

RFK Campus Stadium Garages

CFA CONCEPT REVIEW

Submission Date: September 03, 2026



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DISTRICT OF COLUMBIA
DC MURIEL BOWSER, MAYOR



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2. PROJECT SUMMARY AND BACKGROUND



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RFK Campus Stadium Garages - CFA Concept Review

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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 eight elevated 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 seven elevated 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

RFK Campus Stadium Garages - CFA Concept Review
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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.

Garage G1 & Garage G2

DESIGN NARRATIVE

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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.

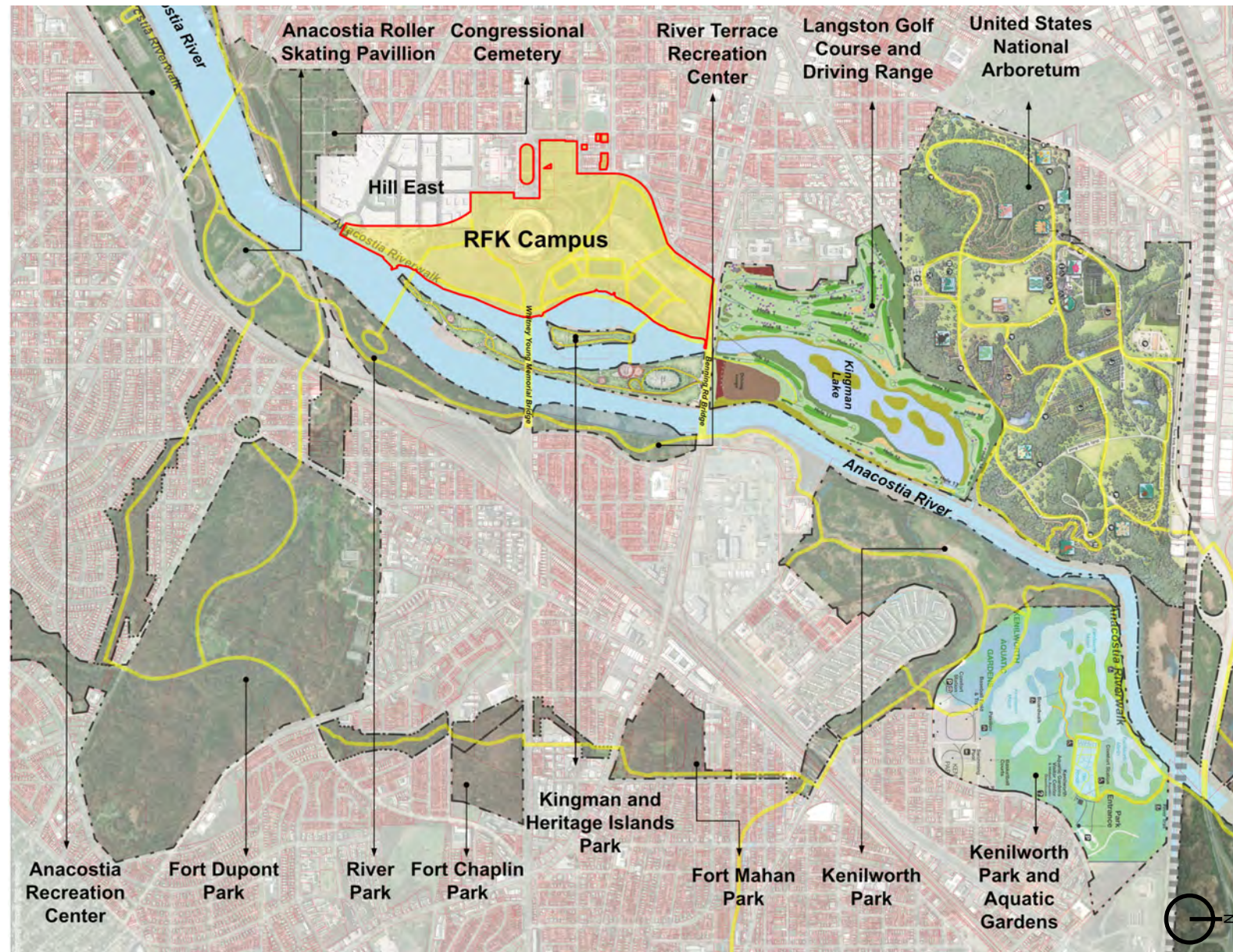
Importantly, the structures are conceived with flexibility for other uses when not being utilized for event parking. A range of additional uses are envisioned such as bicycle gatherings and facilities, farmers markets, artists and artisan markets, food truck “rodeos”, outdoor movies on the north side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

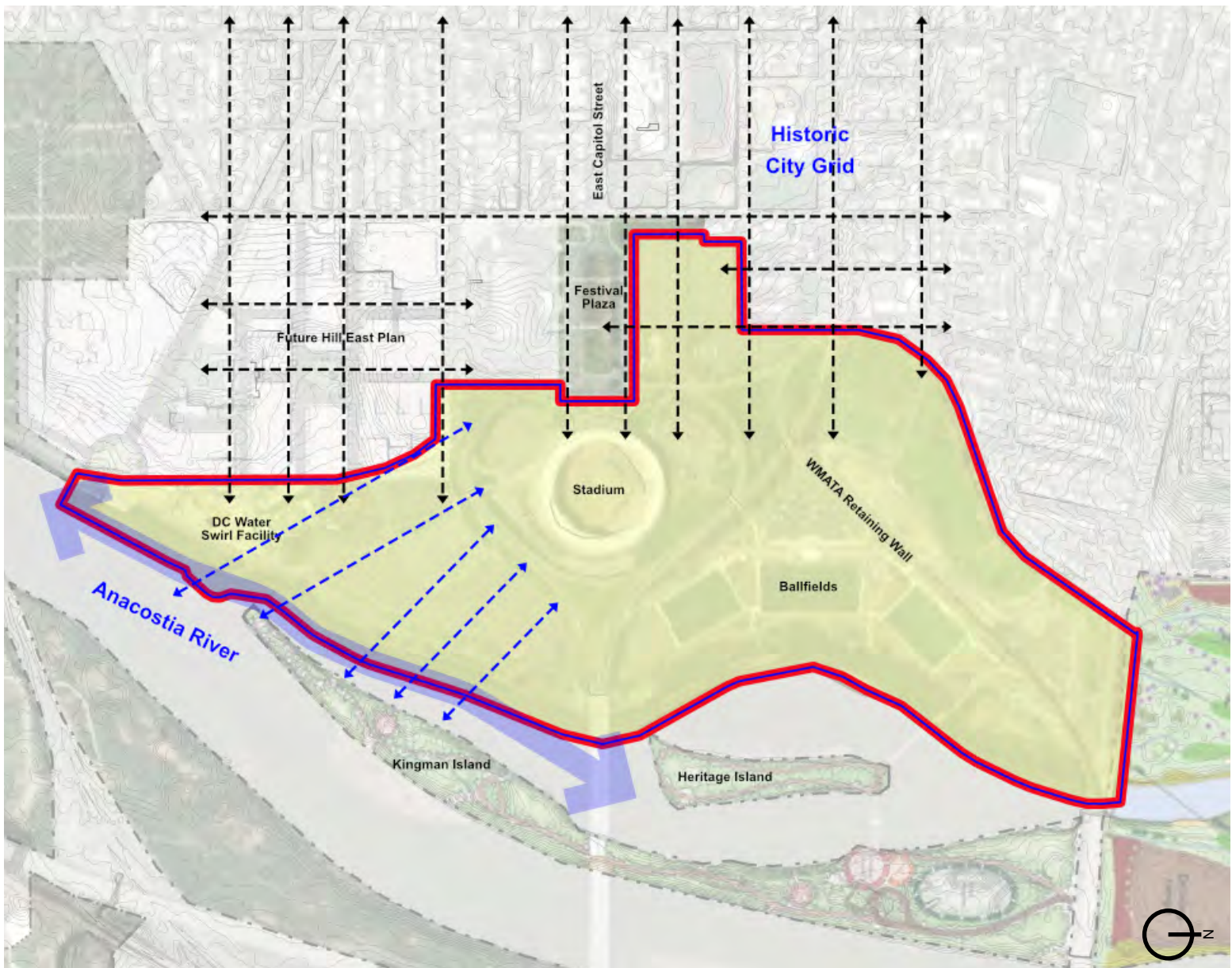
Together, the structures integrate necessary parking infrastructure into the larger civic and urban framework of the RFK Campus. Through their response to context, architectural expression, public realm, environmental performance, and long-term adaptability, Garage G1 and Garage G2 are conceived to support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

City-Wide Considerations

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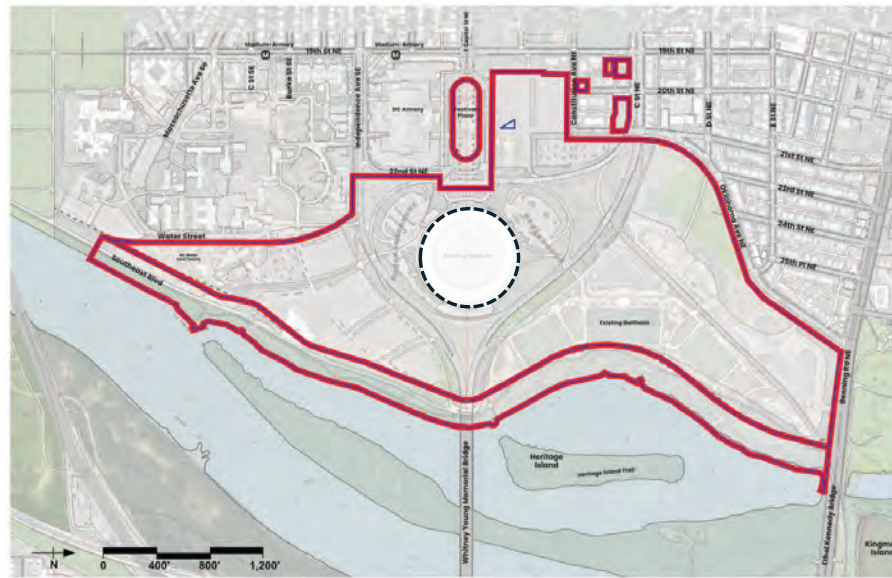
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RFK CAMPUS STADIUM GARAGES - NCPC CONCEPT REVIEW

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1.

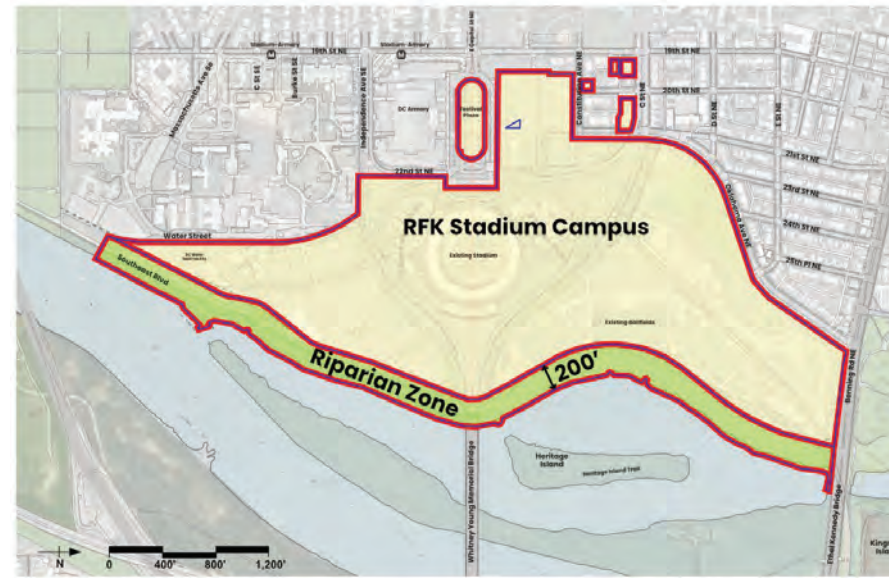
TOJ Boundary and Stadium Location



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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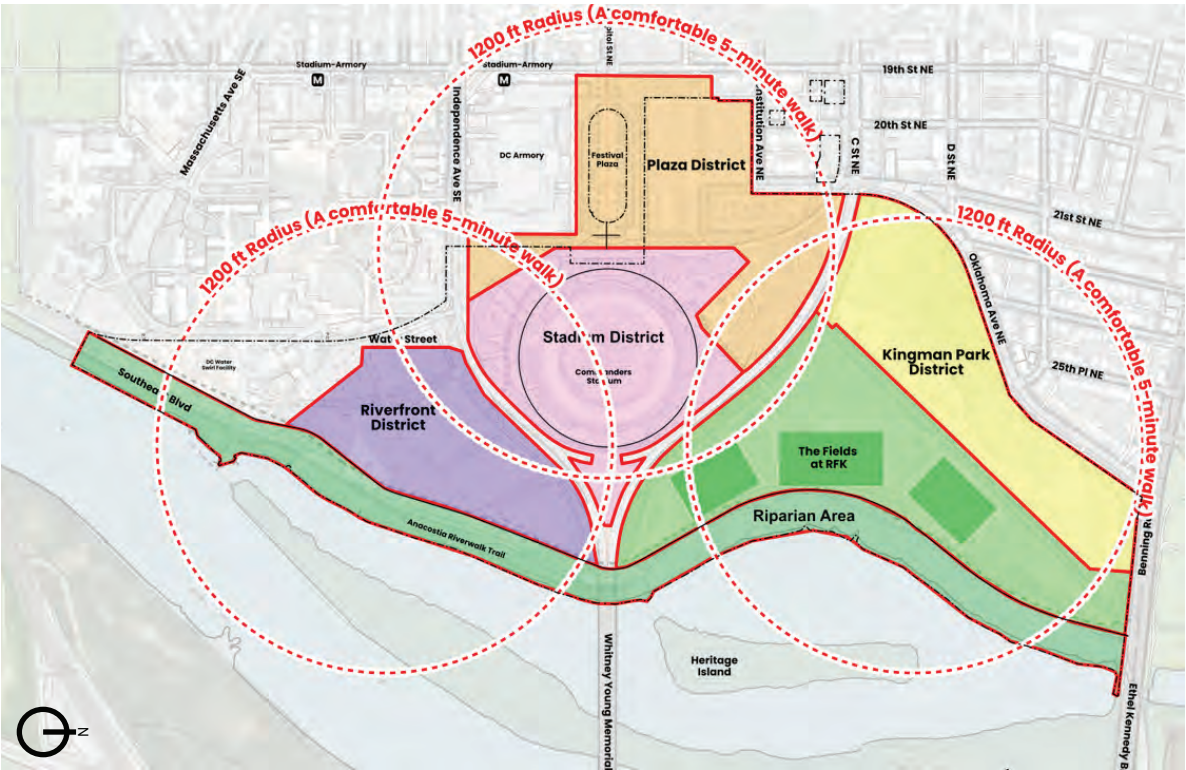
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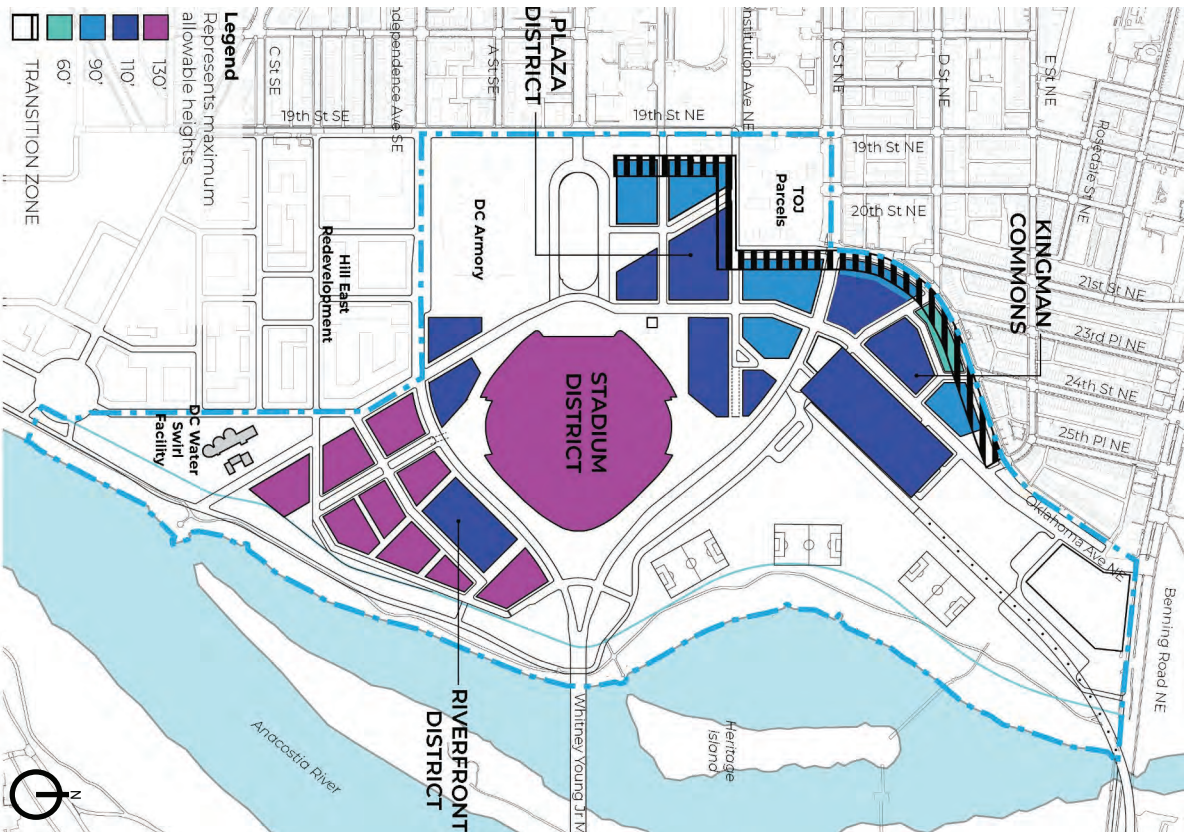
Parks and Open Space

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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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.

Master Plan Background

GARAGE G1 ALTERNATIVES STUDIED

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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.

Master Plan Background

GARAGE G2 ALTERNATIVES STUDIED

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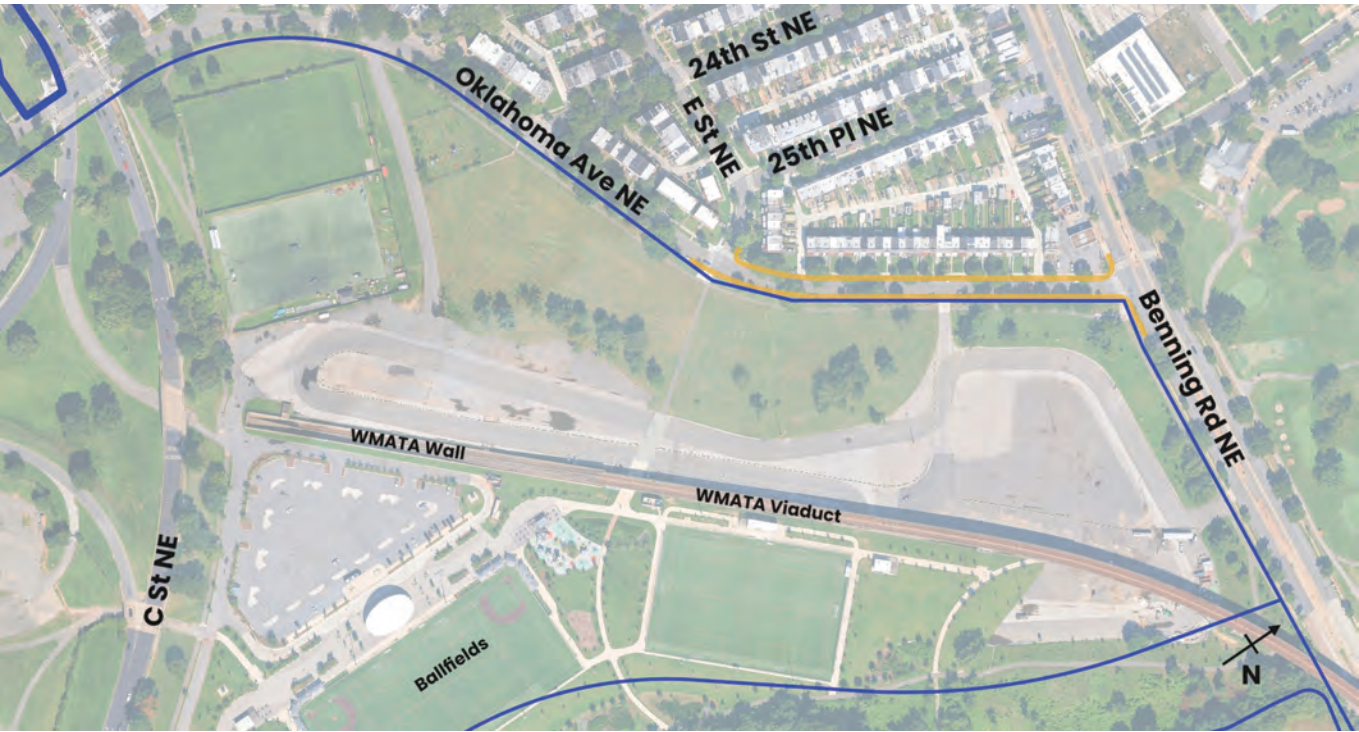
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Oklahoma Avenue Existing Alignment
 Oklahoma Avenue is a residential street.
 Residents are concerned about heavy traffic flows through their neighborhood on event days.



