

# D.C. UNITED™ STADIUM



## SECTION

# 07

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PEDESTRIAN DIAGRAMS

BICYCLE DIAGRAMS

TRUCK TURNING STUDIES

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BUZZARD POINT  
CONTEXT MAP

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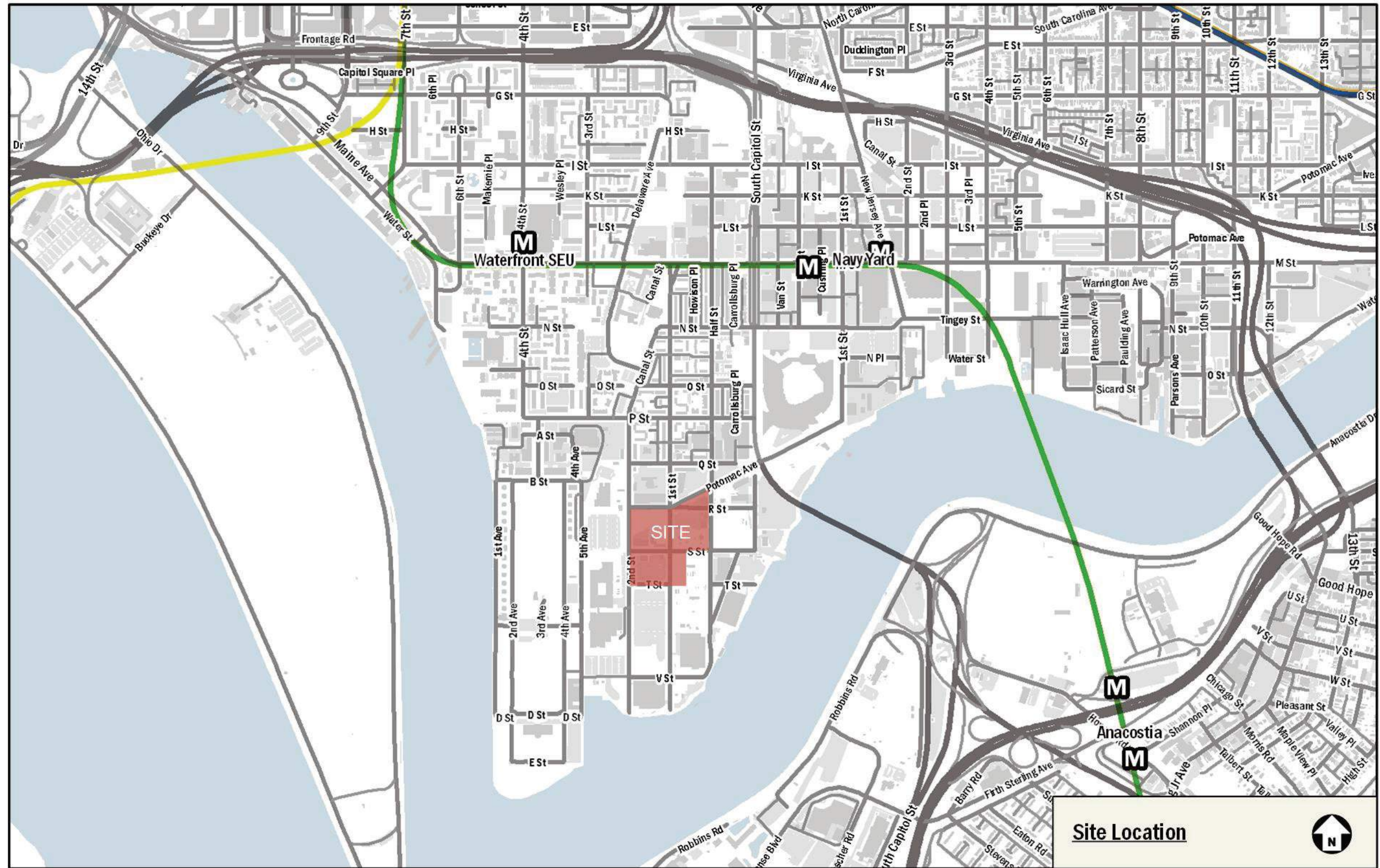


