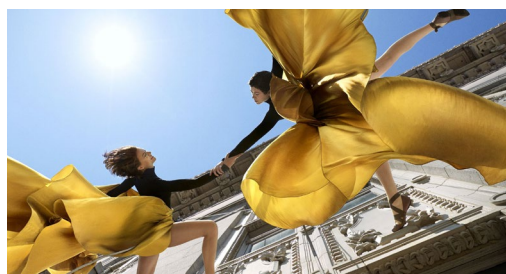
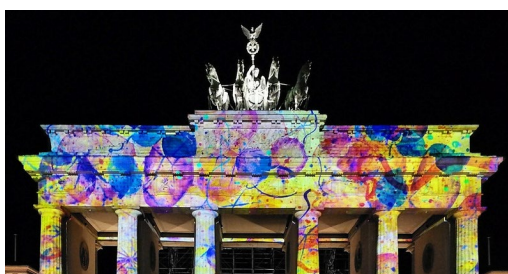
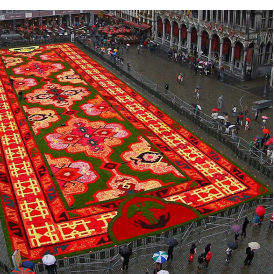


Pennsylvania Avenue Initiative

Public Comments and Letters
(March 16, 2022 - July 29, 2022)

and

Questions and Input from Public Meetings
(April 13, April 26, and May 21, 2022)



Published August 15, 2022

TABLE OF CONTENTS

Comment Letters	3
Federal and District Agencies	4
Groups and Organizations	11
Individuals	45
Public Comments	59
March 16, 2022 - March 31, 2022	60
April 1, 2022 - April 30, 2022	116
May 1, 2022 - May 31, 2022	159
June 1, 2022 - June 30, 2022	170
July 1, 2022 - July 29, 2022	202
Questions and Input from Public Meetings	234
Virtual Public Meeting #1 on April 13, 2022	235
Virtual Public Meeting #2 on April 26, 2022	239
Virtual Public Meeting #3 on May 21, 2022	242

Comment Letters
(March 16, 2022 - July 29, 2022)

These letters were submitted through direct email to NCPC staff and the comment portal on the Pennsylvania Avenue Initiative website:

<https://www.ncpc.gov/initiatives/pennave/>

U.S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

24 March 2022

Dear Mr. Acosta:

In its public meeting of 17 March conducted by videoconference, the Commission of Fine Arts was pleased to hear an information presentation by the National Capital Planning Commission staff on the Pennsylvania Avenue Initiative, intended to provide planning guidance for the area of Pennsylvania Avenue, NW, between the U.S. Capitol and the White House. Expressing appreciation for the three visionary and imaginative planning scenarios that were presented, the Commission provided the following comments to assist in the development of the initiative.

The Commission members emphasized the importance of Pennsylvania Avenue's identity as an urban street in contrast to the large open space of the nearby National Mall. They encouraged envisioning Pennsylvania Avenue as a "complete street" that accommodates a wide range of uses and transportation modes, including ordinary traffic, transit, and parking; they observed that efforts in past decades to remove traffic from major urban streets have often been unsuccessful. Noting that the presentation drawings focus on how each scenario would accommodate special events, they recommended developing a comparable focus on how the avenue would contribute to the urban experience in its ordinary daily use. They emphasized the importance of primary view corridors along and across the avenue, which should remain as open as possible.

In their general support for the vision to enliven the avenue with special event programming, the Commission members cautioned that the sanctity of special nodes and places of commemoration along the avenue, such as the Navy Memorial plaza and the World War I Memorial, should not be compromised. They noted that other areas may have more flexibility, such as Freedom Plaza, where a reconfiguration as shown in some scenarios could restore the avenue's historic diagonal alignment. At the eastern end of the avenue, they recommended further study of the relationship between Pennsylvania and Constitution Avenues, whose convergence is currently configured in an unusual, counterintuitive sequence of intersections; they suggested defining a new civic space in this area that could include the Mellon Fountain, John Marshall Park, and the public spaces associated with the National Gallery of Art buildings. They strongly objected to the concept of tunneling Constitution Avenue in this area, citing the disruptive impact of extensive ramped trenches on the quality of the urban space and the continuity of the street grid.