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



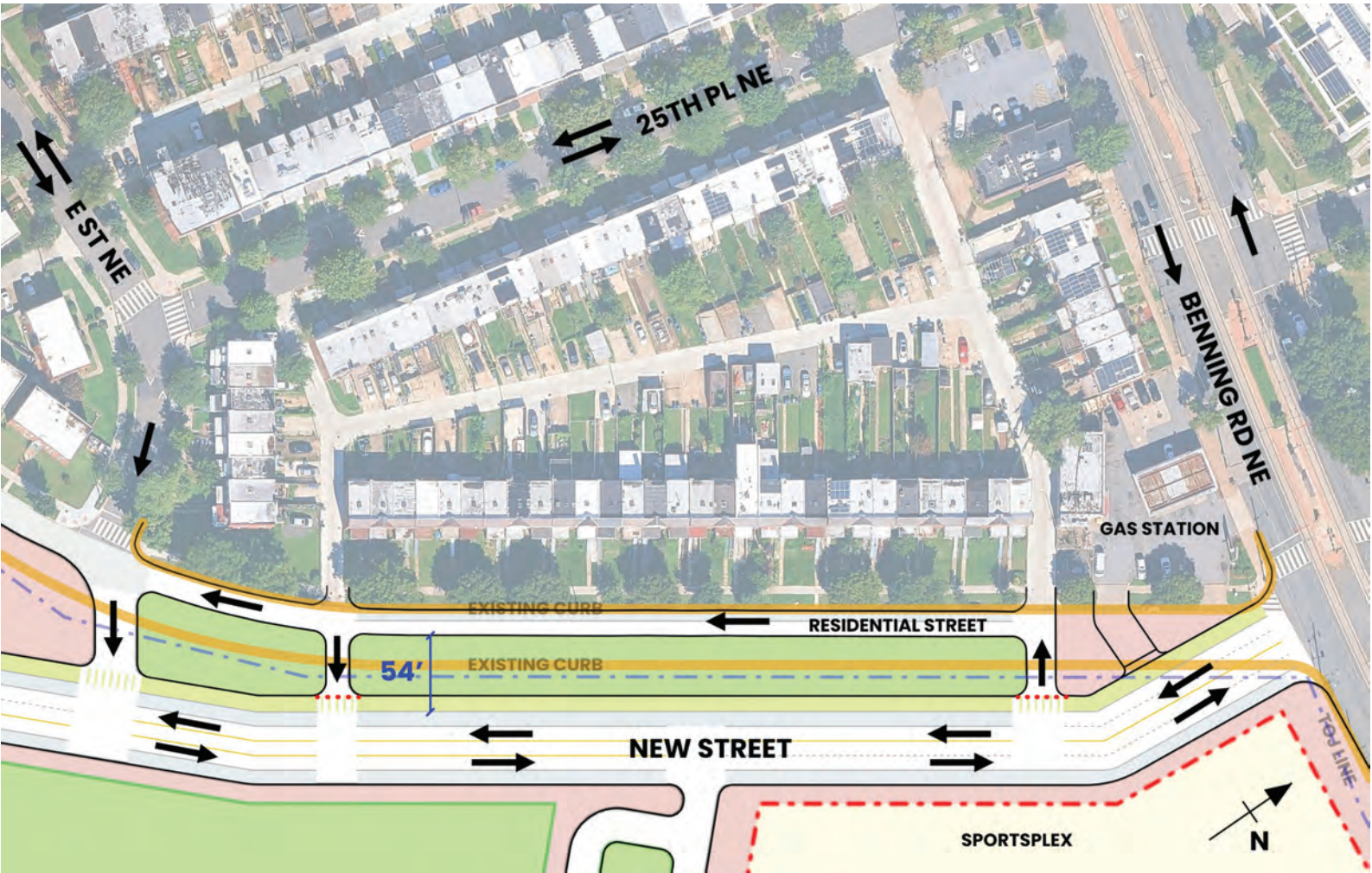
South Park, San Francisco



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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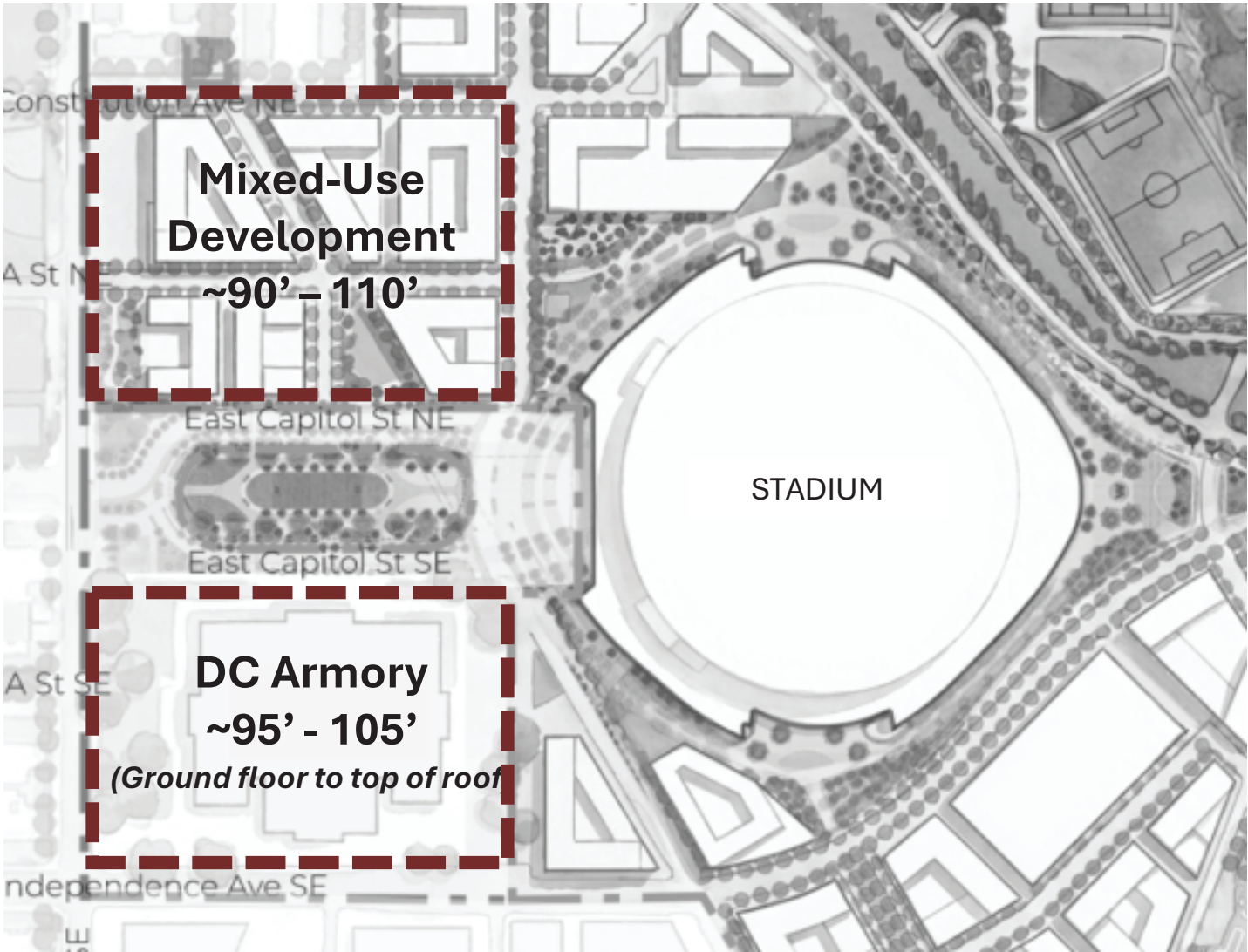


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The project team acknowledges the Commission of Fine Arts’ concern that the location of the structured garage may compromise views from the east and appreciates the recommendation to relocate it across the festival plaza opposite the D.C. Armory.

The design intent for the stadium’s western viewshed is to establish a strong urban frame defined by existing and planned contextual elements. The stadium’s western viewshed will be flanked by the D.C. Armory and future mixed-use development at the Plaza District. These elements collectively frame views from the west and reinforce the urban setting of the stadium, consistent with the Commission’s stated objective.

In addition, the festival plaza at the stadium’s western entrance is intended to function as a high-capacity, pedestrian friendly space that creates a safe and walkable event environment. East Capitol Street and the roadway directly in front of the stadium are planned to be closed to vehicular traffic on event days to prioritize pedestrian movement and safety. Introducing a garage in this location would conflict with this intent by requiring regular vehicular access in an area designed for large pedestrian volumes, thus creating potential safety and operational challenges. The current approach supports a more seamless and welcoming arrival experience, reinforcing the plaza as a people-focused civic space.



Garage G1 & Garage G2

STADIUM WEST VIEWSHED

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Existing and planned contextual elements create a strong urban frame for the Stadium.

Garage G1 & Garage G2

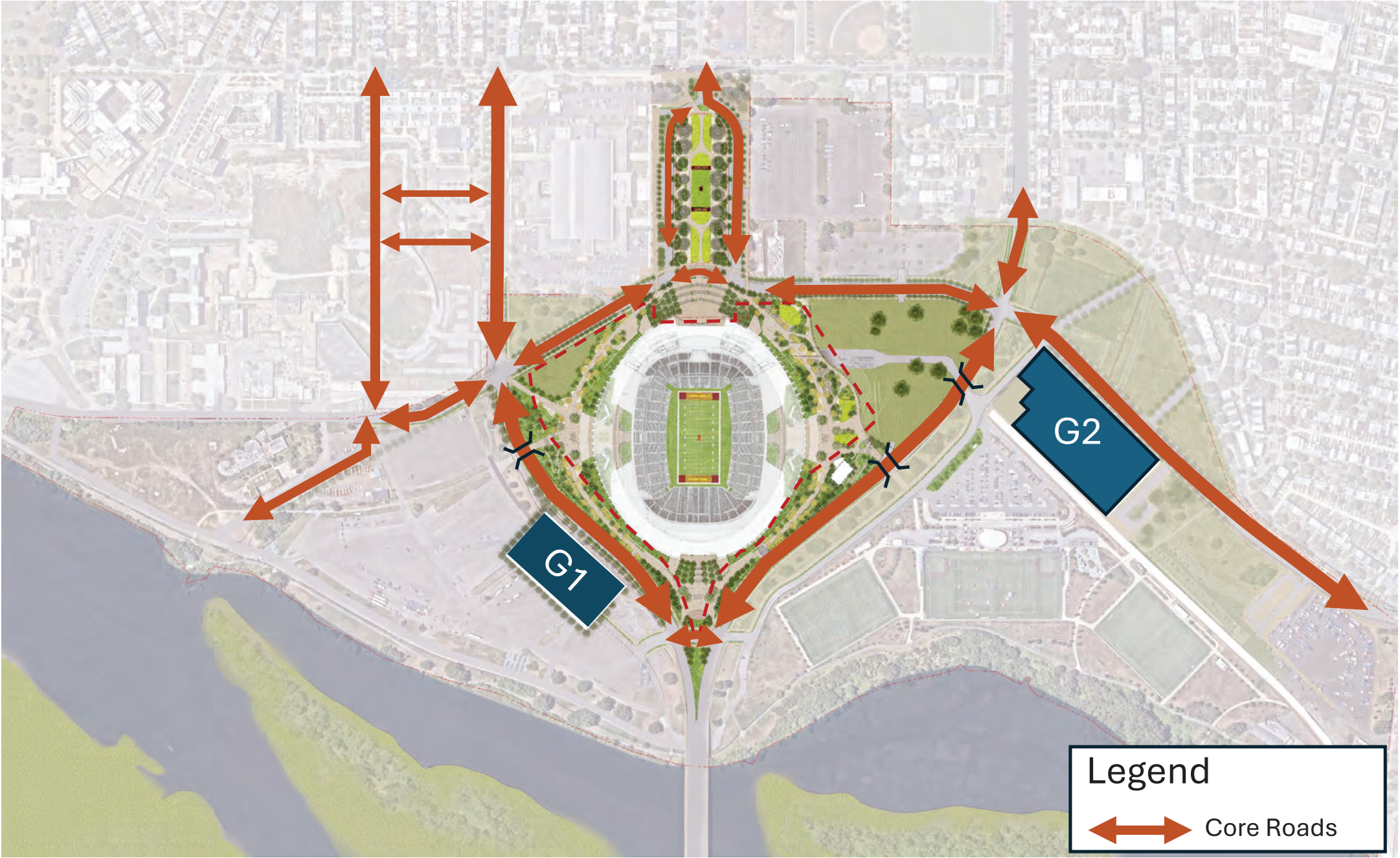
VIEW - STADIUM WEST VIEWSHED

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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.



Garage G1 & Garage G2

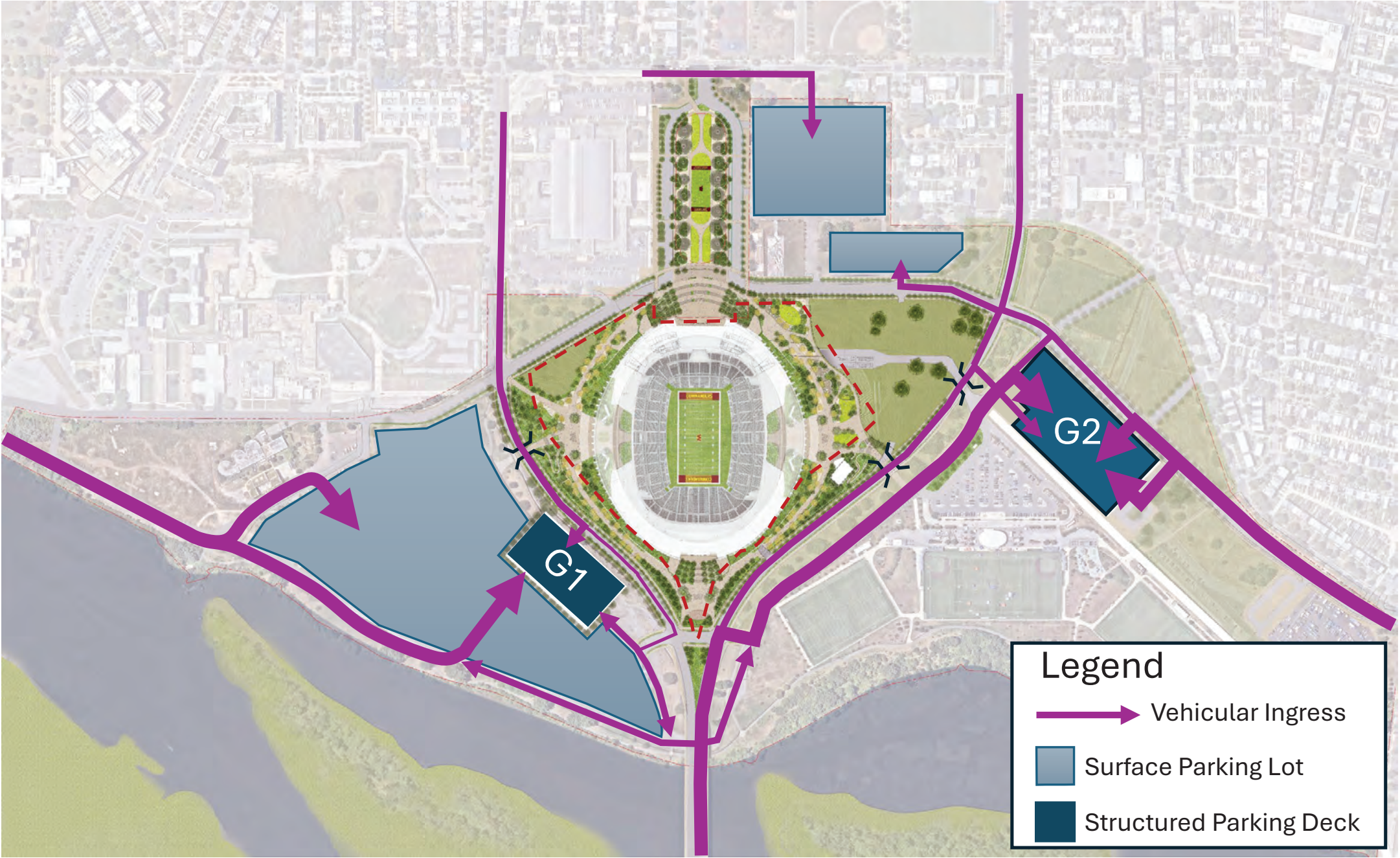
TRANSPORTATION CONTEXT

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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.



Garage G1 & Garage G2

GARAGE VEHICULAR INGRESS

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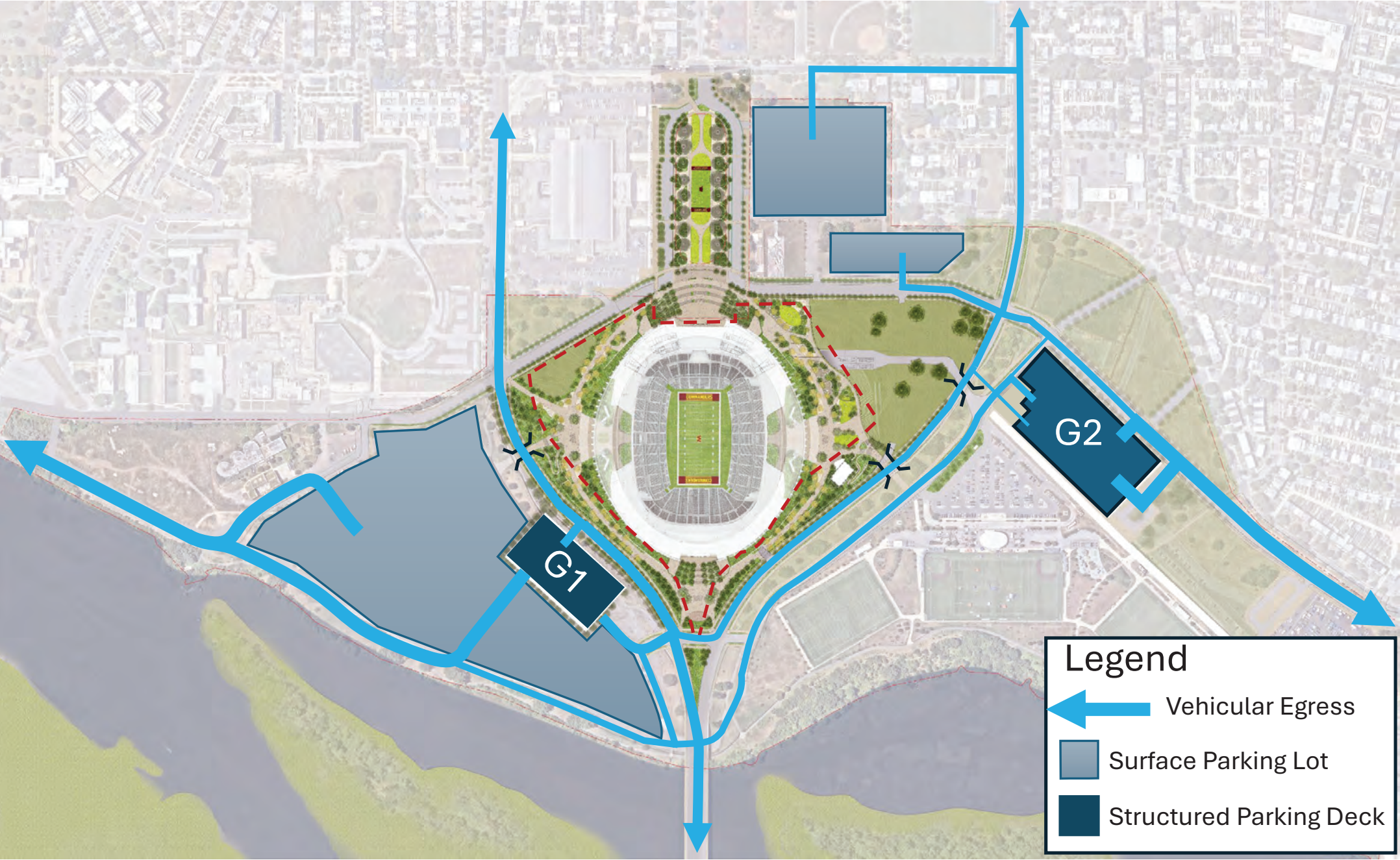
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Parking egress will largely follow the inverse of the respective ingress routes.

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.



