwater runoff (FE.G.4); and
- Establish effective public outreach programs so that affected communities can participate in decisions that will impact its future (FE.N.3).



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 Garages are not inconsistent with the Federal Historic Preservation Element. The Garages have been designed to be compatible with the surrounding neighborhood character through height transitions, architectural screening, and context-sensitive materials. The Garages are scaled to complement the surrounding Hill East and Kingman Park neighborhoods, and they incorporate contemporary architectural styles while maintaining historic continuity and deference. Moreover, height transitions, setbacks, and building massings have been carefully sculpted to preserve existing view corridors and protect and reinforce the historic context.



The Garages will advance the following Federal Historic Preservation policies:

- 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);
- 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); and
- Design transportation infrastructure that is consistent with the urban design principles of the Plan of the City of Washington and surrounding historic properties (HP.E.3).



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 Garages are not inconsistent with the Federal Visitors and Commemoration Element. The Garages have been designed to manage event-day demand at a major national entertainment venue while supporting transit, walking, cycling, and other modes as the primary means of visitor access.

The Garages serve an analogous function to visitor parking at other major federal destinations, ensuring that visitor parking needs are met without overburdening surrounding neighborhoods with spillover parking or congesting adjacent roadways. The Garages will accommodate a total of 6,000 parking spaces, anticipating that transit improvements, bicycle infrastructure, and pedestrian access will carry a substantial share of visitors. The Garages may provide opportunities for public art installations, and are surrounded by activated plazas and pedestrian connections that will enhance the visitor experience and provide a safe and comfortable environment with a range of amenities and services for visitors to the District.

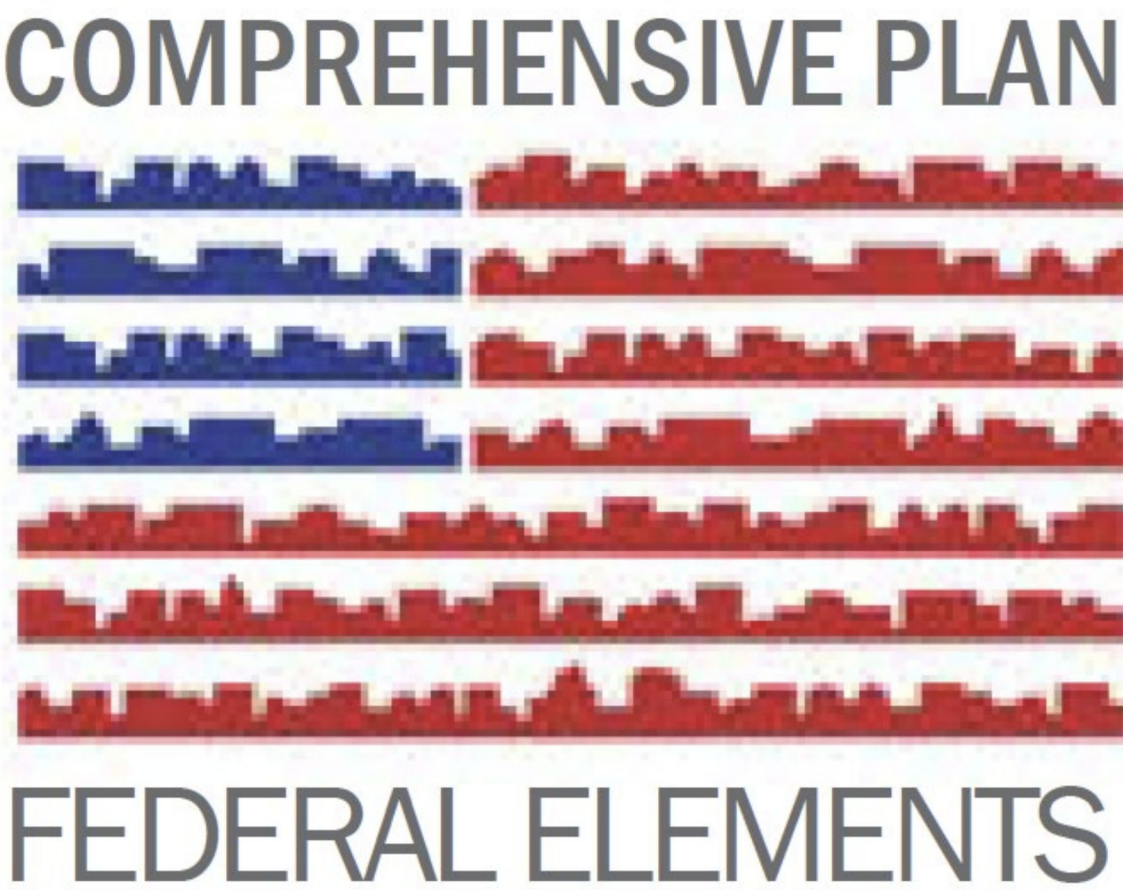


The Garages will advance the following Federal Visitors and Commemoration policies:

- 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);
- Major new attractions should address the transportation needs of visitors for an average day demand and provide transportation alternatives to reduce parking demand (VC.A.4);
- 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).



When evaluated holistically, the proposed Garages will advance the overall objectives, guiding principles, and individual policies of the Federal Elements of the Comprehensive Plan. The Garages will help to 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.





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DC MURIEL BOWSER, MAYOR



Kimley»Horn | DC + WDG + mauricewalters | architect



RFK Campus Stadium Garages - NCPC Concept/Preliminary Review
*All plans, renderings, and images are conceptual in nature and subject to change.
Streetscape elements are shown for illustrative purposes only and will be designed and provided by others.