Figure 1: Site Location

BUZZARD POINT  
VEHICULAR  
CIRCULATION

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Figure 3: Access and Circulation for Stadium Loading Activity (without South Capitol Street Oval)

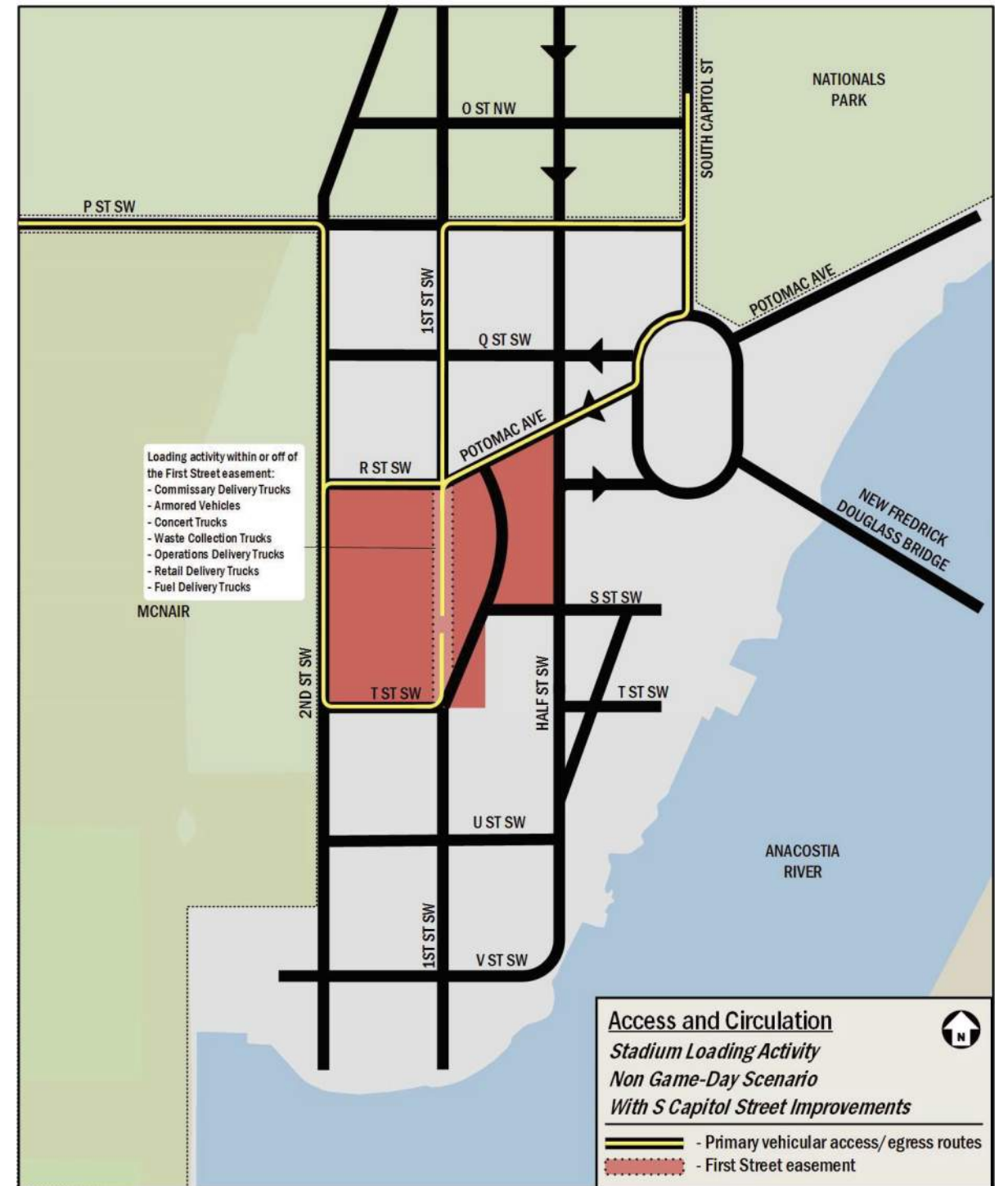


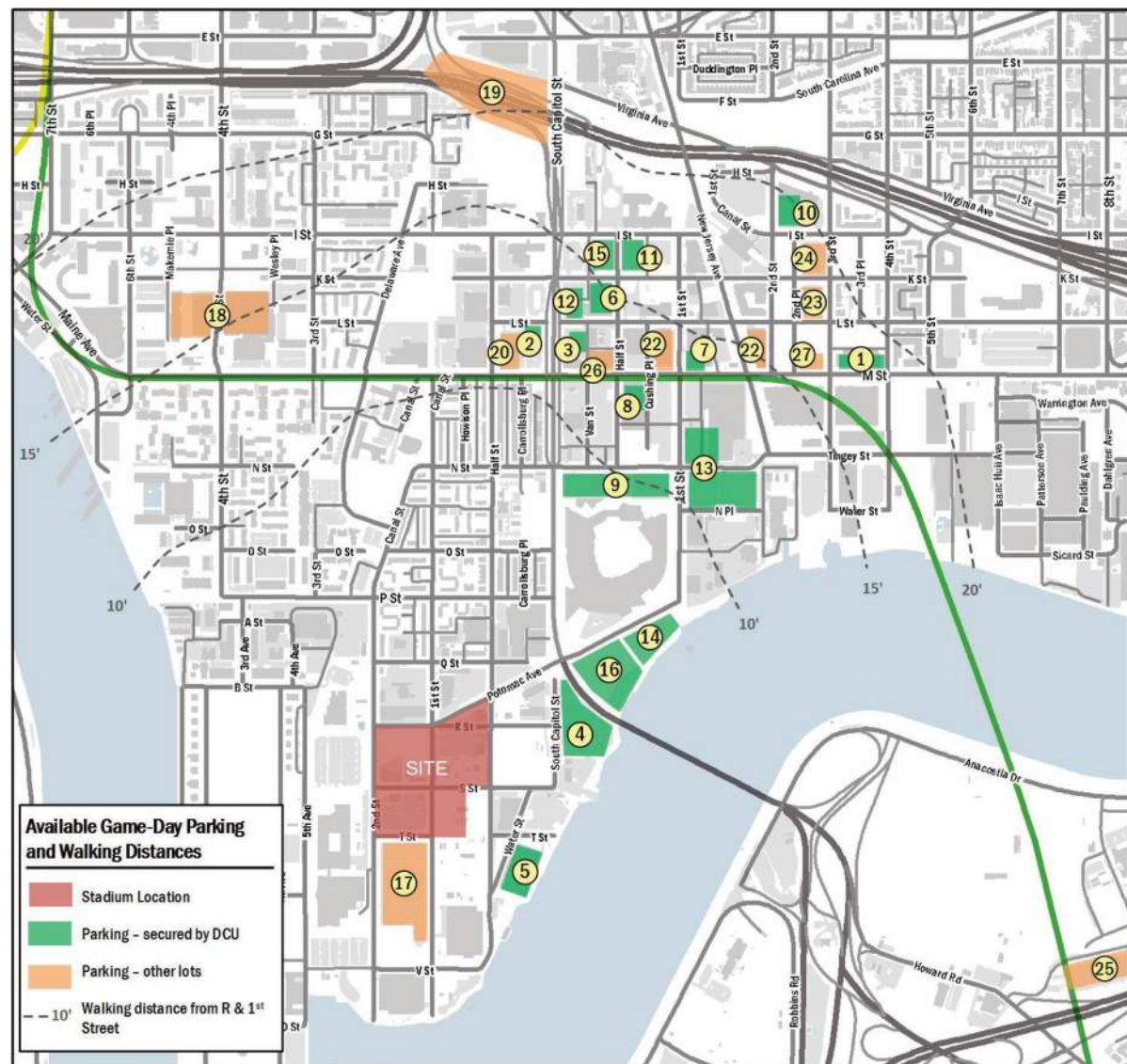
Figure 4: Access and Circulation for Stadium Loading Activity (with South Capitol Street Oval)