Garage G1 & Garage G2

GARAGE VEHICULAR EGRESS

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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
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

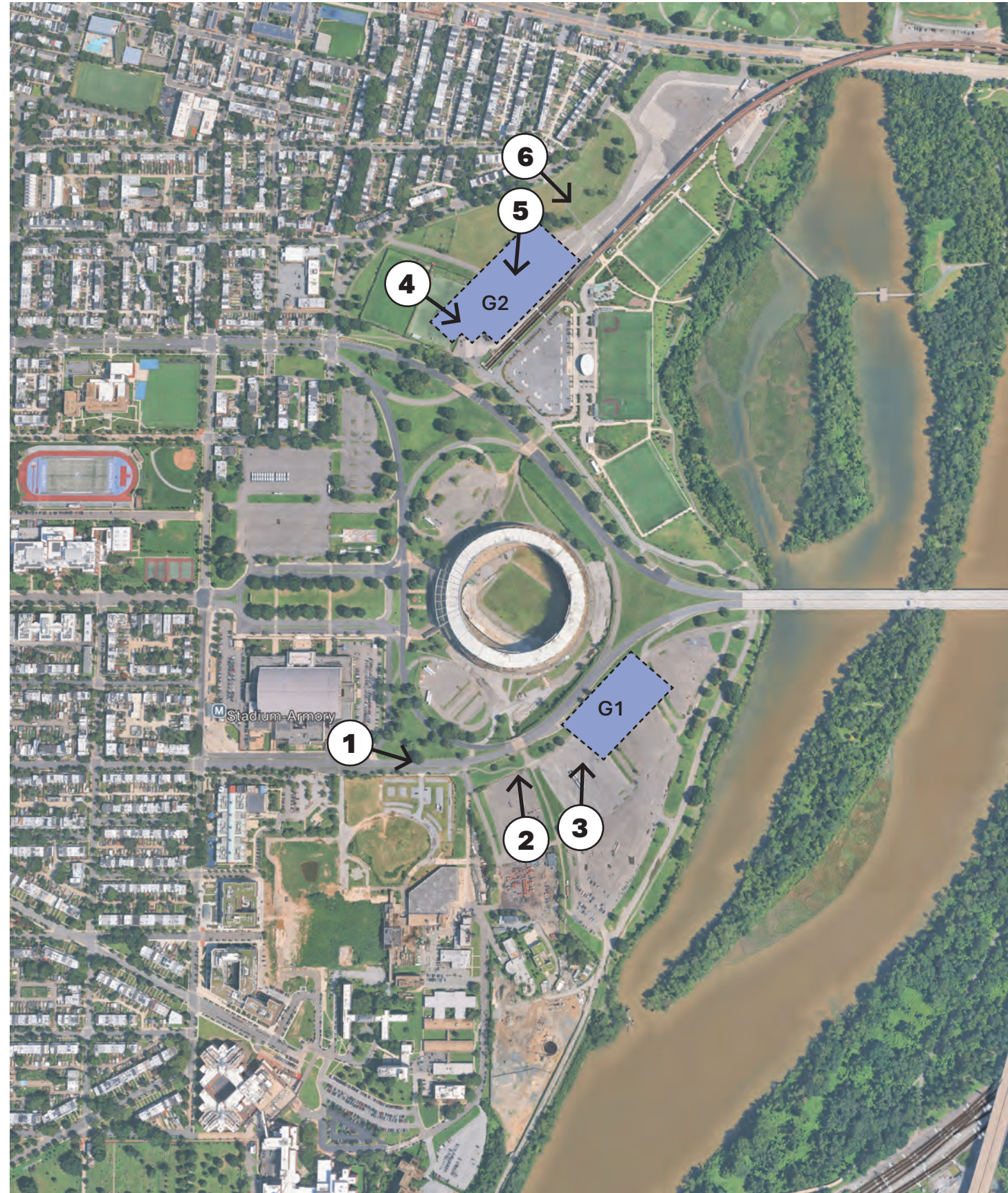
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2.17

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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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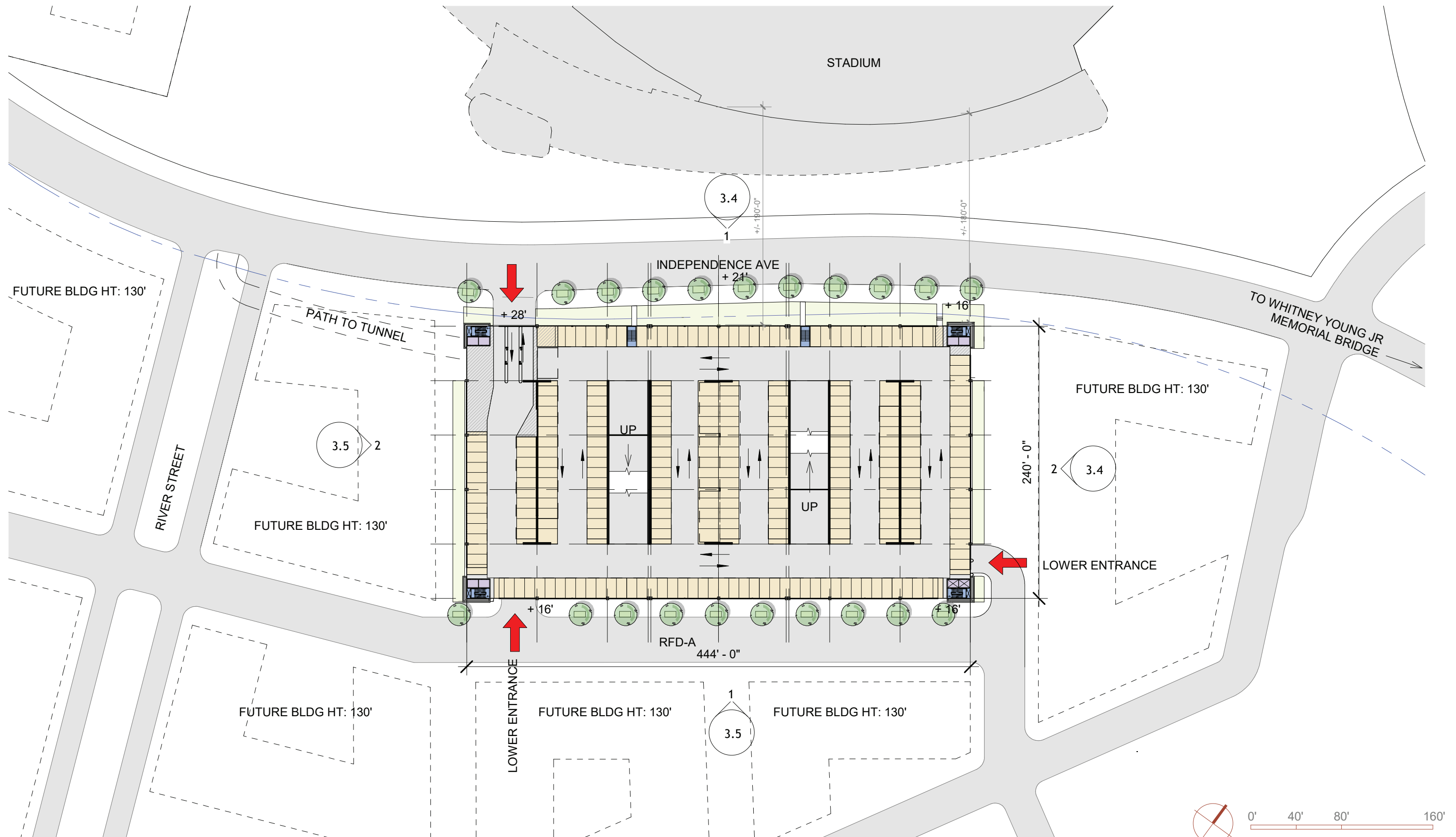


Kimley»Horn | DC + WDG + mauricewalters | architect



RFK Campus Stadium Garages - CFA Concept Review

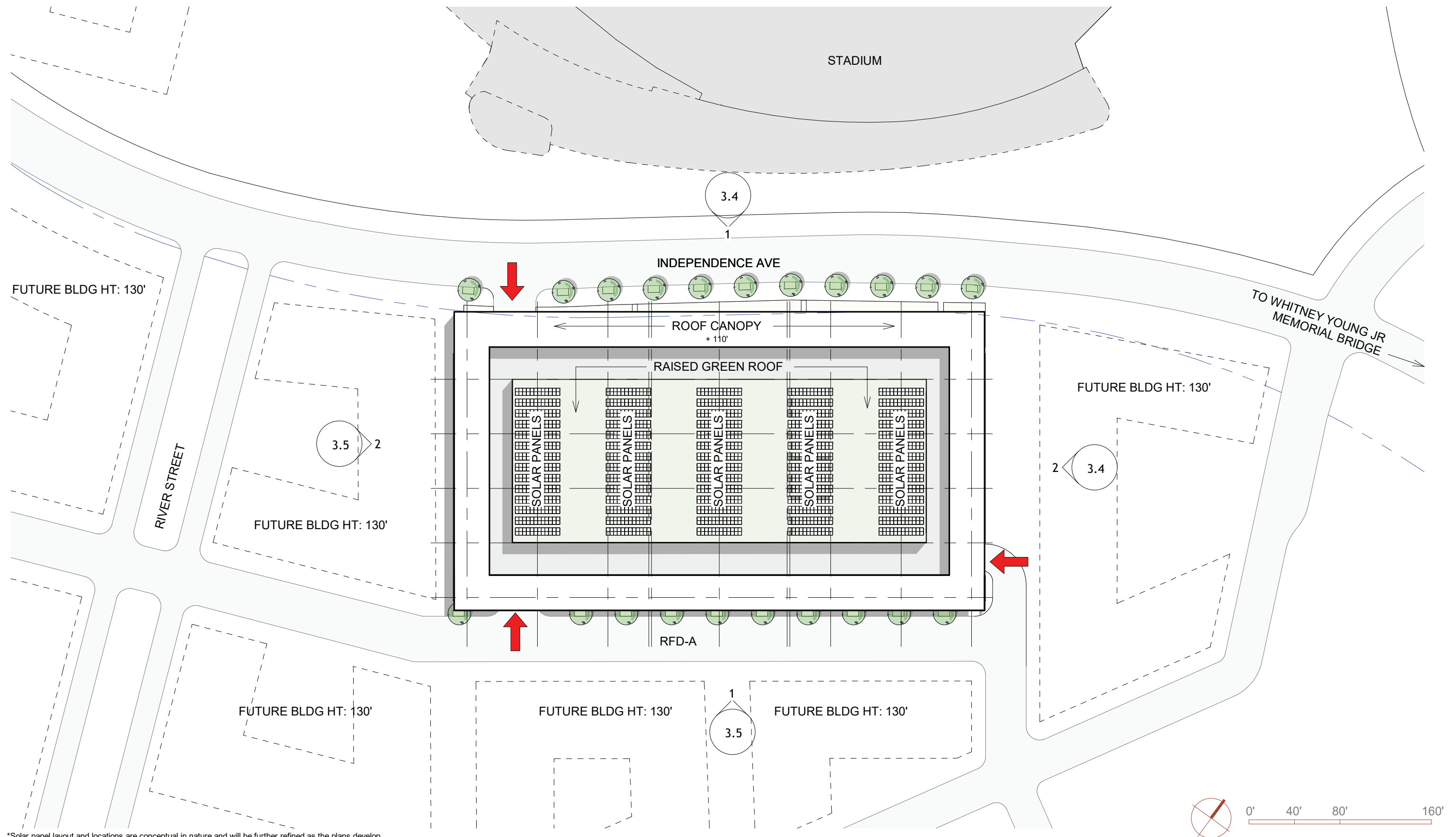
*All plans, renderings, and images are conceptual in nature and subject to change.
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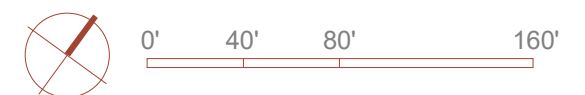
Garage G1

GROUND FLOOR PLAN - OPTION 1

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 SUBMISSION DATE: 03 SEPTEMBER 2026



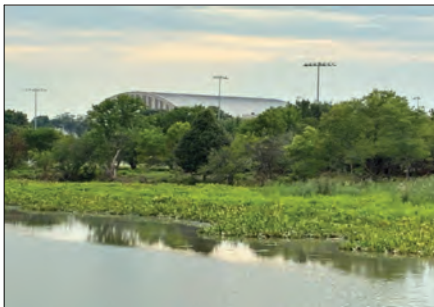
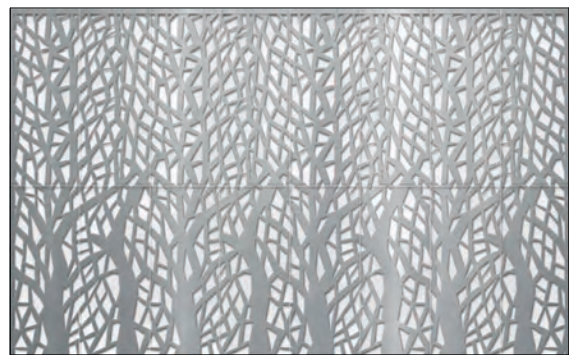
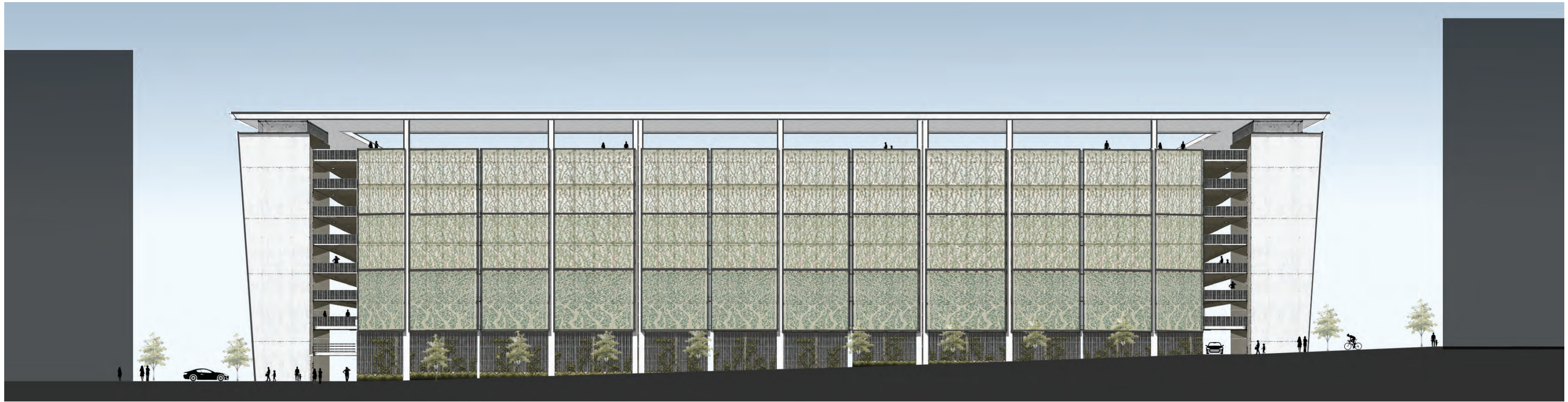
*Solar panel layout and locations are conceptual in nature and will be further refined as the plans develop.



Garage G1

ROOF PLAN - OPTION 1

RFK Campus Stadium Garages - CFA Concept Review
SUBMISSION DATE: 03 SEPTEMBER 2026



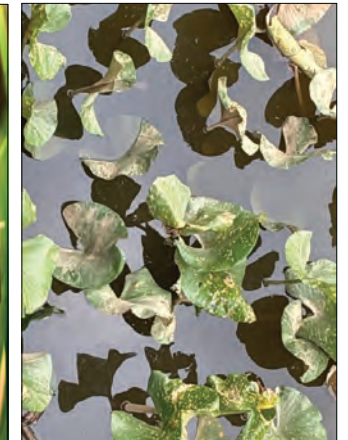
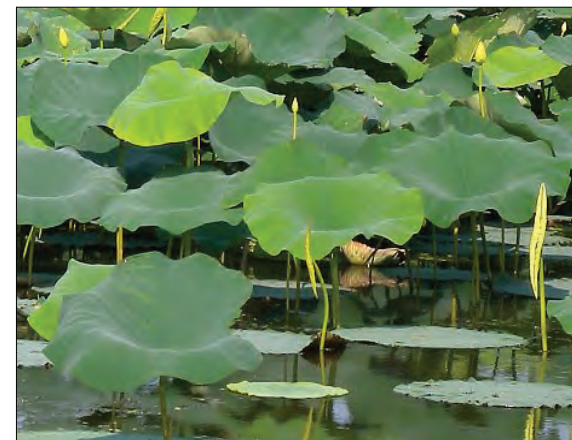
Wild Rice

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 Lavin

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



Garage G1

PRECEDENT IMAGERY - OPTION 1

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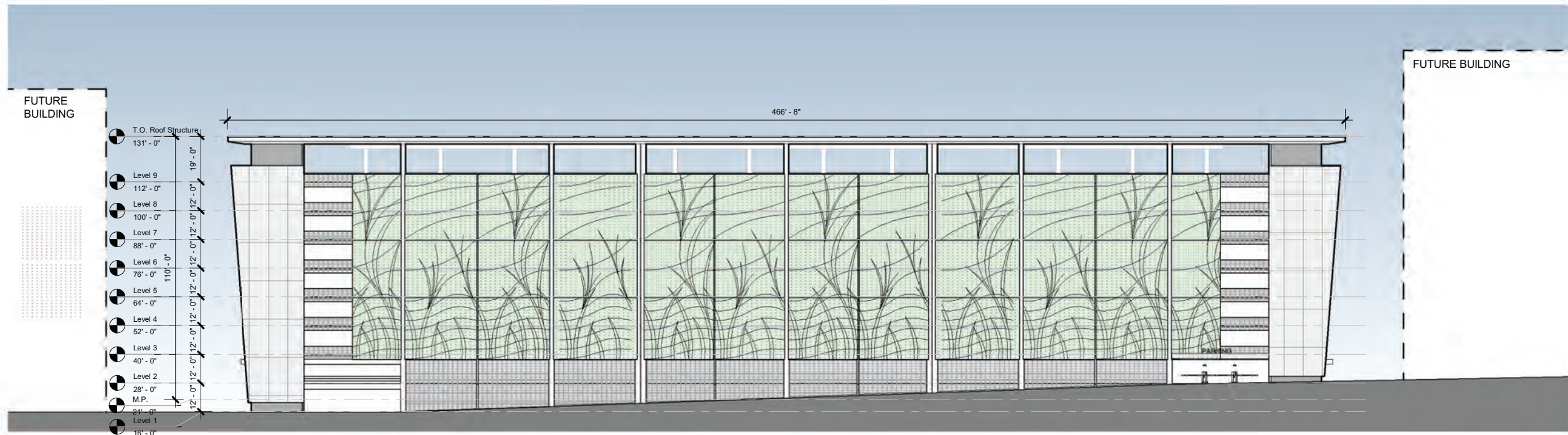
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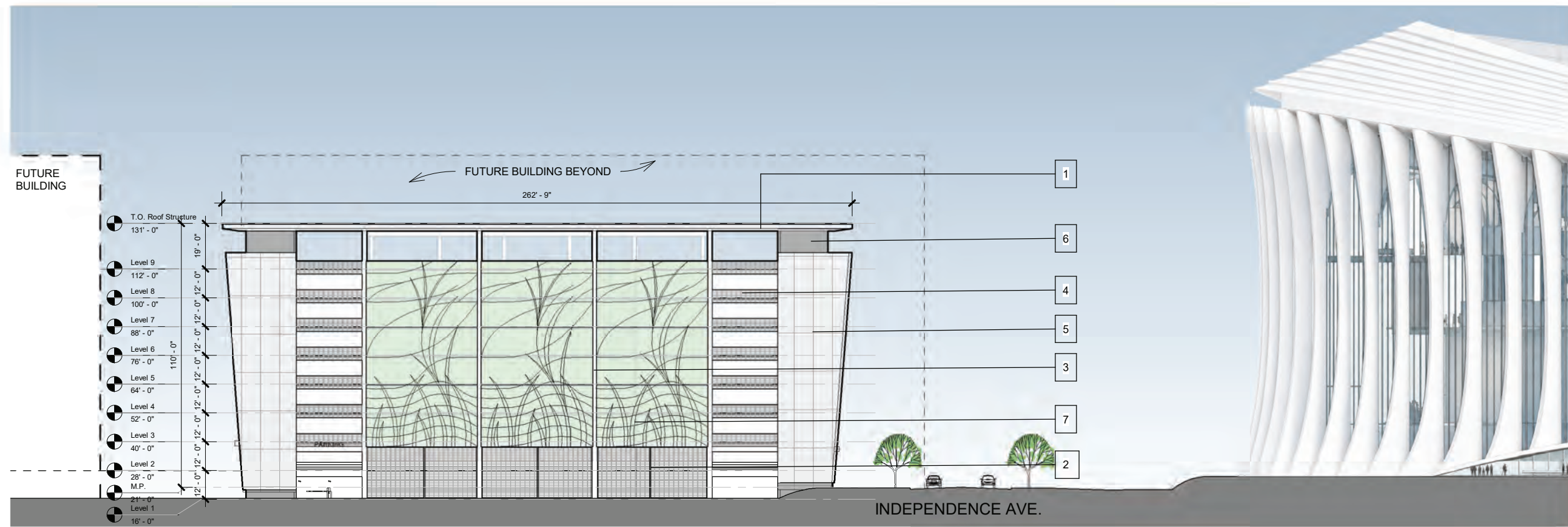
3.3

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



2 EAST ELEVATION
1" = 50'-0"

0' 25' 50' 100'

Garage G1

N. & E. ELEVATIONS - OPTION 1

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SUBMISSION DATE: 03 SEPTEMBER 2026