In consideration of achieving the initiative's goals, the Commission members commented that a single entity dedicated to the long-term governance of a reinvigorated Pennsylvania Avenue will be critical in shaping its appearance, programming, and public meaning. They advised that the allocation of the public space through programming decisions, particularly for major events and the addition of commemorative features, would also best be managed by a single entity. In addition, this planning effort should

envision an imaginative approach to managing and coordinating practical needs—such as perimeter security, temporary sidewalk uses, deliveries, and traffic patterns—in order to create a well-functioning, humane, and pedestrian-oriented public space.

The Commission looks forward to further consultation as the Pennsylvania Avenue Initiative progresses, commending the visioning process as a welcome improvement to the existing underused streetscape. Please continue to coordinate with the staff in the preparation of future submissions and throughout the planning process.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Luebke', with a large, stylized initial 'T'.

Thomas E. Luebke, FAIA
Secretary

Marcel Acosta, Executive Director
National Capital Planning Commission
401 9th Street, NW, Suite 500-N
Washington, DC 20004

cc: Otto Condon, ZGF Architects
Peter May, National Park Service
Mina Wright, General Services Administration
Anita Cozart, D.C. Office of Planning
Everett Lott, D.C. Department of Transportation

July 12, 2022

Mr. Marcel Acosta
Executive Director
National Capital Planning Commission
401 9th Street NW
Washington, DC 20004

Re: Comments of the National Gallery of Art on the Pennsylvania Avenue Initiative

Dear Mr. Acosta:

Thank you for the excellent presentation on behalf of the National Capital Planning Commission on the proposed Pennsylvania Avenue Initiative earlier this year to the National Gallery of Art's executive team.

As with all ambitious undertakings of this magnitude, each of the concepts contains elements about which the National Gallery is enthusiastic as well as elements about which we must advise caution. We set forth below the National Gallery's principal comments –

1. The National Gallery Requests Official Designation as a Full Project Stakeholder

The National Gallery is a destination for visitors travelling to Washington, DC, from all over the world. For many, the National Gallery serves as an introduction to art and art museums. The National Gallery, including the Mellon Memorial Fountain triangle, occupies one of the largest footprints and significant frontage along Pennsylvania Avenue, and therefore should play a valuable role as a stakeholder in NCPC's Pennsylvania Avenue Initiative planning process. The National Gallery's East Building, Connecting Link and 4th Street Plaza, West Building, and Sculpture Garden span over half a mile and six city blocks, including three blocks along Pennsylvania Avenue NW, from 3rd to 6th Streets NW. In addition, our unique 4th Street Plaza – both a paved and green roof above a fully occupied underground Connecting Link building – must be taken into consideration for any of these concepts to be realized.

While nearly all of the perspective illustrations in the NCPC's presentation, *Pennsylvania Avenue Visions and Concepts* (February 2022), show Pennsylvania Avenue from the west end of the avenue facing east, the portion of Pennsylvania Avenue that directly abuts the National Gallery's grounds and buildings is significant. From our perspective as a stakeholder and to better represent the National Gallery's presence on Pennsylvania Avenue NW, we encourage that you also consider the avenue from its east end, at Third Street NW, facing west.

In the concepts presented, the National Gallery would be the east-end “anchor” of the plan. The National Gallery is the only Pennsylvania Avenue property that is also directly contiguous with the National Mall’s historic core and green space, with the south edges of the East and West Buildings sites and the Sculpture Garden located directly on Madison Drive NW.

Moreover, in light of the National Gallery’s presence on the National Mall, the National Gallery is more directly affected by the special considerations that apply to the Mall, including concerns relating to historic preservation, Mall security, and other matters.

The National Gallery further is the sole public museum that abuts Pennsylvania Avenue and, along with our 4th Street Plaza and Connecting Link underground structure, would be directly affected by many of aspects of this initiative. As such, the National Gallery has unique attributes to offer, possibly including programming and other opportunities, as well as unique concerns that must be addressed.

For these critical reasons, the National Gallery believes that the National Gallery should be officially designated as a full project stakeholder in the Pennsylvania Avenue Initiative, with the opportunity to be fully informed of all developments relating to the project and consulted at all stages, and with the further opportunity to provide input and to be heard on all aspects of this project.

2. Respect the National Gallery’s Property and Jurisdictional Boundaries

In connection with the Pennsylvania Avenue Initiative, the National Gallery would be grateful for the opportunity to confirm the National Gallery’s property and jurisdictional boundaries – both as they currently exist as well as how the boundaries might be affected by each of the plans within the Pennsylvania Avenue Initiative.