Figure 5: Access and Circulation for Stadium-Related Vehicles (without South Capitol Street Oval)



Figure 6: Access and Circulation for Stadium-Related Vehicles (with South Capitol Street Oval)

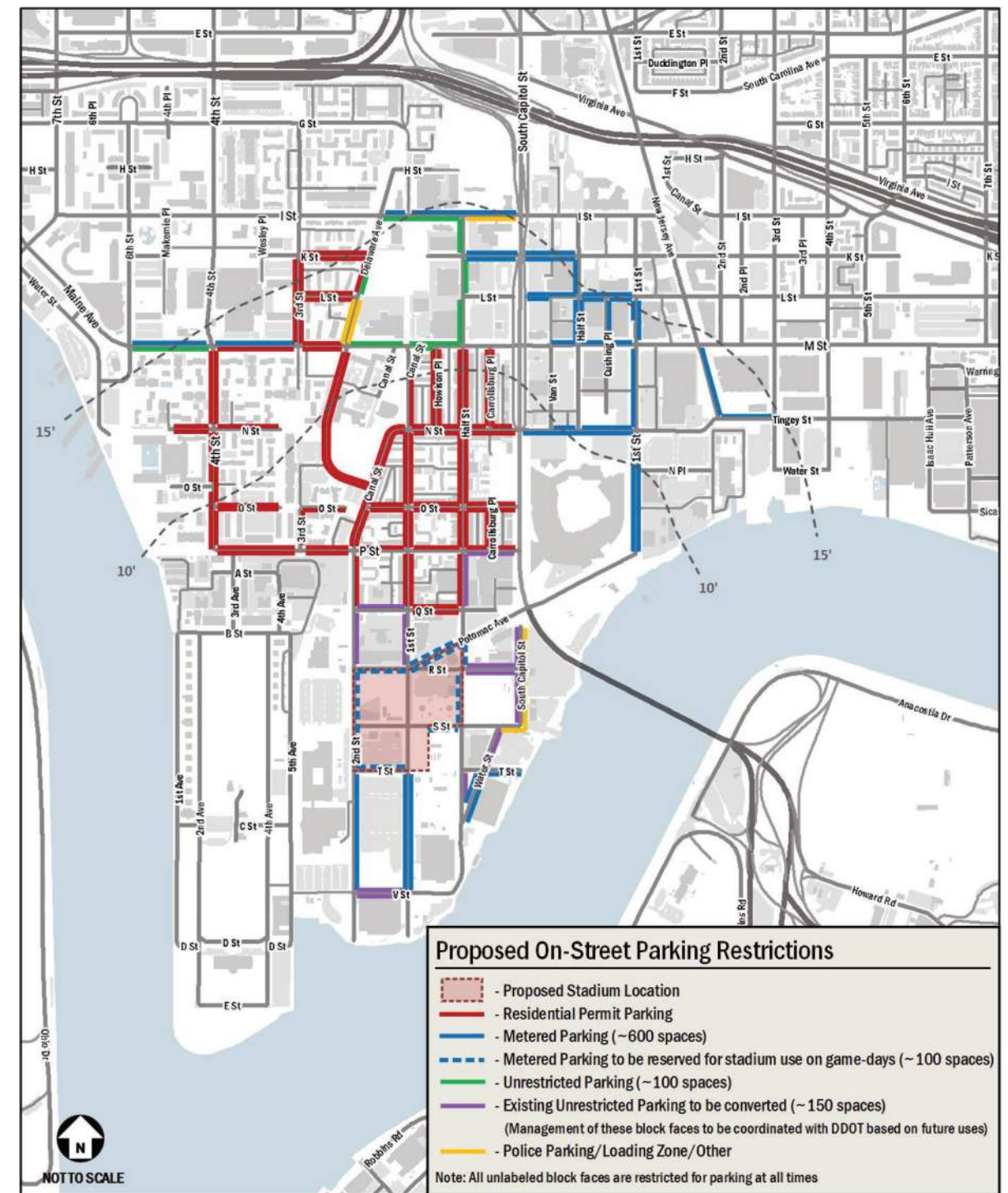


**Available Game-Day Parking and Walking Distances**

- Stadium Location
- Parking - secured by DCU
- Parking - other lots
- 10' Walking distance from R & 1<sup>st</sup> Street

ID	Name/Location	No. of Spaces	ID	Name/Location	No. of Spaces	ID	Name/Location	No. of Spaces
1	300 M St	275 spaces	11	88 K St	100 spaces	20	25 M St	150 spaces
2	1101 S Cap	50 spaces	12	1000 S Cap	100 spaces	21	80 M St	296 spaces
3	1100 S Cap	75 spaces	13	The Yards	500 spaces	22	1100 NJ Ave	150 spaces
4	1620 S Cap	350 spaces	14	Dock 79	130 spaces	23	Lot U	73 spaces
5	1900 Half	100 spaces	15	909 Half St	130 spaces	24	Lot T	73 spaces
6	1015 Half	250 spaces	16	71 Potomac	95 spaces	25	Anacostia Metro Station Garage	808 spaces
7	100 M St	100 spaces		<b>Total Secured Lots</b>	<b>3,750 spaces</b>	26	Lot H	198 spaces
8	55 M St	100 spaces	17	2nd & T St	610 spaces	27	Federal Gateway II	44 spaces
9	B & C Garage	1,195 spaces	18	1100/1101 4th St	633 spaces		<b>Total Other Lots</b>	<b>3,485 spaces</b>
10	DC Housing	200 spaces	19	Lot HH	450 spaces		<b>Total Parking</b>	<b>7,235 spaces</b>

Figure 9: Available Game-Day Parking and Walking Distances



**Proposed On-Street Parking Restrictions**

- Proposed Stadium Location
- Residential Permit Parking
- Metered Parking (~600 spaces)
- Metered Parking to be reserved for stadium use on game-days (~100 spaces)
- Unrestricted Parking (~100 spaces)
- Existing Unrestricted Parking to be converted (~150 spaces)  
(Management of these block faces to be coordinated with DDOT based on future uses)
- Police Parking/Loading Zone/Other