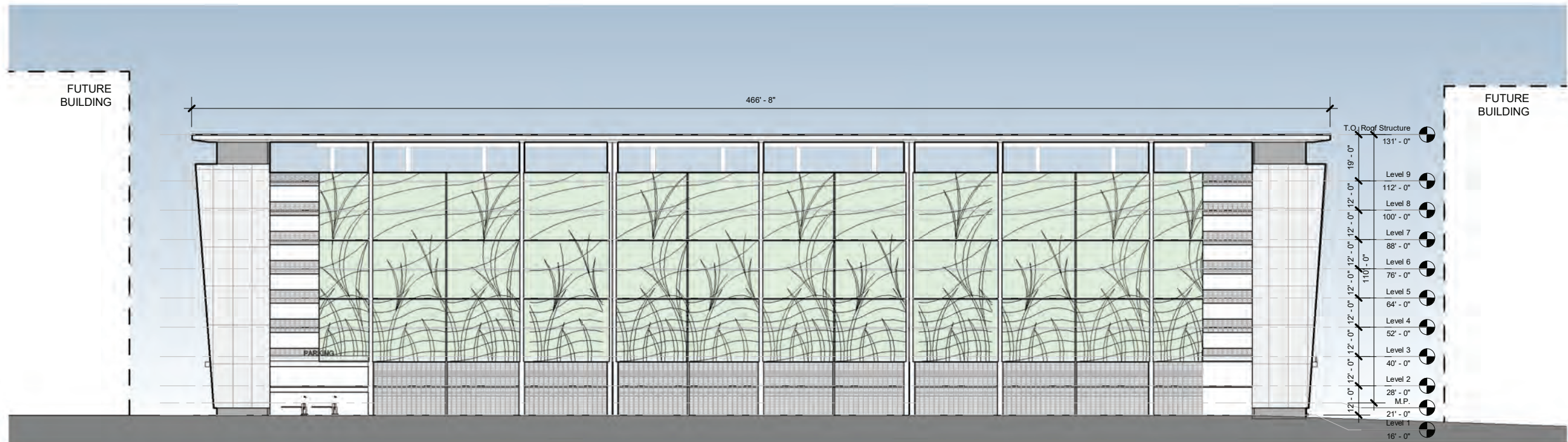
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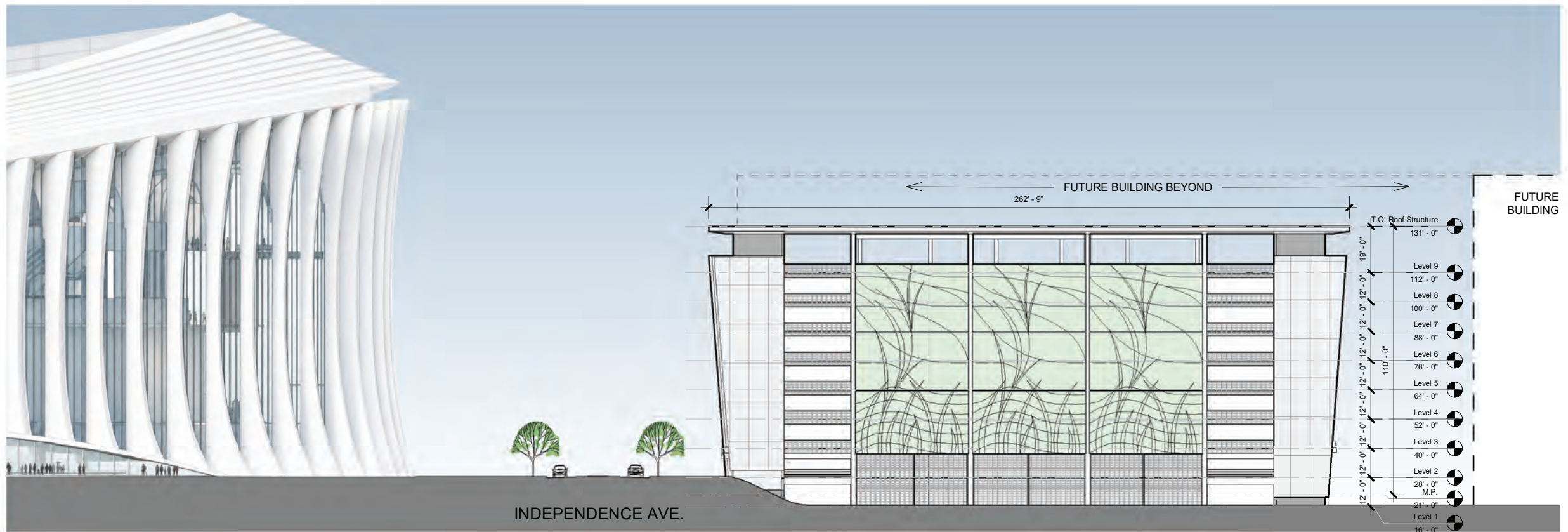
3.4

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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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SUBMISSION DATE: 03 SEPTEMBER 2026



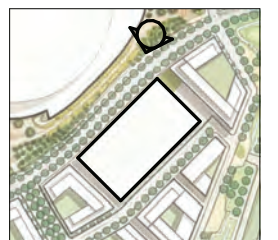
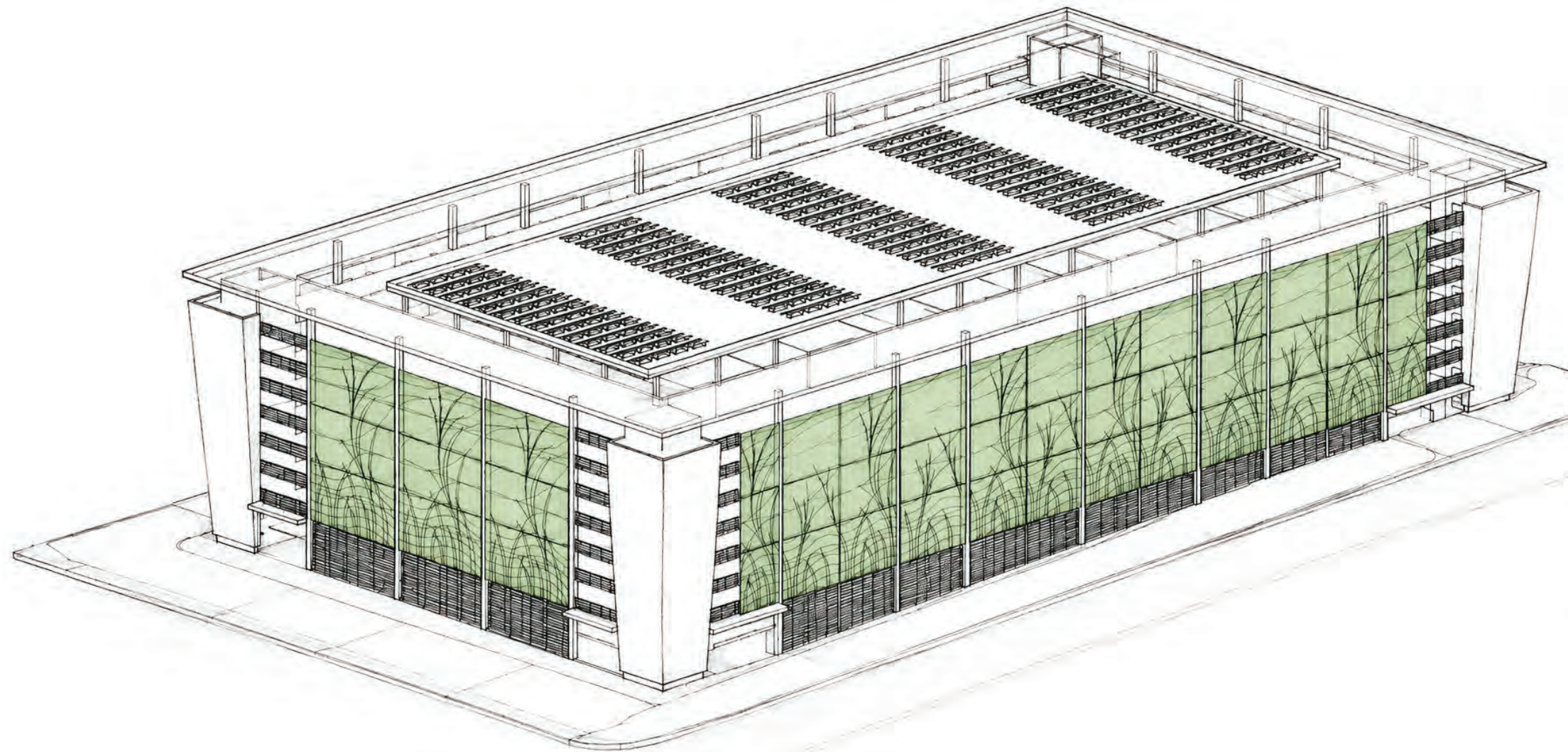
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3.5

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Garage G1

AXONOMETRIC VIEW - OPTION 1

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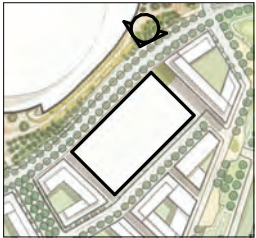
3.6

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LOOKING WEST ON INDEPENDENCE



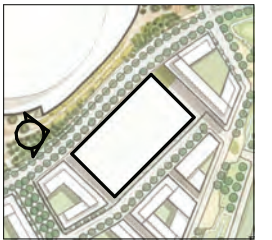
Garage G1

PERSPECTIVE 1 - OPTION 1

RFK Campus Stadium Garages - CFA Concept Review
SUBMISSION DATE: 03 SEPTEMBER 2026



LOOKING EAST ON INDEPENDENCE



Garage G1

PERSPECTIVE 2 - OPTION 1

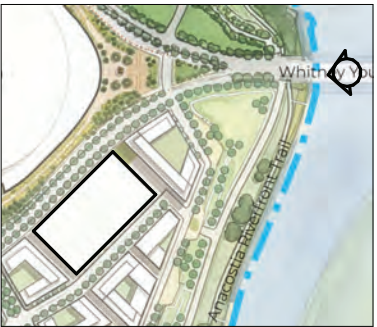
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BRIDGE VIEW - EAST OF KINGMAN ISLAND



Garage G1

PERSPECTIVE 3 - OPTION 1

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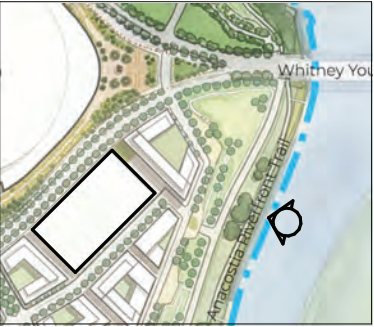


AERIAL VIEW - DAY ONE



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



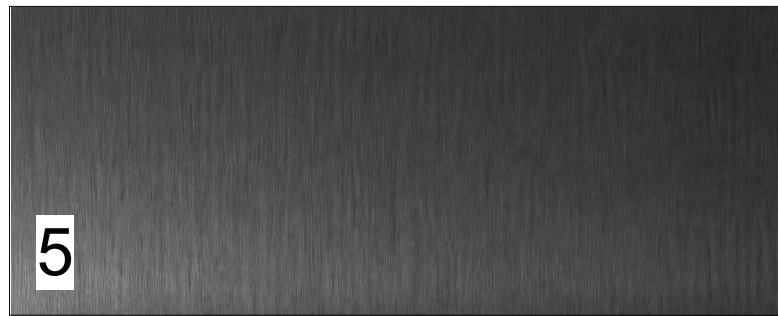
CORNER TOWER EXAMPLE



PRECAST



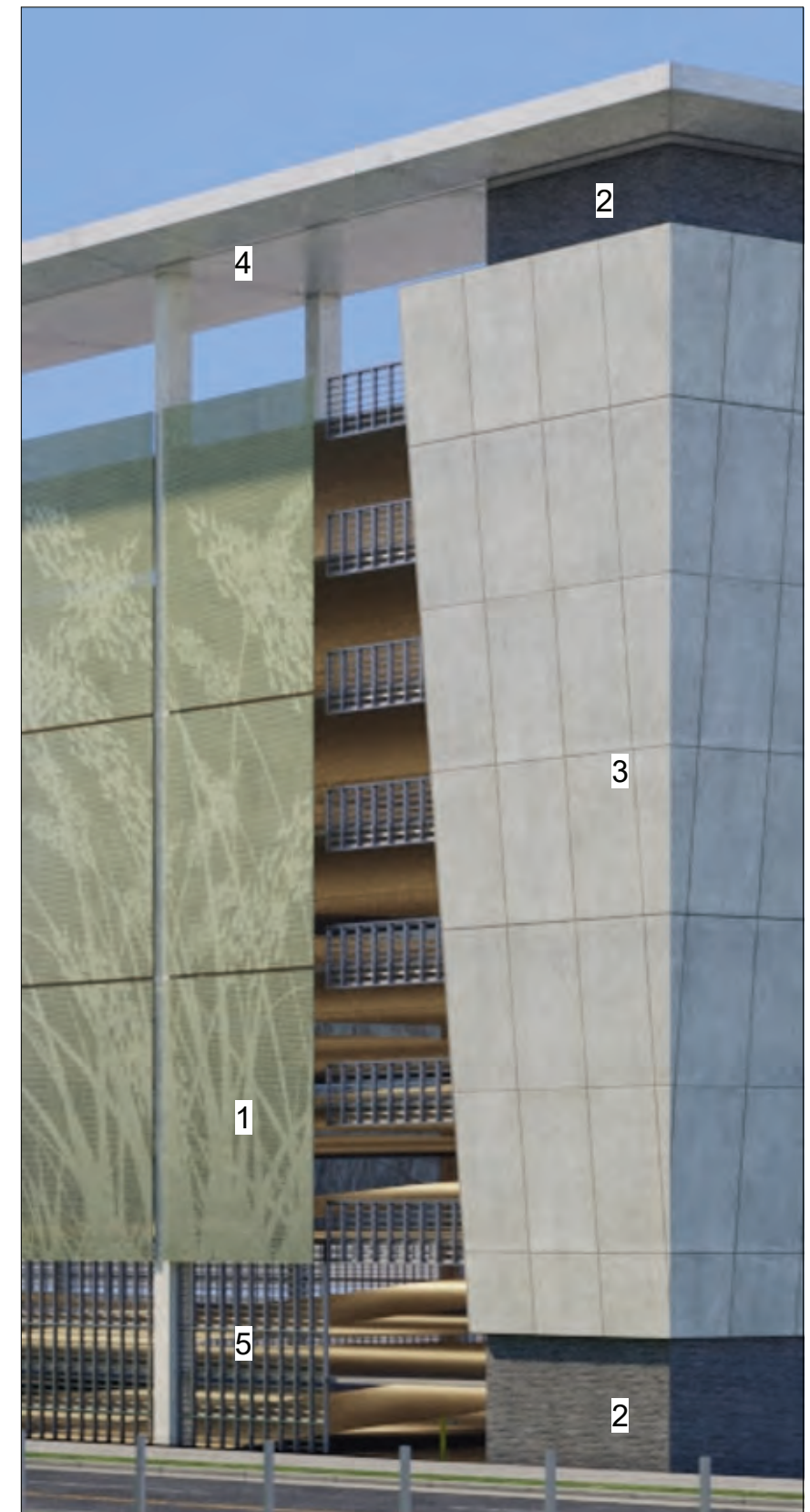
METAL



METAL



CORNICE EXAMPLE



Garage G1

MATERIAL PALETTE - OPTION 1

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SUBMISSION DATE: 03 SEPTEMBER 2026

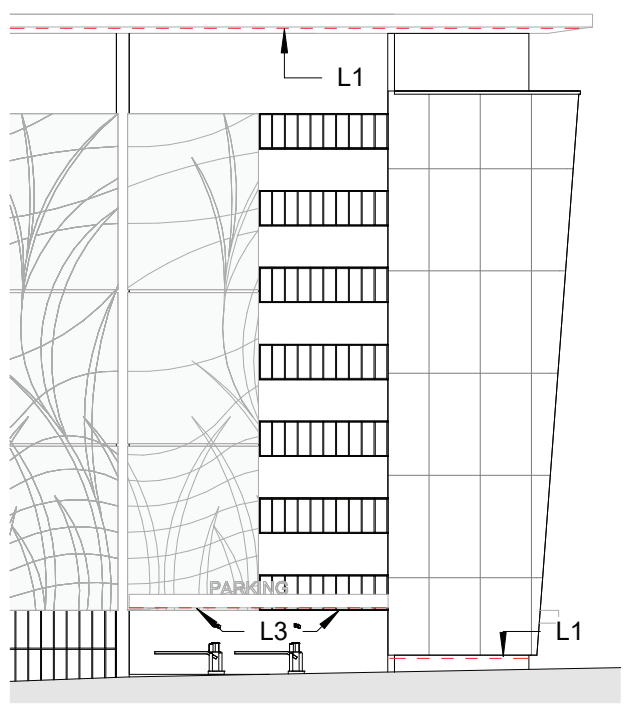




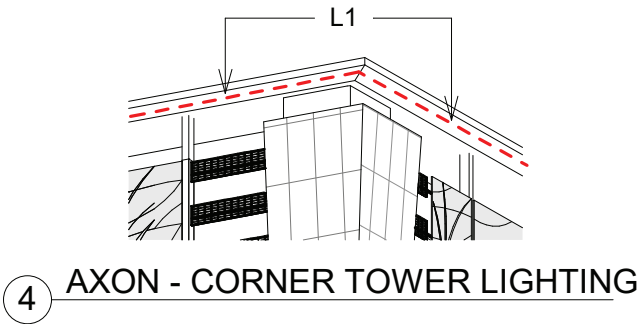
LIGHTING KEYNOTES:	DISTRIBUTION	DESCRIPTION
L1 - CROWN CANOPY LINEAR	DIFFUSE/DOWN	CONTINUOUS, CONCEALED, LOW-OUTPUT
L2 - SCREEN PANEL BACKLIGHT	DIFFUSE/GRAZING	CONCEALED, LOW OUTPUT, SELECT ZONES
L3 - LINEAR CANOPY LIGHT @ VEHICULAR AND PEDESTRIAN CANOPIES	DIFFUSE DOWNWARD WASH	CONCEALED, LOW OUTPUT 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

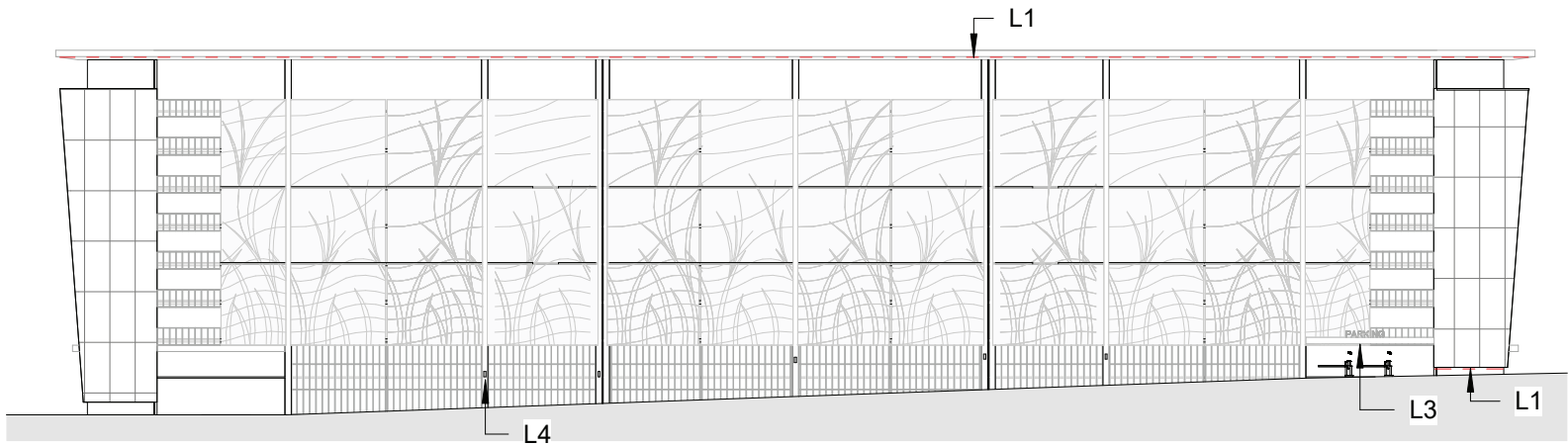
KEY DESIGN PRINCIPLES	*SEE CIVIL DRAWINGS FOR SITE AND ROADWAY LIGHTING
• NO DIRECT VIEW OF LED SOURCE • MINIMIZE UPLIGHT • AVOID LIGHT SPILL TO NEIGHBORS • DARK SKY COMPLIANT OPTICS • ARCHITECTURAL LIGHTING DIMMED AFTER LATE-NIGHT PERIOD	



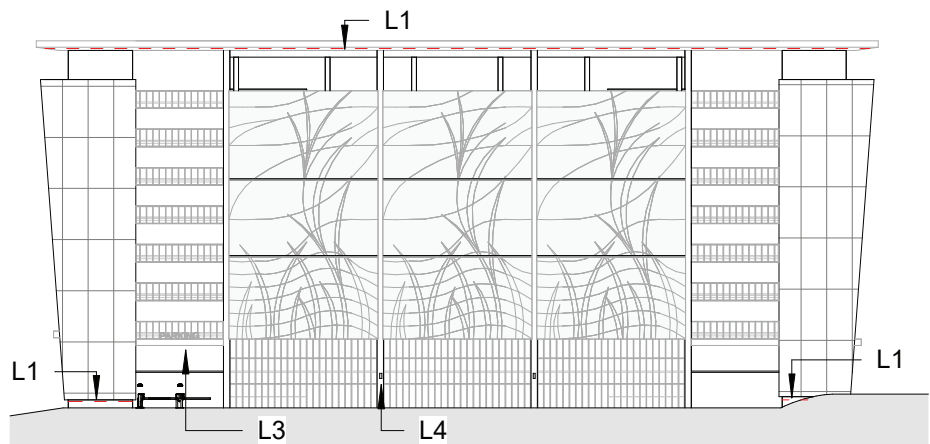
③ ENLARGED ELEV. - LIGHTING DIAGRAM
1" = 30'-0"