The National Gallery’s buildings and grounds are defined in Title 40 of the U.S. Code as follows –

* * * *

Title 40 U.S.C. §6301. Definition

In this chapter, the term "specified buildings and grounds" means-

* * * *

(2) NATIONAL GALLERY OF ART.-

(A) The National Gallery of Art and its grounds, which extend-

(i) to the line of the face of the south curb of Constitution Avenue Northwest, between Seventh Street Northwest, and Fourth Street Northwest, to the line of the face of the west curb of Fourth Street Northwest, between Constitution Avenue Northwest, and Madison Drive Northwest; to the line of the face of the north curb of Madison Drive Northwest, between Fourth Street Northwest, and Seventh Street Northwest; and to the line of the face of the east curb of Seventh Street Northwest, between Madison Drive Northwest, and Constitution Avenue Northwest;

(ii) to the line of the face of the south curb of Pennsylvania Avenue Northwest, between Fourth Street and Third Street Northwest, to the line of the face of the west curb of Third Street Northwest, between Pennsylvania Avenue and Madison Drive Northwest, to the line of the face of the north curb of Madison Drive Northwest, between Third Street and Fourth Street Northwest, and to the line of the face of the east curb of Fourth Street Northwest, between Pennsylvania Avenue and Madison Drive Northwest; and

(iii) to the line of the face of the south curb of Constitution Avenue Northwest, between Ninth Street Northwest and Seventh Street Northwest; to the line of the face of the west curb of Seventh Street Northwest, between Constitution Avenue Northwest and Madison Drive Northwest; to the line of the face of the north curb of Madison Drive Northwest, between Seventh Street Northwest and the line of the face of the east side of the east retaining wall of the Ninth Street Expressway Northwest; and to the line of the face of the east side of the east retaining wall of the Ninth Street Expressway Northwest, between Madison Drive Northwest and Constitution Avenue Northwest.

(B) All other buildings, service roads, walks, and other areas within the exterior boundaries of any real estate or land or interest in land (including temporary use) that the National Gallery of Art acquires and that the Director of the National Gallery of Art determines to be necessary for the adequate protection of individuals or property in the National Gallery of Art and suitable for administration as a part of the National Gallery of Art. [This provision governs the transfer of responsibility and jurisdiction for the Mellon Memorial Fountain and Gallery Plaza North properties from the National Park Service to the National Gallery.]

* * * *

Notwithstanding this clear statutory language defining the National Gallery's buildings and grounds, occasional misunderstandings have caused concerns given that 4th Street NW, a busy city street, is a portion of our building's roof. The National Gallery has shared our jurisdictional boundaries with NCPC in the past, and would be happy to provide these materials again, in order to avoid uncertainty in the future.

Therefore, the National Gallery looks forward to NCPC's continued cooperation and dialogue to better understand how each of the proposals under the Pennsylvania Avenue Initiative would affect the National Gallery's property and jurisdictional boundaries.

3. Proposals Relating to 4th Street NW between Pennsylvania Avenue and Madison Drive NW

The National Gallery supports the proposal in both the "Linear Green" and "Civic Stage" plans to close or partially close 4th Street NW. Closure would improve and encourage pedestrian access and connections between the National Gallery's East and West Buildings, and, as NCPC correctly notes, could create a more "active space" between the National Gallery's buildings and could create the opportunity to use such space for outdoor programming.

As NCPC is aware, 4th Street NW has been closed for extended periods several times in the past. Its closure has been extremely popular with National Mall visitors, and has, as expected, encouraged visitors and pedestrians to take advantage of the space and improved access to the National Gallery's buildings.

In addition to the foregoing reasons, closing or restricting traffic on 4th Street NW also could be prudent for security and structural purposes. For security purposes, closing or restricting traffic on 4th Street NW would allow the National Gallery to better protect its visitors and staff and collections from threats to the National Mall. For structural purposes, closing or restricting traffic on 4th Street NW would reduce traffic and vibrational load on the National Gallery's underground Connecting Link, for which 4th Street NW could serve as a model "green roof" structure. Also, the 4th Street Plaza unifies the East and West Buildings, and we must maintain that key original concept. However, we have concerns about access for visitors with disabilities, art deliveries, and vehicular traffic necessary for operations and events, and recognize that total closure of 4th Street NW to traffic may prove impossible.