Note: All unlabeled block faces are restricted for parking at all times

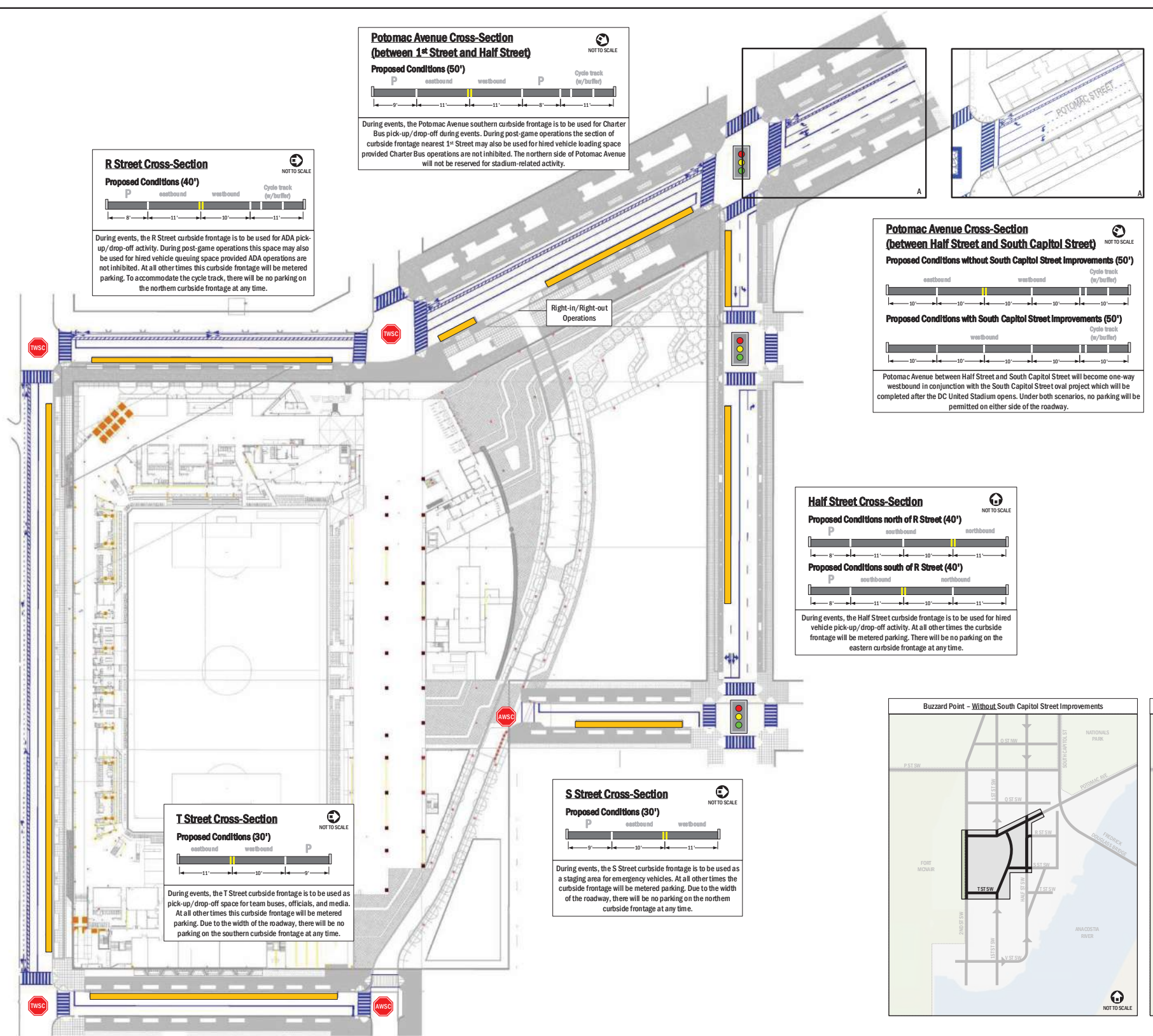
Figure 11: Proposed On-Street Parking Restrictions



STADIUM  
ROADWAY  
CONFIGURATION  
& CURBSIDE  
MANAGEMENT

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**Potomac Avenue Cross-Section (between 1<sup>st</sup> Street and Half Street)**  
**Proposed Conditions (50')**

During events, the Potomac Avenue southern curbside frontage is to be used for Charter Bus pick-up/drop-off during events. During post-game operations the section of curbside frontage nearest 1<sup>st</sup> Street may also be used for hired vehicle loading space provided Charter Bus operations are not inhibited. The northern side of Potomac Avenue will not be reserved for stadium-related activity.