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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Garage G1

GROUND FLOOR PLAN - OPTION 2

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SUBMISSION DATE: 03 SEPTEMBER 2026



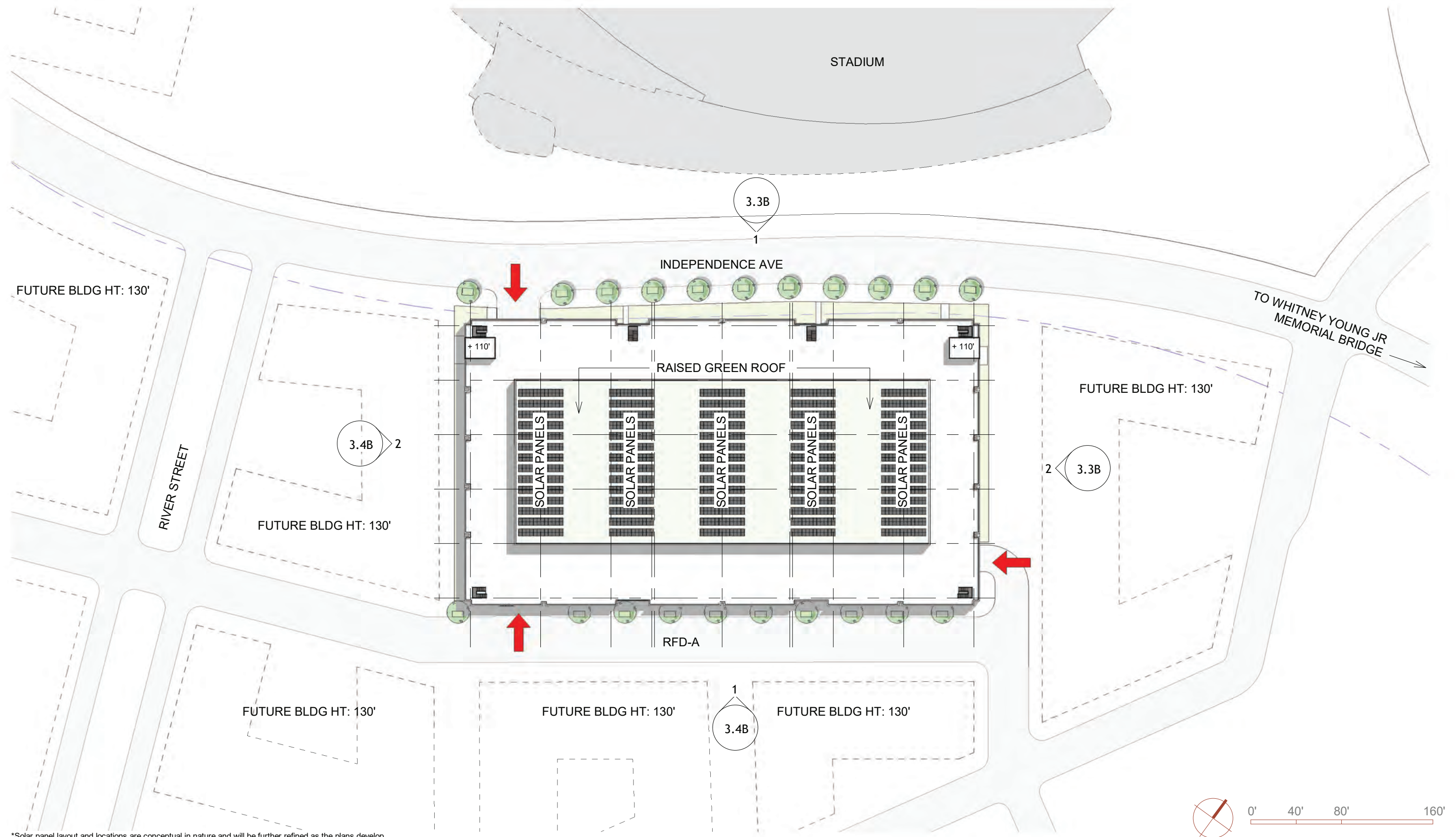
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3.1B

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Garage G1

ROOF PLAN - OPTION 2

RFK Campus Stadium Garages - CFA Concept Review
SUBMISSION DATE: 03 SEPTEMBER 2026



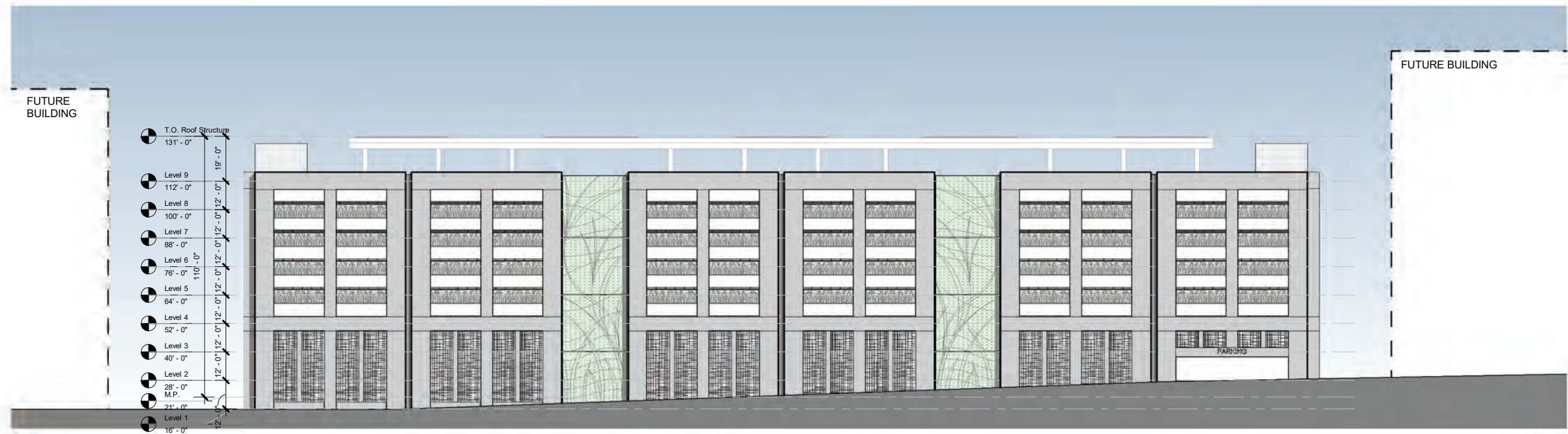
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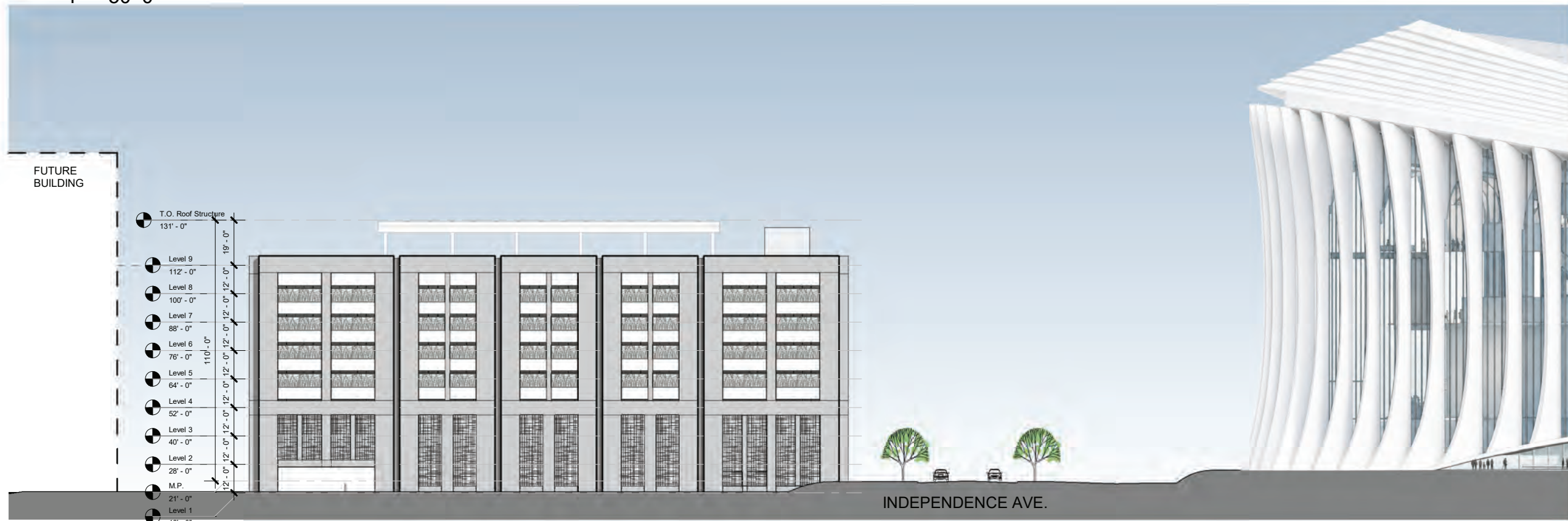
3.2B

Kimley»Horn | DC + VDG + mauricewalters | architect

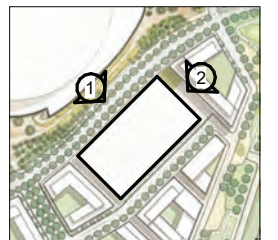
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1 NORTH ELEVATION - OPT 2
1" = 50'-0"



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



Garage G1

N. & E. ELEVATION - OPTION 2

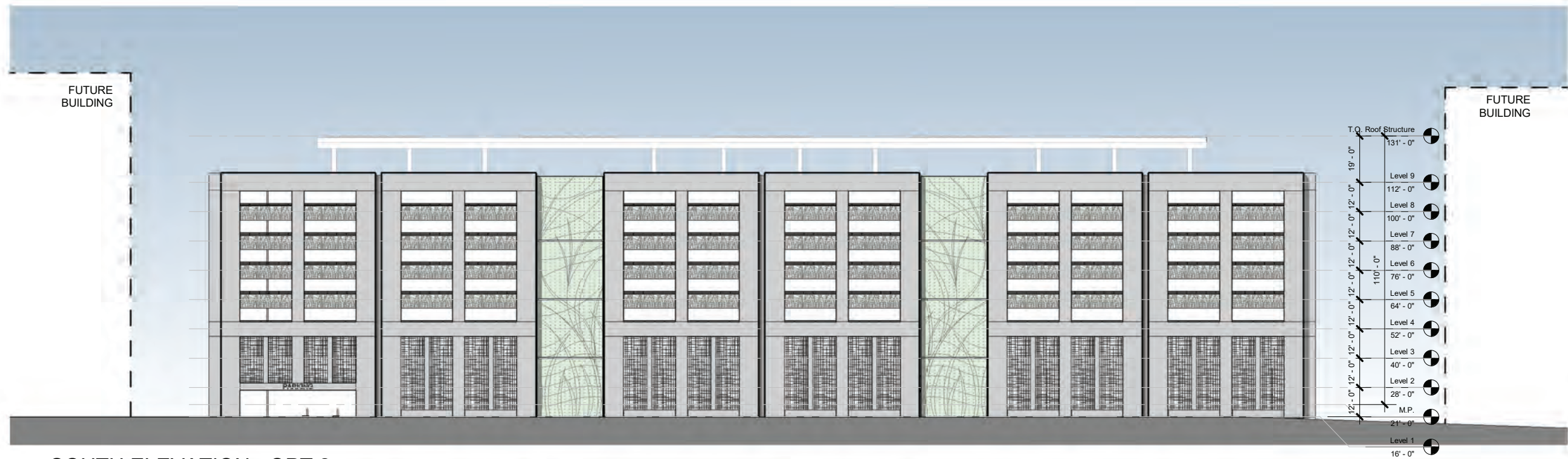
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SUBMISSION DATE: 03 SEPTEMBER 2026



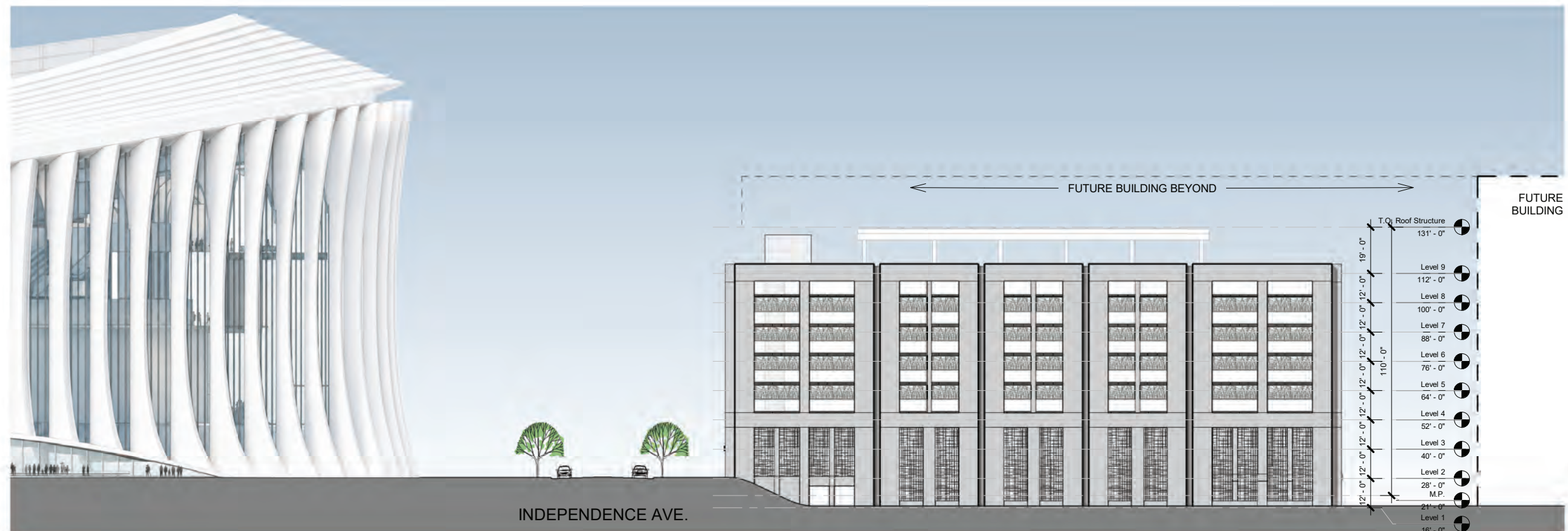
3.3B

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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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SUBMISSION DATE: 03 SEPTEMBER 2026



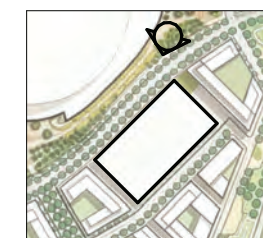
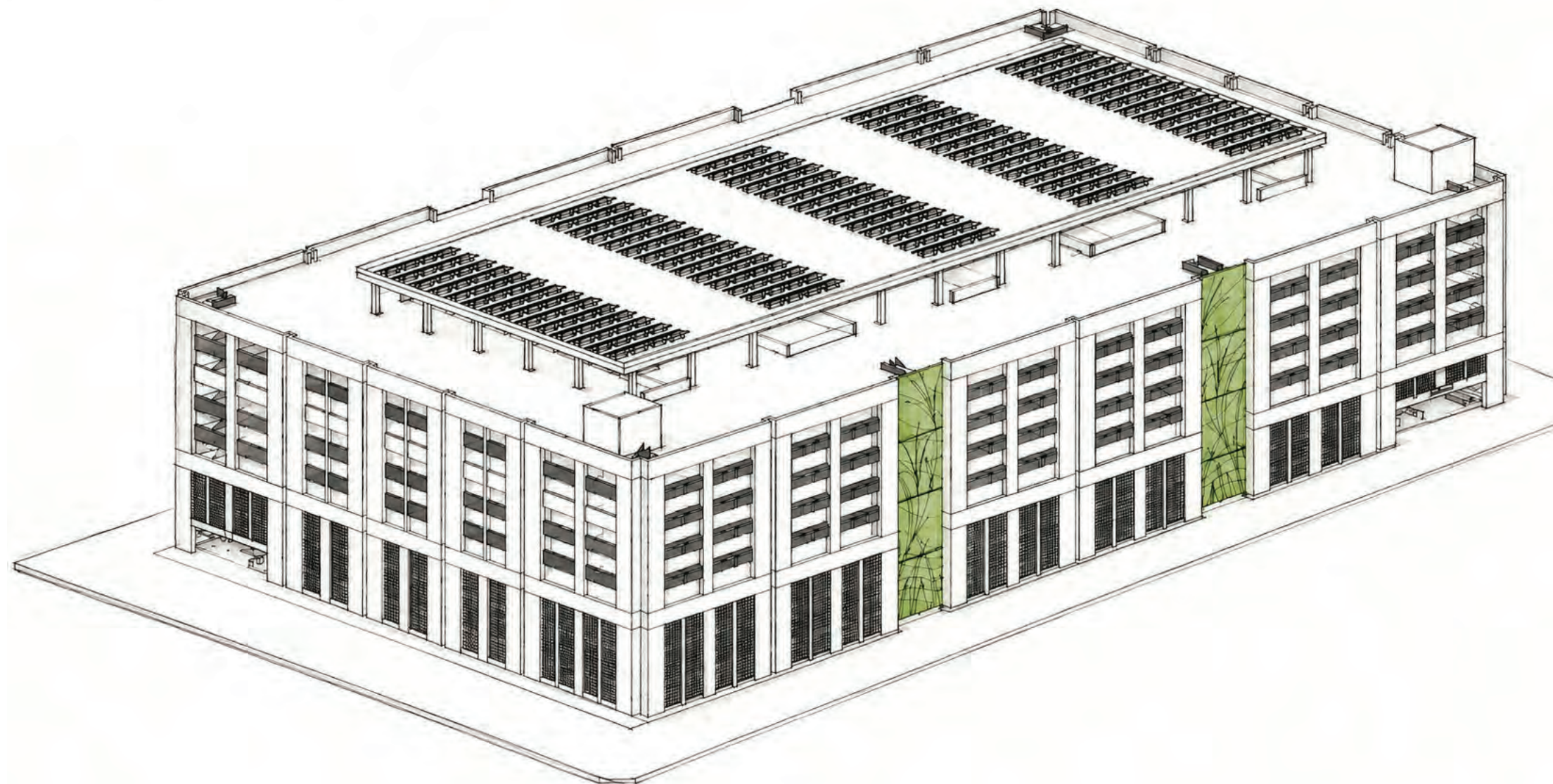
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3.4B

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Garage G1

AXONOMETRIC VIEW - OPTION 2

RFK Campus Stadium Garages - CFA Concept Review
SUBMISSION DATE: 03 SEPTEMBER 2026



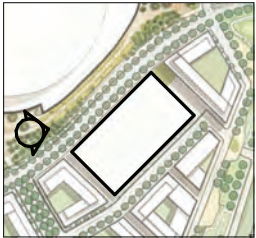
3.5B

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LOOKING EAST ON INDEPENDENCE



Garage G1

PERSPECTIVE 1 - OPTION 2

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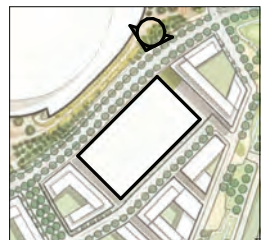
3.6B

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LOOKING WEST ON INDEPENDENCE AVENUE



Garage G1

PERSPECTIVE 2 - OPTION 2

RFK Campus Stadium Garages - CFA Concept Review
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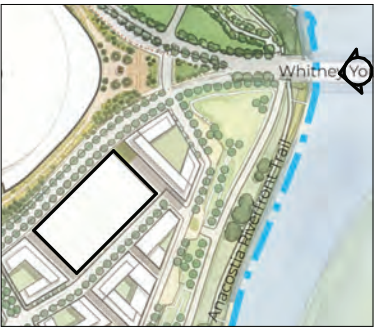
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BRIDGE VIEW - EAST OF KINGMAN ISLAND



Garage G1

PERSPECTIVE 3 - OPTION 2

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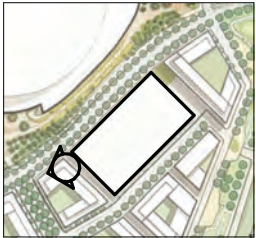
3.8B



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VIEW WALKING TO INDEPENDENCE TUNNEL



Garage G1

PERSPECTIVE 4 - OPTION 2

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SUBMISSION DATE: 03 SEPTEMBER 2026



3.9B

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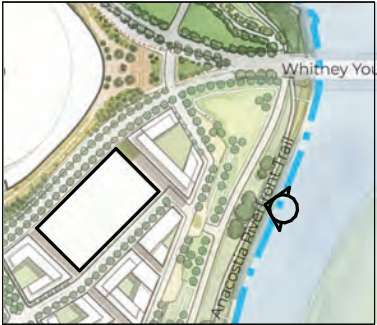