4. Responsibility and Jurisdiction for the Northeast Triangle bounded by Pennsylvania and Constitution Avenues NW and Third Street NW

The Pennsylvania Avenue Initiative is an opportunity to improve and properly "anchor" the east end of Pennsylvania Avenue. The National Gallery proposes to take responsibility for and obtain jurisdiction over the triangle bounded by Pennsylvania and Constitution Avenues NW and Third Street NW, and the roadway between the triangle and the East Building site if the roadway can be closed to regular traffic.

The National Gallery has an excellent track record of rehabilitating and maintaining three significant properties that have been transferred to the National Gallery: the Sculpture Garden, Gallery Plaza North, and the Mellon Memorial Fountain property. The National Gallery envisions similar stewardship of the triangle and roadway as improved public space, and would welcome discussing this opportunity further within the framework of the Pennsylvania Avenue Initiative.

5. Catastrophic Flooding Risks and the Need for Civil Engineering Studies

The Pennsylvania Avenue Initiative is a once-in-a-generation opportunity to address a very urgent concern of the National Gallery and other Pennsylvania Avenue and National Mall properties: the growing risk of catastrophic flooding.

As detailed in the 2011 *Federal Triangle Stormwater Drainage Study*, in which both NCPC and the National Gallery participated, the Federal Triangle area experienced a once-in-200-years flooding event in June 2006, which left significant damage to numerous structures in the National Mall and Federal Triangle area.

Floods that previously were considered remote risks are now expected to be more frequent, dangerous, and damaging than ever. Such flooding not only threatens the lives and safety of the National Mall's visitors and workers but could be disastrous to the Nation's cultural treasures and properties along the National Mall.

Because catastrophic flooding poses a potentially existential risk to properties in the National Mall and Federal Triangle area, any plan to redevelop the adjacent Pennsylvania Avenue NW corridor should include updated civil engineering studies that address flooding risks, and should incorporate measures to mitigate the damage that is likely to result from such flooding.

6. Mall Security, Visitor Access, and Traffic and Building Structural Considerations

Given the proximity to the National Mall and the US Capitol, the east end of Pennsylvania Avenue NW faces significant security concerns. The concerns are detailed in recent Government Accountability Office studies, such as the July 2017 report *National Mall: Actions Needed to Better Manage Physical Security Risks* (GAO-17-679). Accordingly, the National Gallery urges that the Pennsylvania Avenue Initiative should incorporate measures to further strengthen National Mall and visitor security and safety measures, and to help manage risks.

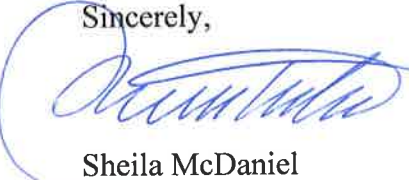
Numerous elements of the proposals – particularly the proposals to tunnel or straighten Constitution Avenue – raise significant access, traffic, and potential structural safety concerns. These proposals would require additional serious study and consultation between NCPC and the National Gallery. A prerequisite for such study and consultation would be detailed traffic engineering studies to examine the particular impacts of each of the proposals on the National Gallery.

Thank you for the opportunity to study and review the Pennsylvania Avenue Initiative and thank you for considering the National Gallery's comments.

Notwithstanding the concerns outlined in these comments, the National Gallery is eager to work with NCPC and the other Pennsylvania Avenue Initiative stakeholders to develop a state-of-the-art plan to revive the avenue as a more inclusive venue and an iconic, inviting, and resilient public space for the Nation.

As a next step, we look forward to a follow-up discussion with you about how the National Gallery can participate more fully as a stakeholder.

Sincerely,



Sheila McDaniel
Administrator

Cc Ms. Elizabeth Miller, Director, Physical Planning Division, NCPC

The Committee of 100

on the Federal City



July 7, 2022

Marcel C. Acosta, Executive Director
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Evelyn Wrin

RE: Comments on A New Vision for the Avenue

Dear Director Acosta,

The Committee of 100 on the Federal City (C100) is pleased to submit comments on the recently released concept schematics for “**A New Vision for the Avenue**” (Concept Plan). Conceived and developed by the National Capital Planning Commission (NCPC) and others, **A New Vision** focuses much needed and long overdue attention on the future of Pennsylvania Avenue in our nation’s capital between the west grounds of the Capitol Building and the U.S. Treasury Building on 15th Street. The Committee of 100 finds many of the proposed concepts creative and intriguing and appreciates the Commission’s leadership and focus on what is arguably our nation’s most important street.