**R Street Cross-Section**  
**Proposed Conditions (40')**

During events, the R Street curbside frontage is to be used for ADA pick-up/drop-off activity. During post-game operations this space may also be used for hired vehicle queuing space provided ADA operations are not inhibited. At all other times this curbside frontage will be metered parking. To accommodate the cycle track, there will be no parking on the northern curbside frontage at any time.

**Potomac Avenue Cross-Section (between Half Street and South Capitol Street)**  
**Proposed Conditions without South Capitol Street Improvements (50')**

**Proposed Conditions with South Capitol Street Improvements (50')**

Potomac Avenue between Half Street and South Capitol Street will become one-way westbound in conjunction with the South Capitol Street oval project which will be completed after the DC United Stadium opens. Under both scenarios, no parking will be permitted on either side of the roadway.

**Half Street Cross-Section**  
**Proposed Conditions north of R Street (40')**

**Proposed Conditions south of R Street (40')**

During events, the Half Street curbside frontage is to be used for hired vehicle pick-up/drop-off activity. At all other times the curbside frontage will be metered parking. There will be no parking on the eastern curbside frontage at any time.

**2nd Street Cross-Section**  
**Proposed Conditions (39')**

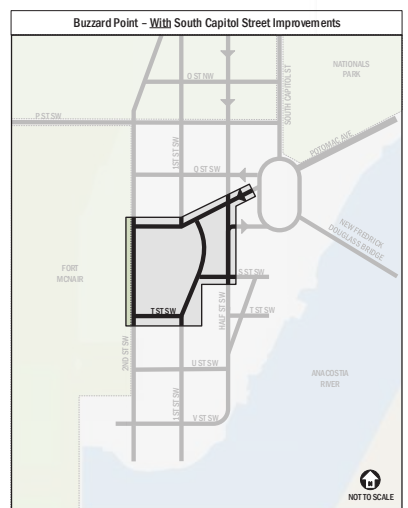
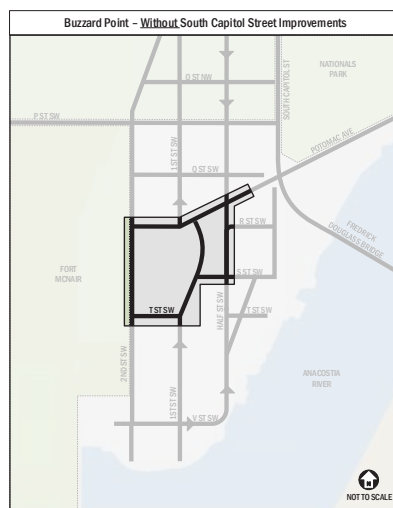
During events, the 2<sup>nd</sup> Street curbside frontage is to be used as a parking/staging area for stadium-related vehicles such as ENG trucks, team buses, MPD, etc. At all other times this curbside frontage will be metered parking. To accommodate the cycle track, there will be no parking on the western curbside frontage at any time.

**T Street Cross-Section**  
**Proposed Conditions (30')**

During events, the T Street curbside frontage is to be used as pick-up/drop-off space for team buses, officials, and media. At all other times this curbside frontage will be metered parking. Due to the width of the roadway, there will be no parking on the southern curbside frontage at any time.

**S Street Cross-Section**  
**Proposed Conditions (30')**

During events, the S Street curbside frontage is to be used as a staging area for emergency vehicles. At all other times the curbside frontage will be metered parking. Due to the width of the roadway, there will be no parking on the northern curbside frontage at any time.