AERIAL VIEW - DAY ONE



AERIAL VIEW - BUILD OUT

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

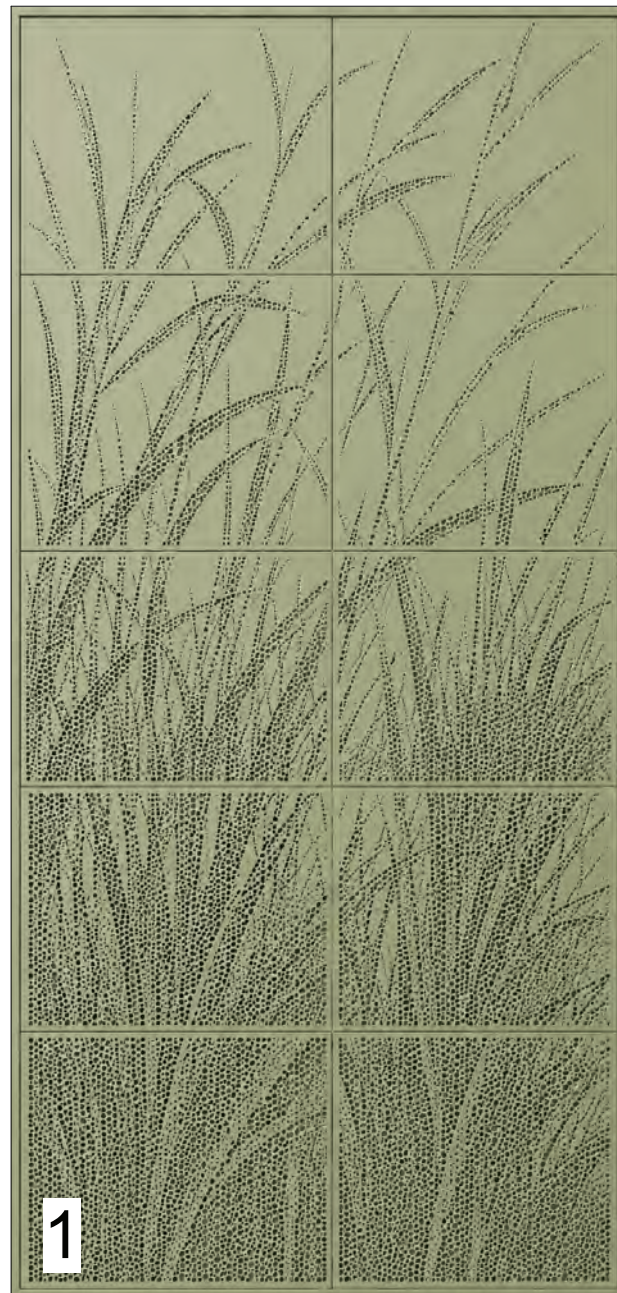


Garage G1

AERIAL VIEW - OPTION 2

RFK Campus Stadium Garages - CFA Concept Review
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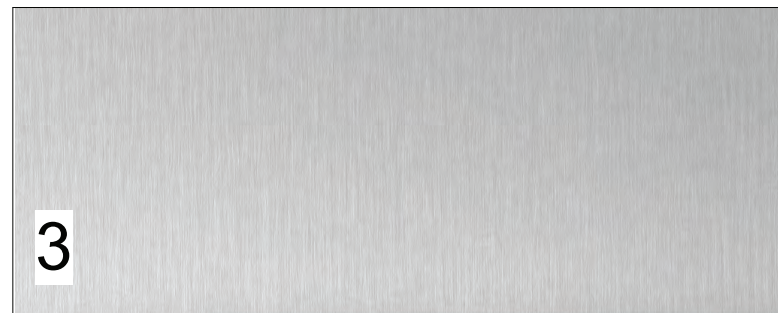




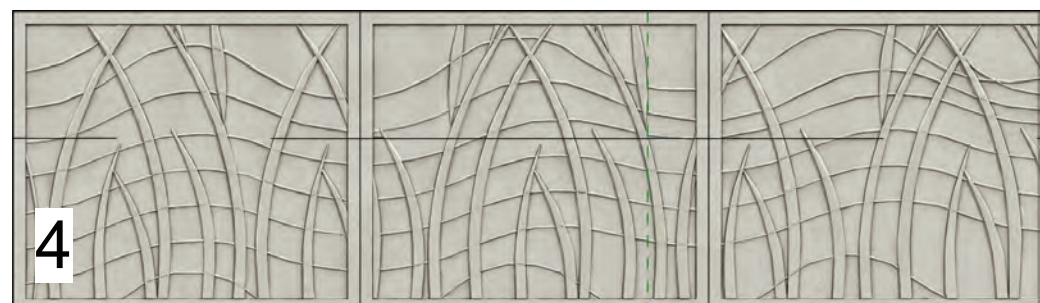
PERFORATED METAL SCREEN



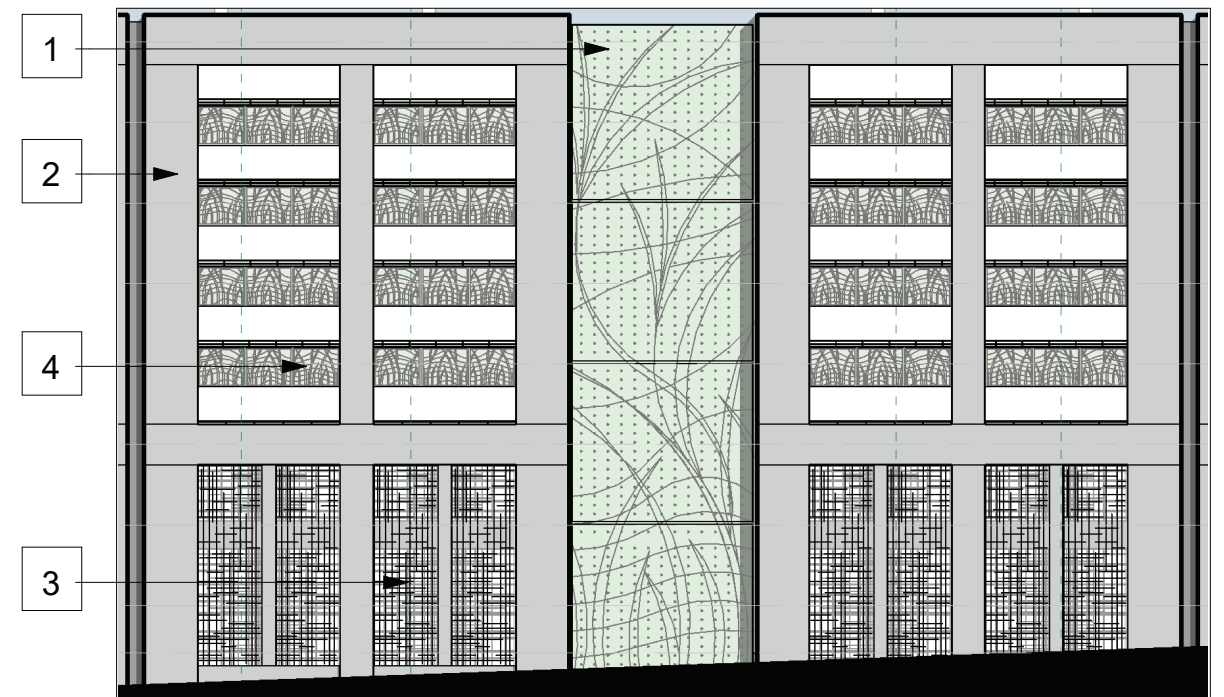
PRECAST



METAL



TEXTURED PRECAST SPANDRELS



Garage G1

MATERIAL PALETTE - OPTION 2

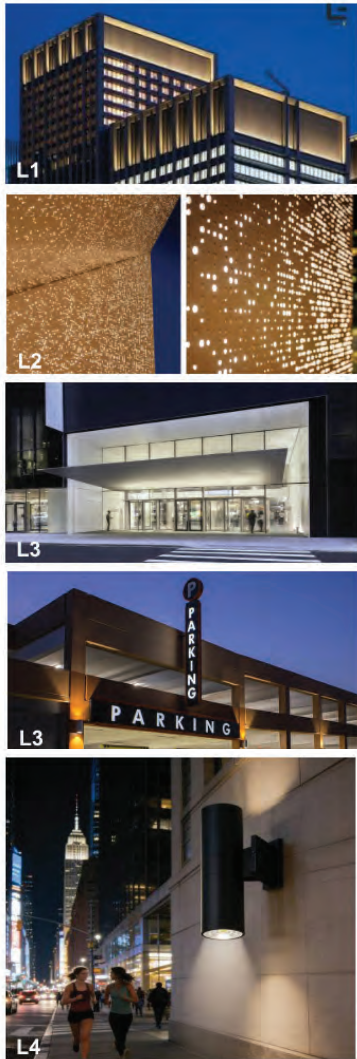
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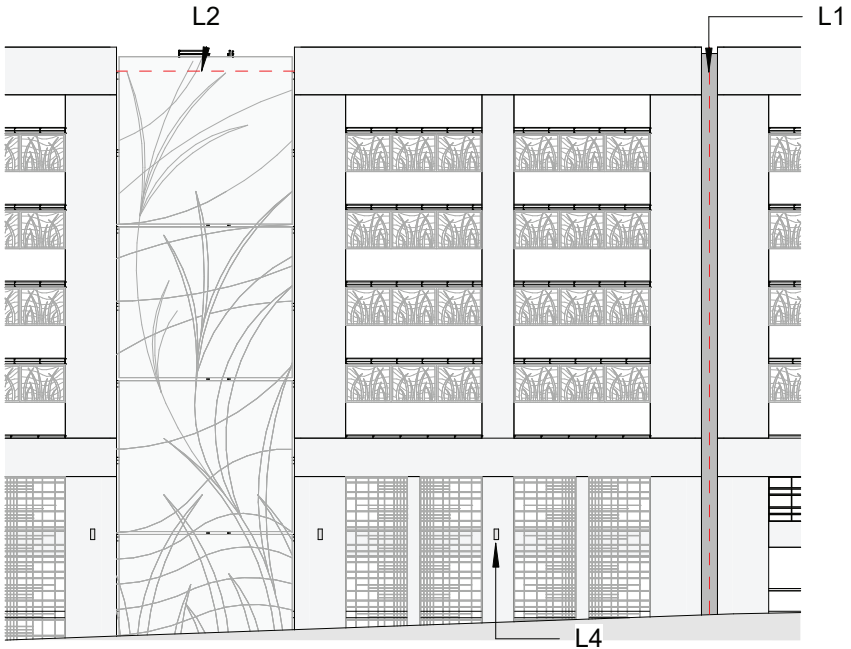
3.11B

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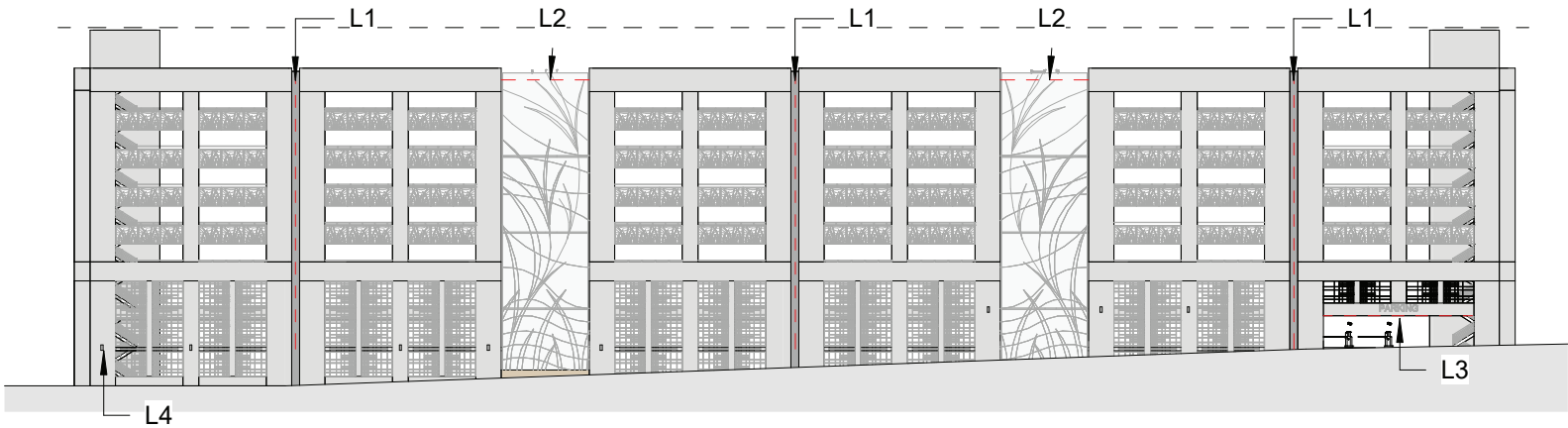
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LIGHTING KEYNOTES:	DISTRIBUTION	DESCRIPTION
L1 - VERTICAL COVE LIGHT	BILATERAL WIDE WASH	CONCEALED, LOW-OUTPUT LINEAR LED PROVIDING CONTROLLED VERTICAL WASH TO BOTH SIDES OF RECESSED FACADE REVEAL. SHIELDED FROM DIRECT VIEW
L2 - SCREEN PANEL BACKLIGHT	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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3.12B



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4. GARAGE G2 - DETAILED PROJECT INFORMATION AND DRAWINGS



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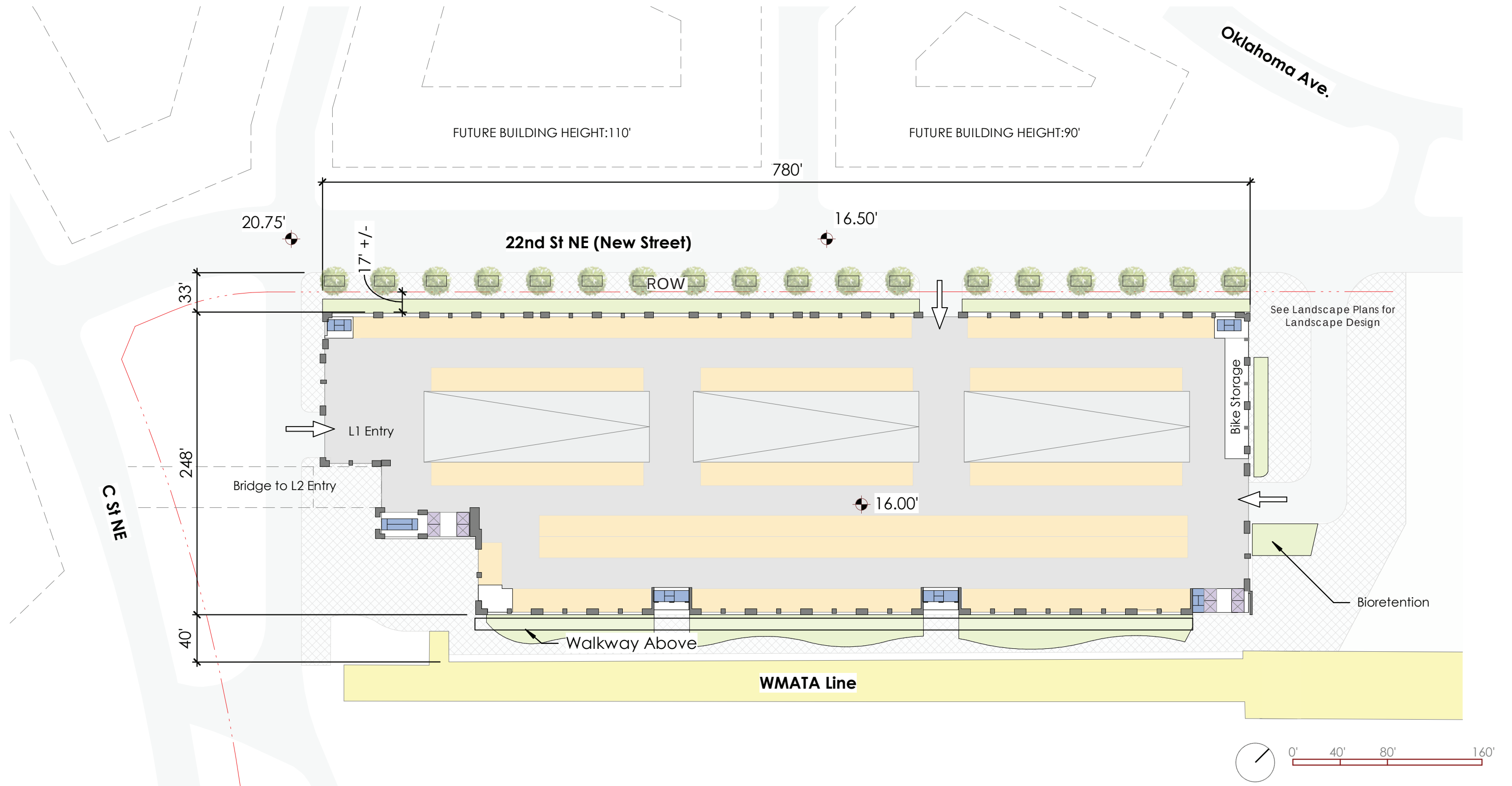