General Notes/Observations/Questions

Finding the Right Balance: We heartily support the Concept Plan’s vision for Pennsylvania Avenue – one that celebrates its civic role and spirit of democracy; creates an inspiring public realm; and modernizes infrastructure to make the Avenue a great street and an iconic destination. We suggest, however, that it should be more than a “great street,” it should be a Grand Boulevard – an iconic destination akin to the Avenue des Champs-Élysées in Paris.

The subtext to that vision appears to be: 1) Supporting a social and economic “boost” for the area adjacent to that segment of the Avenue currently lacking urban and economic vitality; 2) Reducing the size of the roadway and improving the Avenue as a compelling and enlivened civic stage; and 3) Using the Avenue as an alternative to the overuse of the National Mall. Underlying all these objectives is maintaining the Avenue as an important city street and in its ceremonial role as the site of important State events such as the quadrennial Inaugural Parade.

Overuse of Events on the National Mall: Frankly, the case for eliminating or reducing citizen activities and special events on the National Mall by moving them onto Pennsylvania Avenue is not made. What is the nature and magnitude of the problem? How many “events” occur yearly? Is a significant increase anticipated? On what basis are those predictions made? Is the proposal to remove **all** events or only a certain number or “type”? What is the likelihood that organizers would be willing to move? What are the criteria for moving events? How has the nature of events destined for removal served as a basis for designs in the Concept Plan (numbers of people, duration, whether participants “march” or stay in place, multiple-day, evenings only, etc.). We assume all these data have informed the Concept Plan and believe making these available to those reviewing and commenting would be helpful for further

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review. And they would add deeper context. We look forward to greater insight into this before the next iteration of this exciting plan.

A Related Note on National Mall Events: Experience and intuition dictate that many citizens and organizations seeking national or international attention for their “cause” or celebration in their Nation’s Capital will not willingly leave the majestic National Mall for a less impactful site on Pennsylvania Avenue. The Mall setting with either the Capitol Building or Washington Monument in background is without parallel and citizens exercising their First Amendment rights will likely not willingly surrender that impact and drama for what may be seen as a site of diminished import and greater control. Under whose authority will the decision be made? Who will establish criteria? These issues invite political intervention, and we trust this matter is being factored into your strategy as this concept progresses. As we expect you know already, this has the potential for negative public relations for both NCPC and the National Park Service in these fraught times.

Additional Background/History/Context: The Committee of 100 believes that additional historic context is needed to understand and evaluate the new Concept Plan. Pennsylvania Avenue is, as we all know, a historic street with a rich legacy. Understanding better those events and putting them into context can inform better future directions. **Attached**, we provide some perspective to frame that context. Too, it would be useful in assessing the Concept Plan to have some relevant statistical/ planning data pertinent to the issue, e.g., size of nearby residential population and prospects for increasing it. Also, what is the current state of businesses and what additional commercial prospects might enliven the north side?

Benefits to the City: The Concept Plan addresses almost exclusively the Events venue goal – dominating the Concept Plan almost to the exclusion of potential impact on the immediate and larger city. And while the Events design exercise is understandably the more visually compelling, taking into consideration the potential effect on a major metropolis seems to have received little to no attention. Many logical questions arise and are unanswered in reviewing the document. For example, permanent or temporary closing of streets is a recurring notion throughout the Concept Plan. But how will this affect traffic, commerce, and daily use for citizens and visitors during both Event and non-Event times? The needs of a workaday city must continue to be met or improved – Event or not. The Downtown area on the north side of the Avenue is already recognized as in need of additional urban vitality, new businesses, residences, etc. It could be argued that the Concept Plan may worsen the problem. Wouldn’t street closures in the area (particularly permanent) exacerbate an already problematic situation? As the Concept Plan continues to develop, we recommend better addressing these likely competing issues – striking a better balance. Large Events, one presumes, will likely occur neither daily nor weekly. The needs of the functioning city must be met day in and day out, 24 hours a day.