BUZZARD POINT  
PEDESTRIAN  
CIRCULATION

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Figure 12: Access and Circulation of Pedestrians (without South Capitol Street Oval)



Figure 13: Access and Circulation of Pedestrians (with South Capitol Street Oval)

BUZZARD  
POINT BICYCLE  
CIRCULATION

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Figure 14: Access and Circulation of Bicyclists (without South Capitol Street Oval)

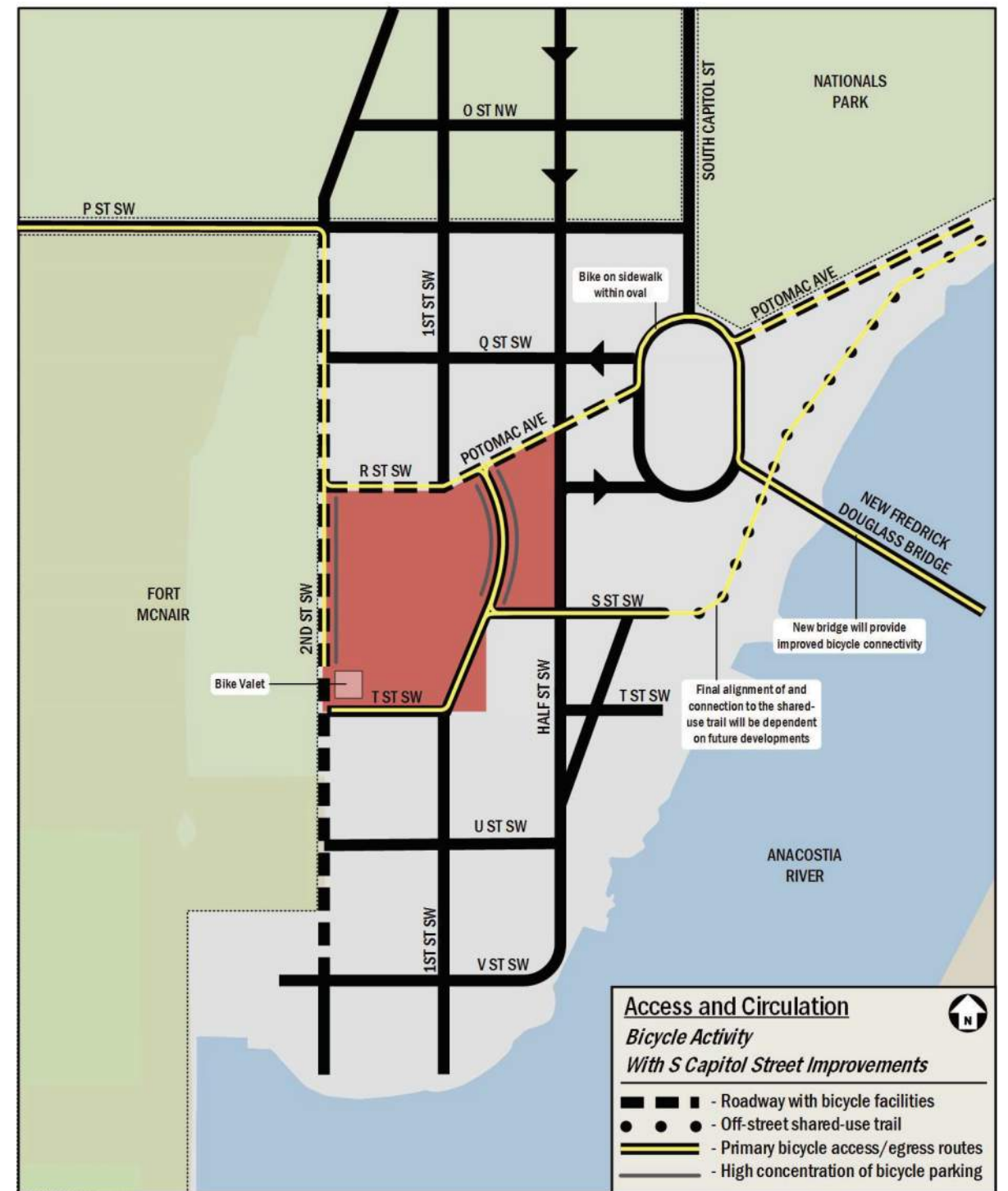


Figure 15: Access and Circulation of Bicyclists (with South Capitol Street Oval)