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Garage G2

GROUND FLOOR PLAN

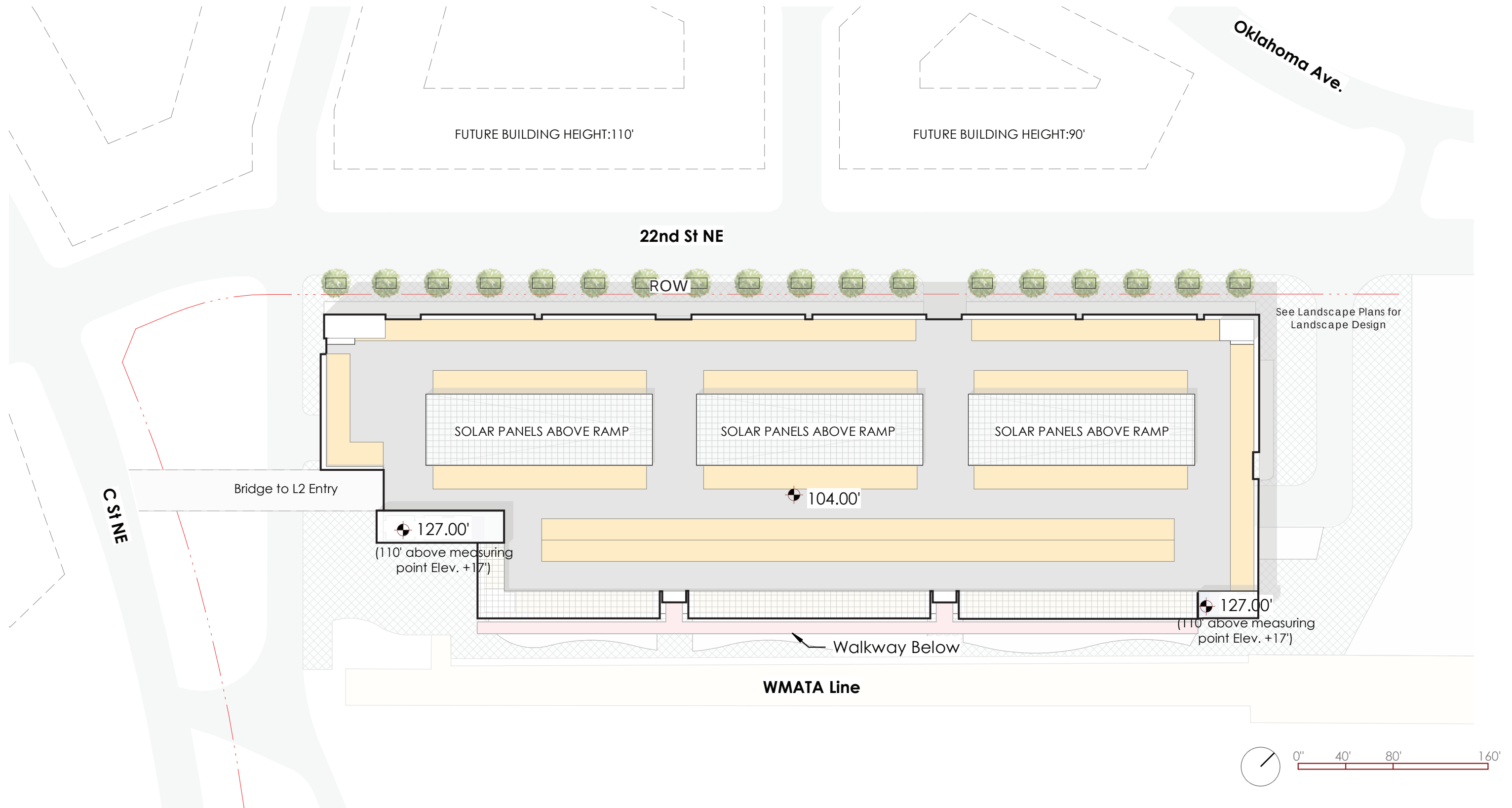
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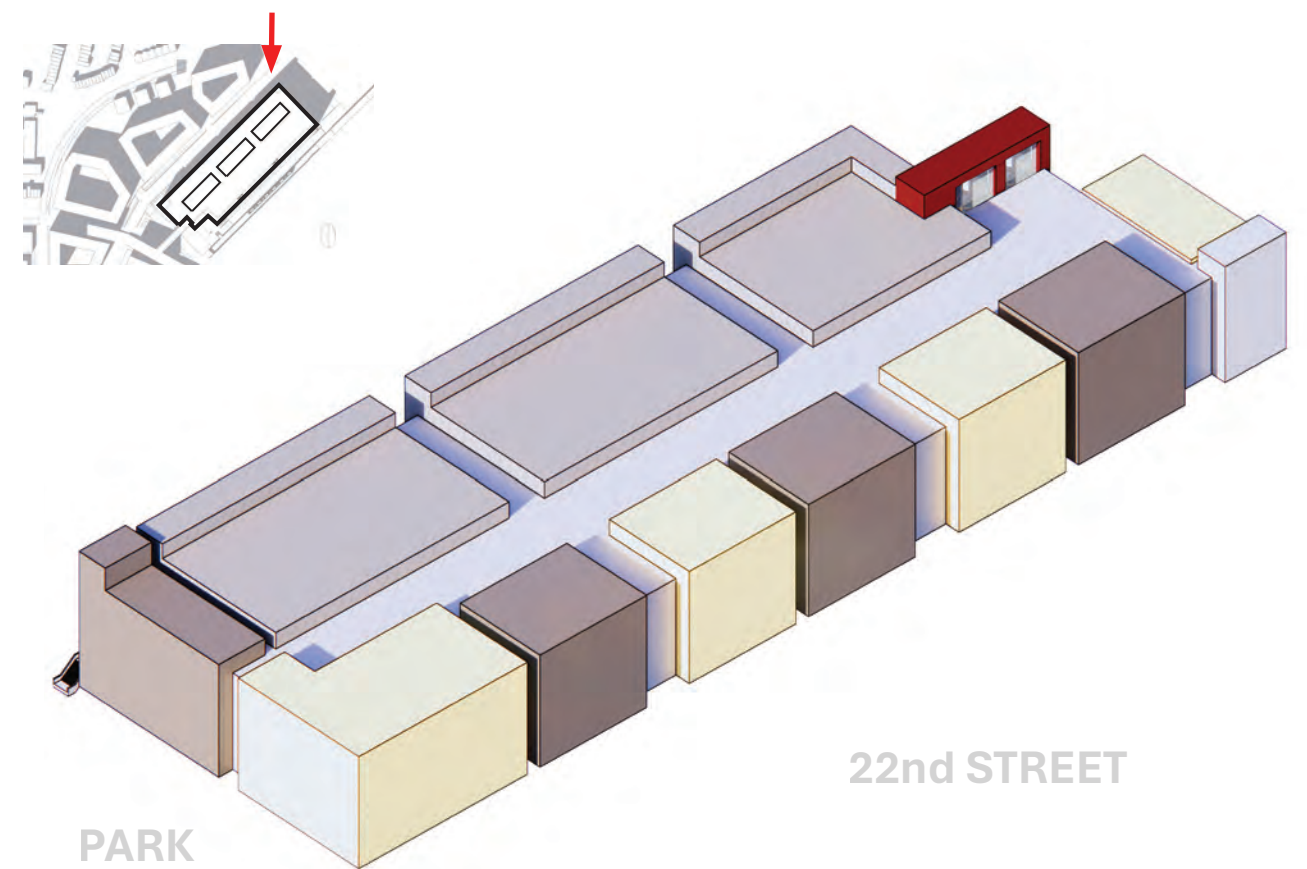
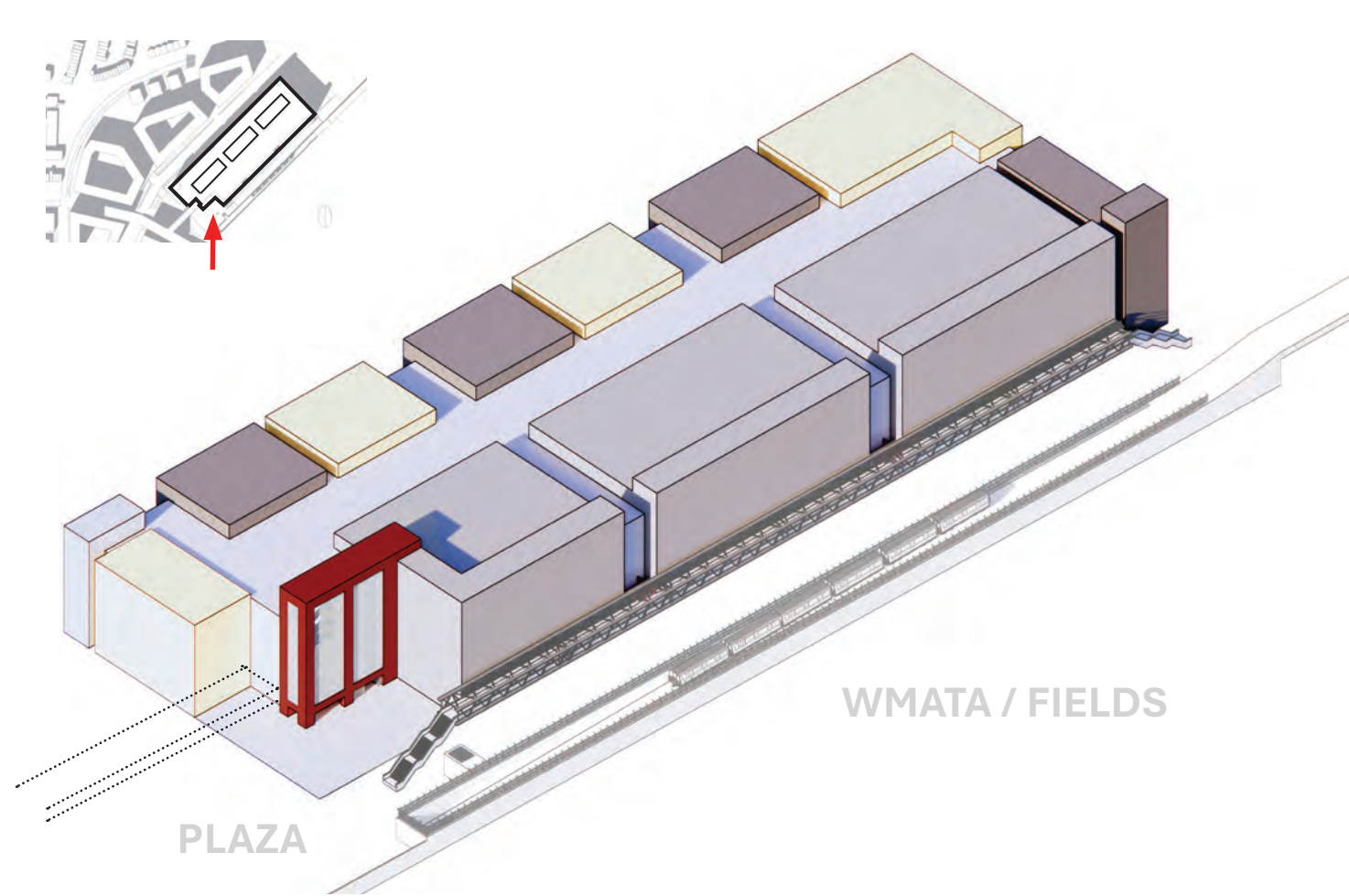
*Solar panel layout and locations are conceptual in nature and will be further refined as the plan develops.

Garage G2

ROOF PLAN

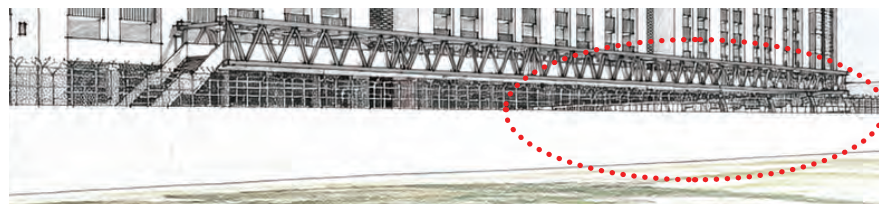
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PARKSIDE / SOUTHEAST

- 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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*Solar panel layout and locations are conceptual in nature and will be further refined as the plan develops.



Garage G2

PERSPECTIVE 1 - AERIAL VIEW - DAY ONE

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Garage G2

PERSPECTIVE 2 - AERIAL VIEW - WITH FUTURE DEVELOPMENT

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Garage G2

PERSPECTIVE 3 - VIEW FROM BRIDGE - DAY ONE

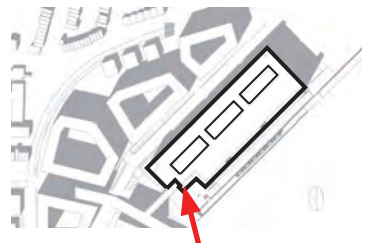
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Garage G2

PERSPECTIVE 4 - VIEW FROM FIELDS - DAY ONE

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Garage G2

PERSPECTIVE 5 - VIEW OF STAIR TOWER FROM STADIUM SIDE

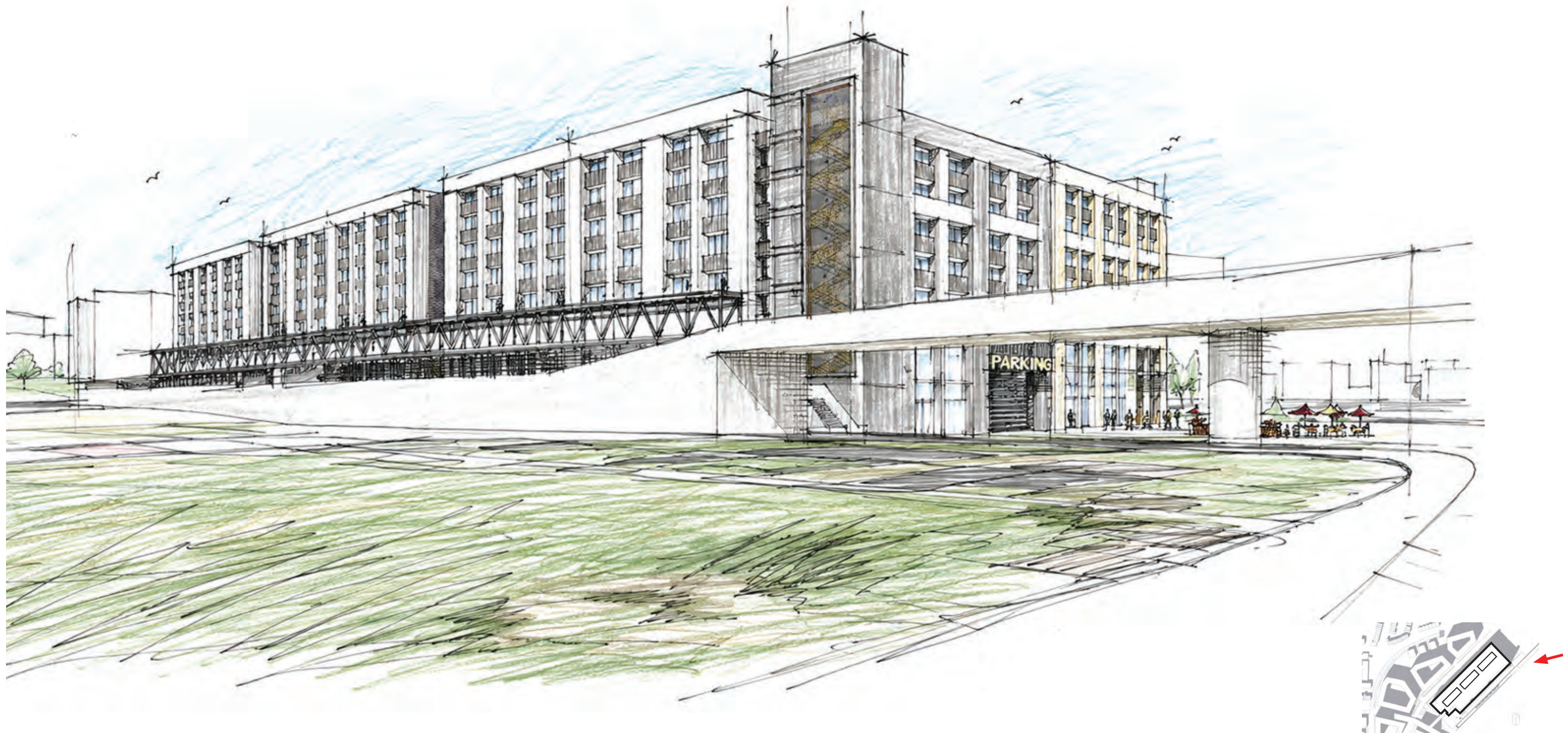
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Garage G2

VIEW OF PEDESTRIAN ACCESS FROM FIELDS SIDE

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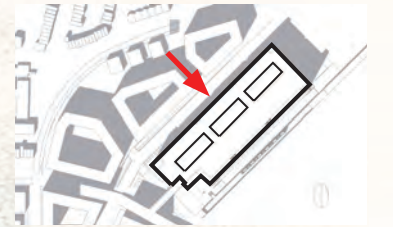
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Garage G2

ELEVATION - 22ND ST / NORTHWEST SIDE

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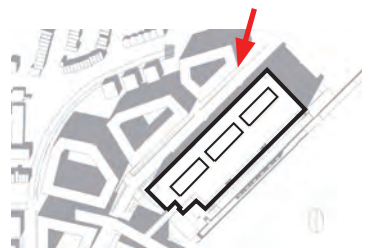
Garage G2

ELEVATION - 22ND ST / NORTHWEST SIDE - COLOR STUDIES

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Garage G2

PERSPECTIVE 6 - SOUTHBOUND 22ND ST - DAY ONE

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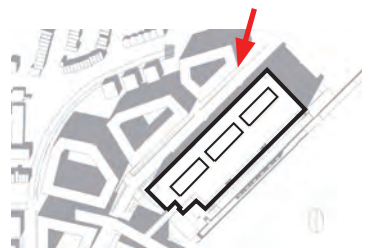
4.13

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Garage G2

PERSPECTIVE 7 - SOUTHBOUND 22ND ST - WITH FUTURE DEVELOPMENT

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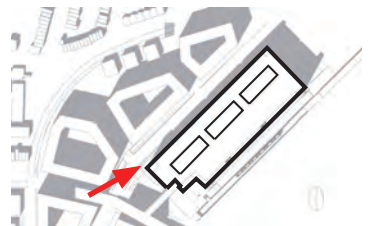
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Garage G2

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

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Garage G2

PERSPECTIVE 9 - FROM KINGMAN PARK - DAY ONE

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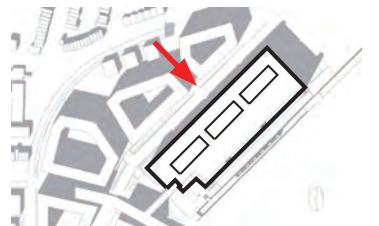
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Garage G2

PERSPECTIVE 10 - FROM KINGMAN PARK - WITH FUTURE DEVELOPMENT

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Garage G2

ELEVATION - C ST/ SOUTHWEST SIDE

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Garage G2

ELEVATION - PARK / NORTHEAST SIDE

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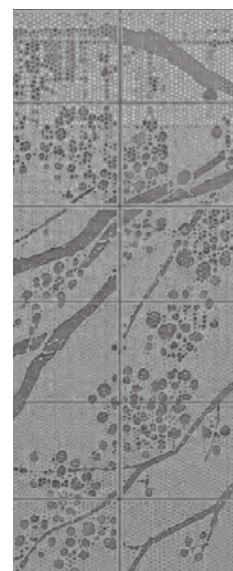
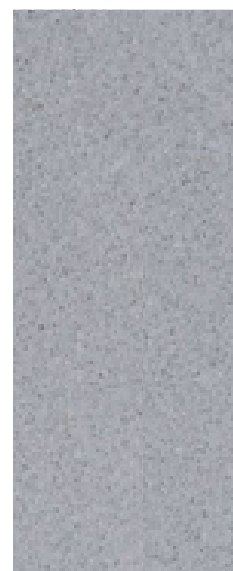
AREA A



AREA C



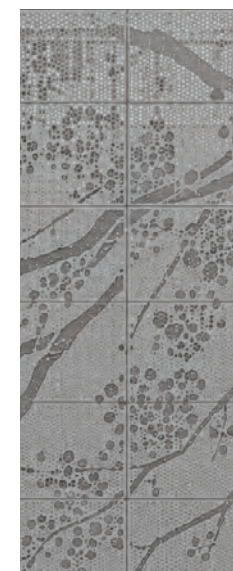
AREA B



INTERIOR
STAIRS



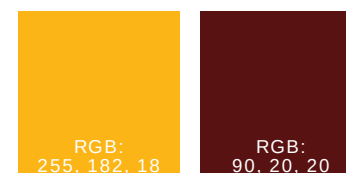
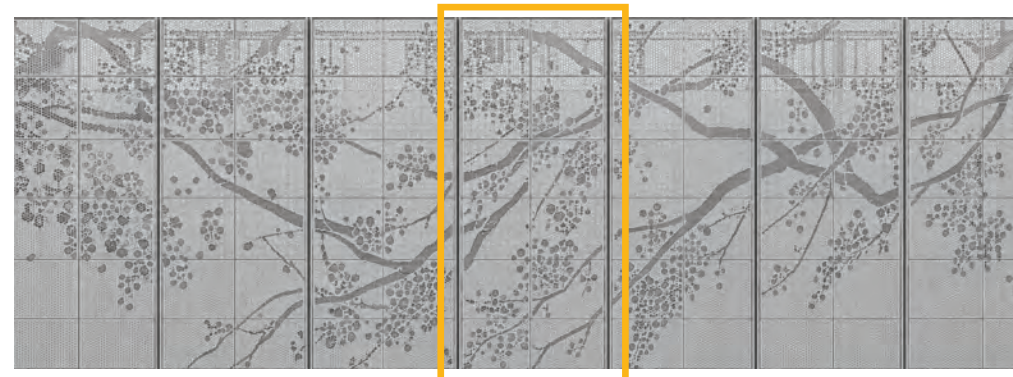
TOWER



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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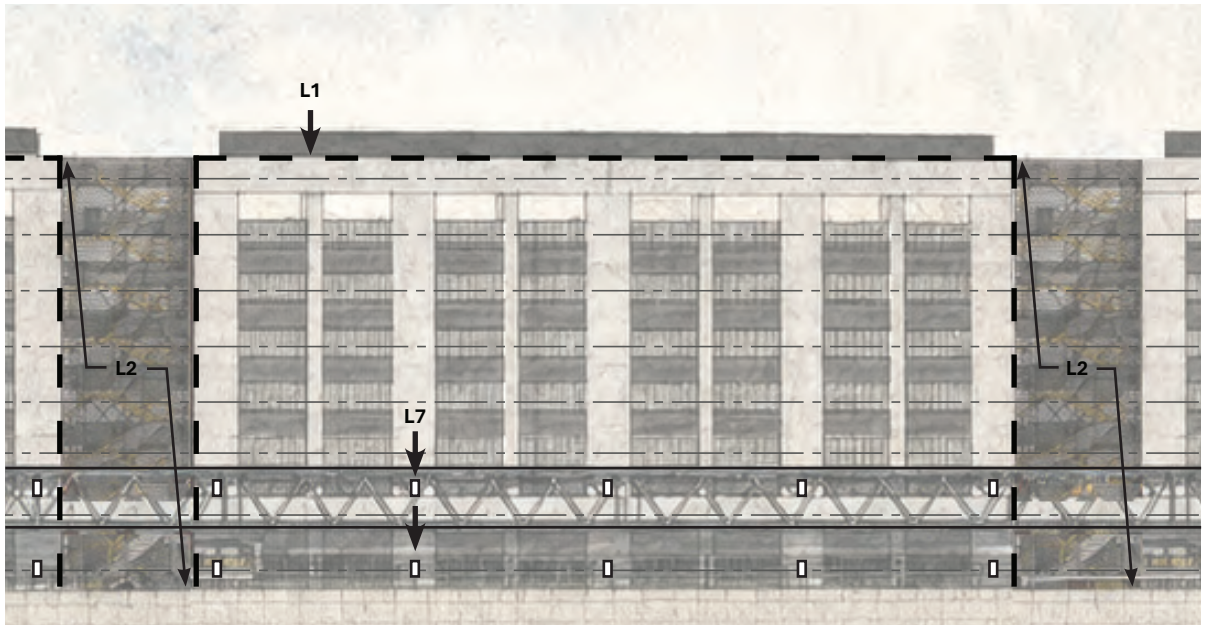
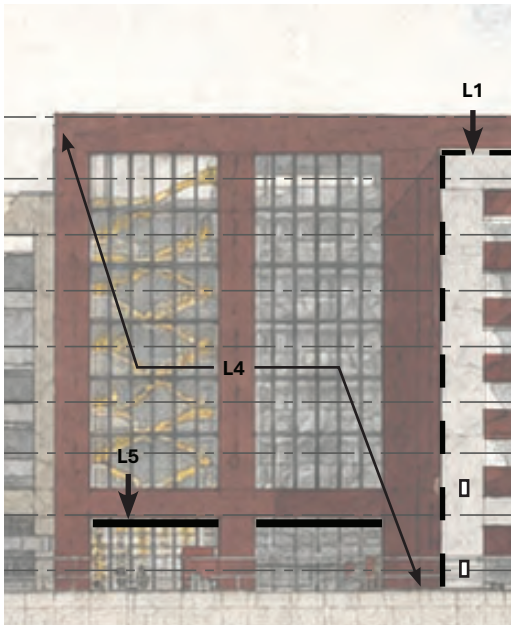
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22ND ST/ NORTHWEST ELEVATION



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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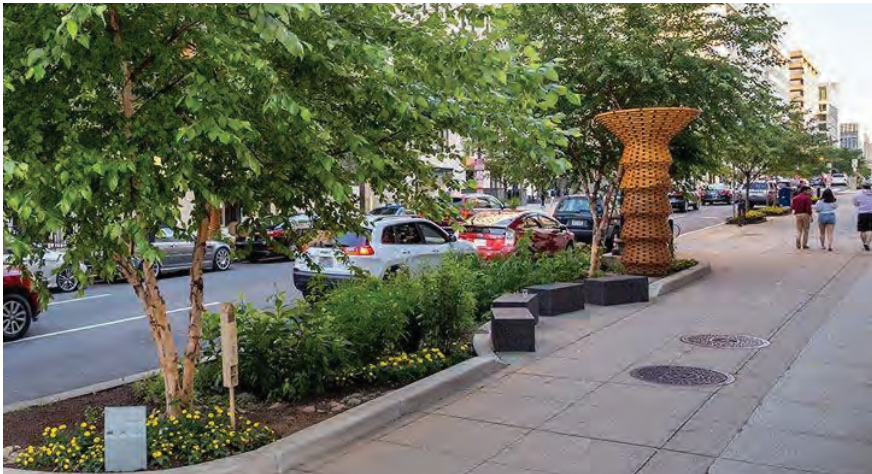
5.5

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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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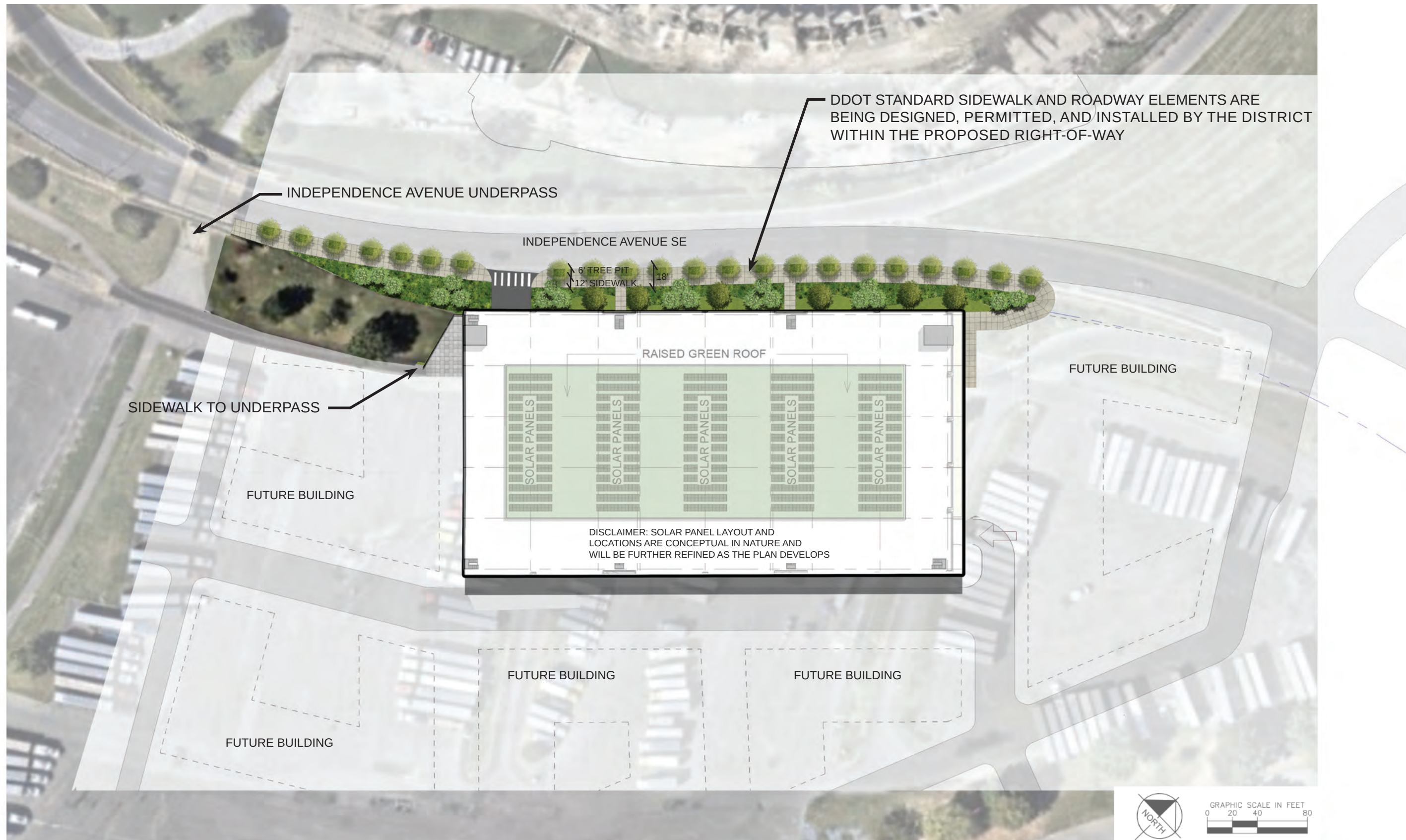


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Garage G1

LANDSCAPE DESIGN

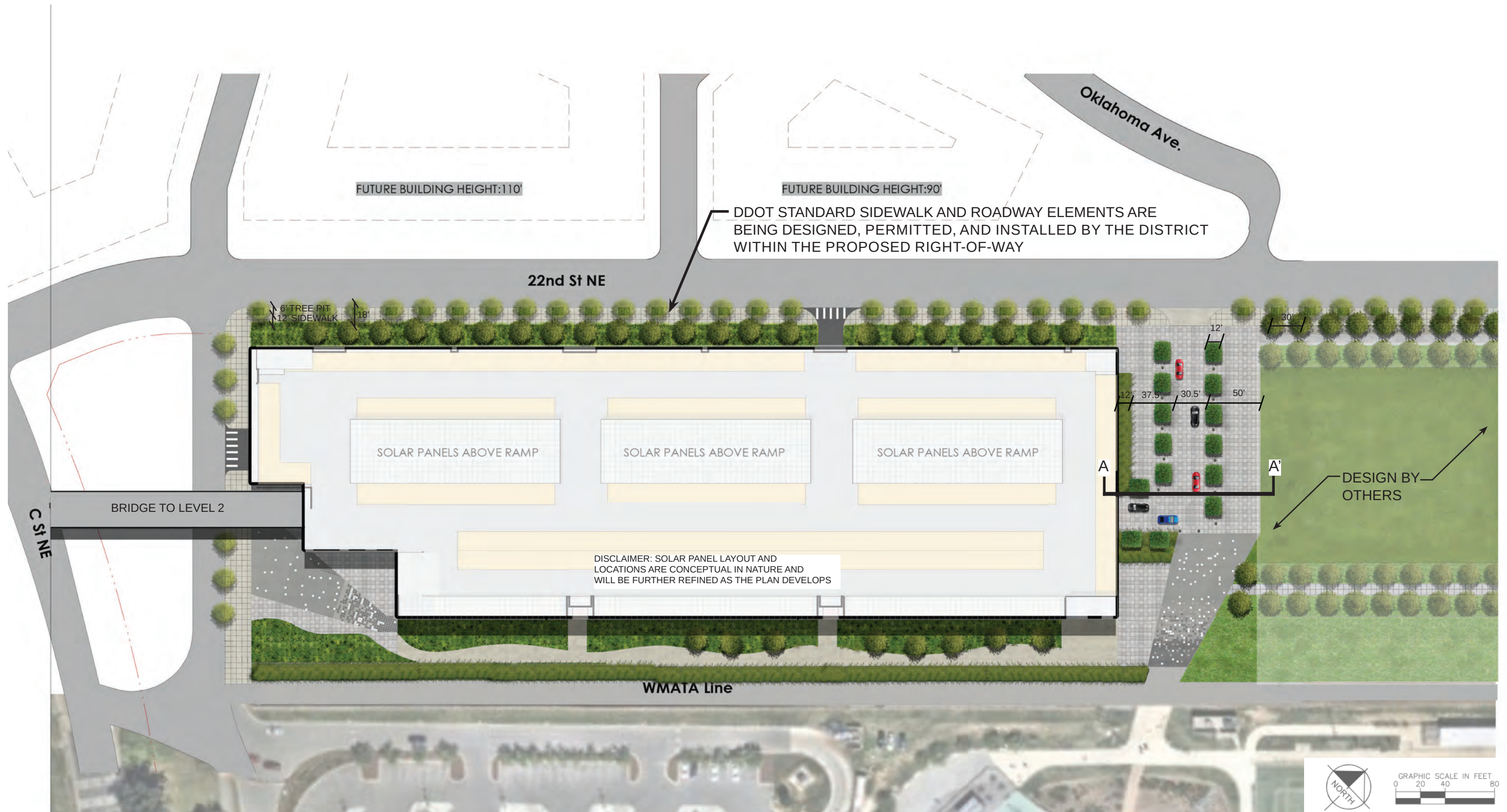
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6.1

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Garage G2

LANDSCAPE DESIGN

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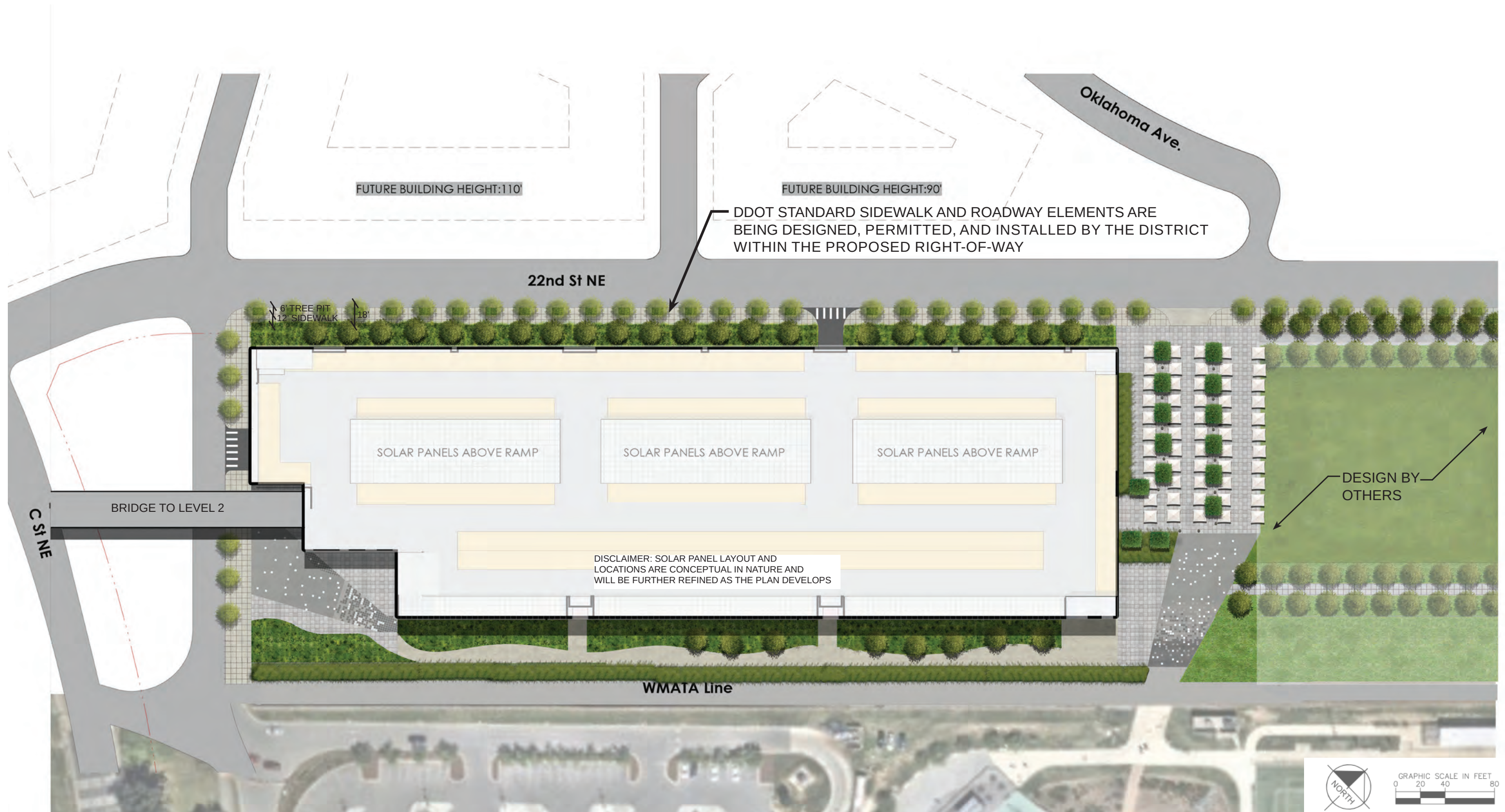
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Garage G2

LANDSCAPE DESIGN - OPTION FOR COMMUNITY EVENTS/ACTIVITIES

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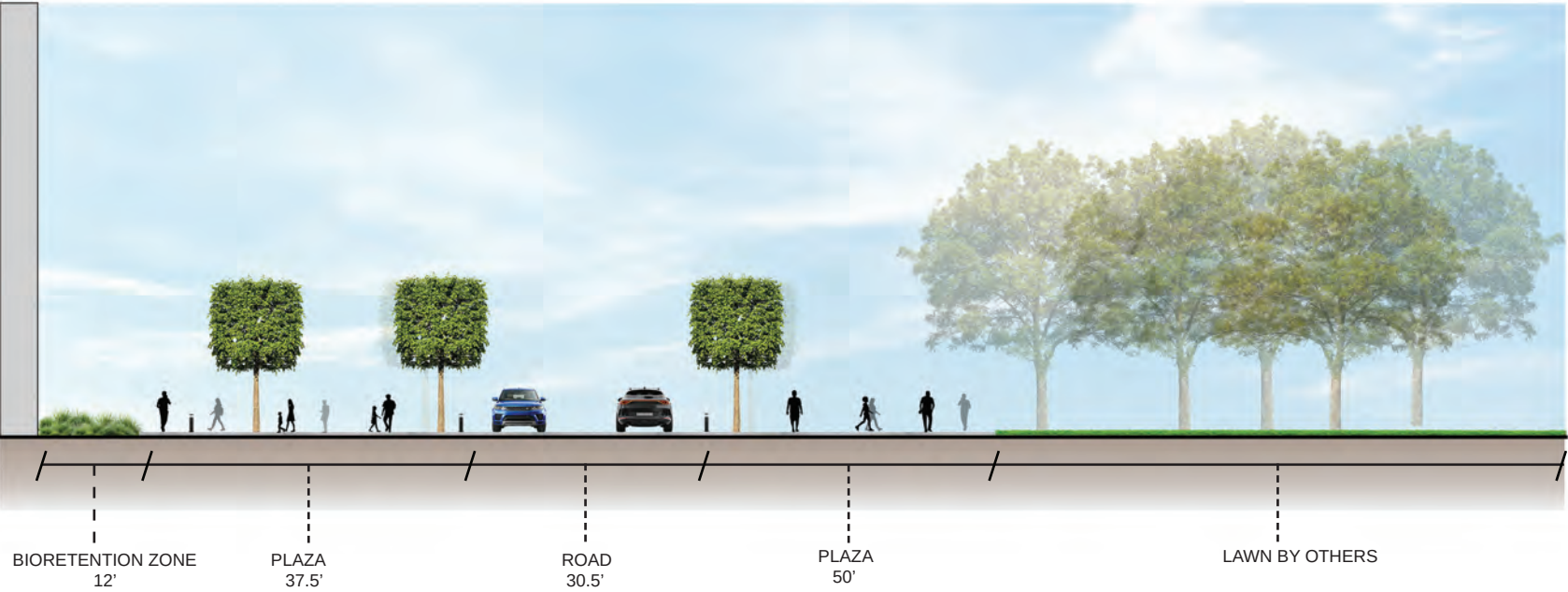
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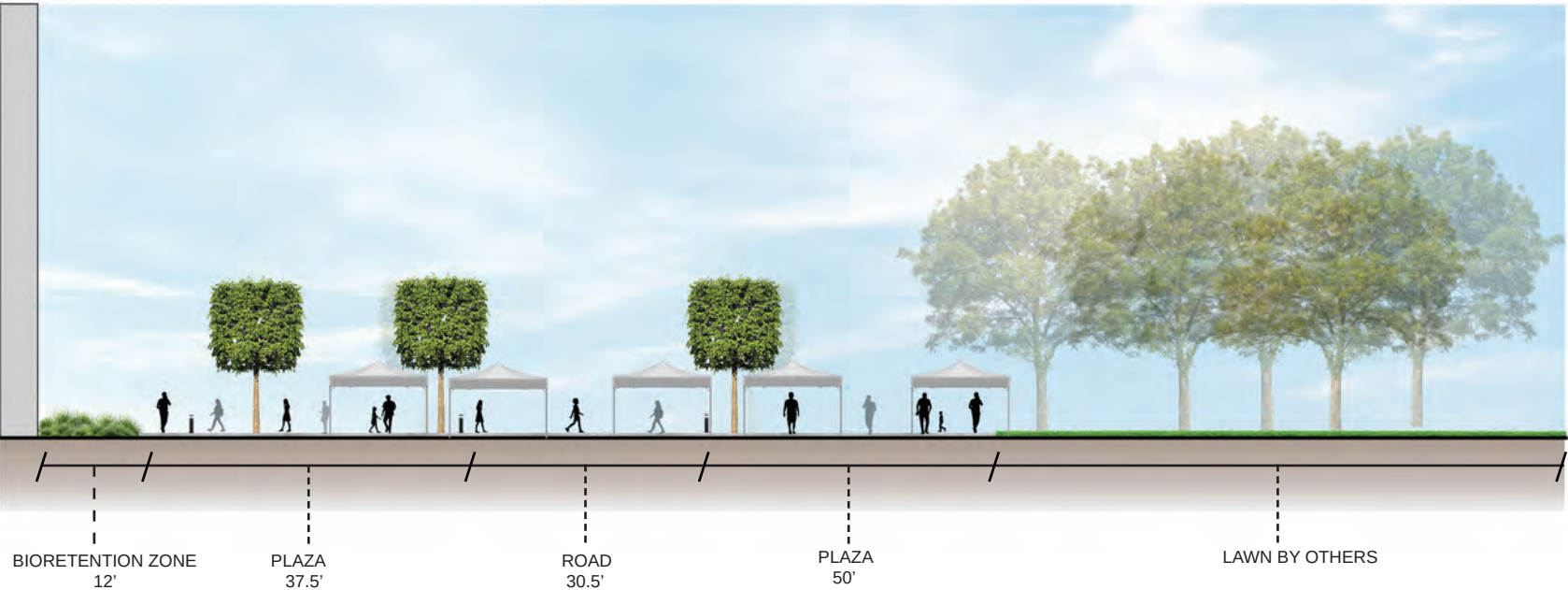
SECTION A-A

SCALE: 1" = 10'-0"



SECTION A-A OPTION FOR COMMUNITY EVENTS/ACTIVITIES

SCALE: 1" = 10'-0"



PERMEABLE PAVERS



PLEACHED TREES



GRASSES



CONCRETE



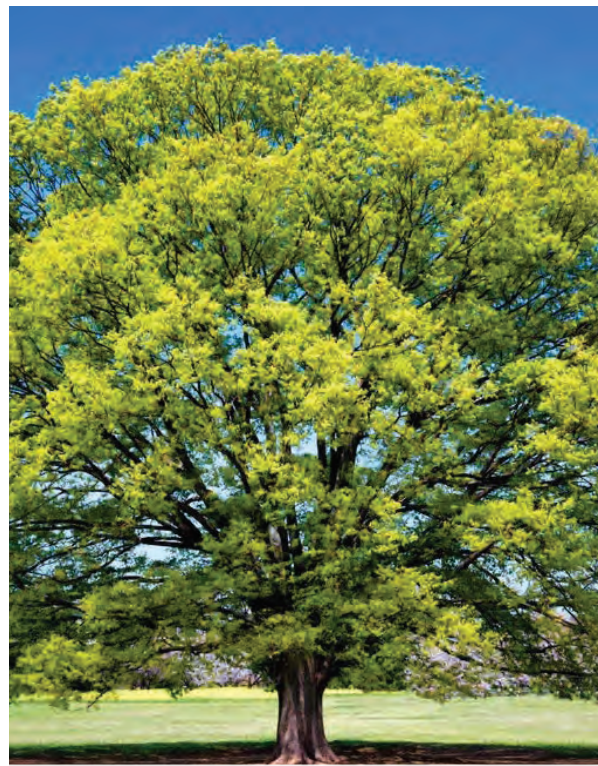
Garage G1 & Garage G2

MATERIALS PALETTE

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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

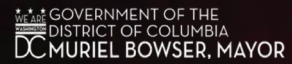
PLANTING PALETTE

RFK Campus Stadium Garages - CFA Concept Review
SUBMISSION DATE: 03 SEPTEMBER 2026



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





Kimley»Horn | DC + WDG + mauricewalters | architect



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*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.