An Important Thought: There is not much to be done to enliven the south side of the Avenue with its predominantly governmental buildings (and security issues), though they do add monumentality to the vista. Therefore, the Concept Plan should focus mostly on the north side in terms of creating a more welcoming environment for both Event staging as well as day-to-day life. It may be that not too much can be physically done with the infrastructure of the public space that will be likely to attract more people daily. But what is done can certainly help to make it more appealing and comfortable when people are there. And this must include adequate public restrooms and rapid access all along the Avenue for police, fire, and medical services, as many have noted.

About Our Comments: Given the schematic/highly visual nature of the Concept Plan and the repetitive and oftentimes overlapping design iterations offered, we chose not to organize our comments by each named design concept, but rather to accept NCPC’s invitation to respond to single “ideas,” noting that specific design iterations are not rigid and may ultimately be intermixed. That said, as you will note from our comments, we generally favor the Urban Capital concept that recognizes the street plan and vista are key elements of the historic L’Enfant Plan. It best reflects who we are – an urban capital in which people live and work. It also recognizes that Pennsylvania Avenue is an important city street that should accommodate multiple modes of transportation, as well as a grand boulevard that hosts “State Events” such as the Inaugural Parade and funeral processions with unparalleled views of the Capital City. Noting the general and conceptual nature of the document to date and recognizing that we will likely return to this as more detailed concepts are developed, below are our comments on what we think are the larger and more significant components and issues.

Specific Comments

The Baroque Street Vista: Preserving unobstructed the monumental vista down Pennsylvania Avenue between the Treasury Building and the Capitol must be NCPD's highest priority. That view is Pierre L'Enfant's signature, late 18th century design expression – instantly recognizable world-wide. It links our city with other world capitals like Berlin, Paris, London, Beijing, and Rome. Words such as "Arrival Experience" "Dignity" and "Ceremonial" are often applied to the journey up Pennsylvania Avenue towards Capitol Hill – for presidents, visitors, and local citizens alike. Obstructing the experience of seeing the Capitol Dome with dense plantings of trees would be inappropriate and an adverse impact on the historic design integrity and the vista's cultural significance. Views of the Capitol should remain clear all along the Avenue to pedestrians, tourists, shoppers, outdoor café diners, and vehicular traffic. The 1.3 mile stretch of the Avenue is arguably the city's (and our nation's) most significant urban planning expression – the classic and historic Grand Boulevard of our city. It must remain so.

"Right Sizing" the Avenue: A 2018 DDOT (District Department of Transportation) report found that declining traffic use on the Avenue makes reducing the number of traffic lanes a great opportunity for reinvention. Today, the Avenue is vastly underutilized many times of the day. We heartily concur with DDOT's finding and see the Concept Plan exercise as an opportunity to widen and "reinvent" the area between the street curb and building elevations throughout the 1.3-mile expanse – including varied paving textures and colors, visually compatible street furniture, kiosks, lighting, landscaping, pocket parks, and tree plantings. Having said that, introducing a landscape "vocabulary" more akin to a country garden expressed in some Concept Plan renderings (meandering paths, ponds, etc.) seems inappropriate and "out of place". Well-conceived and executed opportunities more in harmony with the monumental urban setting abound for multiple landscape additions in terms of plant material and street furniture and can and should be taken advantage of throughout.

Vehicular Traffic: Having said the above, *permanently* closing the Avenue (its full length or in segments) to private vehicular traffic should be eliminated as a Concept Plan idea. Once a vital transportation corridor, this length of Pennsylvania Avenue traffic was significantly enfeebled with the unfortunate 1995 closure of E Street across the Ellipse south of the White House. Further restricting the Avenue to vehicles as proposed will only diminish the vitality of the Avenue, the Monumental Core, and inevitably "reroute" traffic elsewhere causing further collateral circulation problems downtown. It is understood that the Avenue in toto (or in part) may be closed for periodic Events. However, it should remain open to vehicular traffic at all other times. There is neither the constant economic/commercial vitality on or within the multi-block area of the Avenue currently (or planned) nor the numbers of people and visitors living or recreating in proximity 24/7 to warrant a complete private vehicular traffic shutdown – particularly in non-Event hours. Further removing traffic will only exacerbate the situation. Pennsylvania Avenue must remain a working and vital urban street.

North/South, Numbered Street Closures: While not fully clear in all iterations, proposals to close permanently one or several north/south numbered streets crossing the Avenue figures in multiple design concepts throughout. This also should be eliminated from the Concept Plan. While temporary and brief Event-specific closures can be expected, permanent restrictions on these north/south streets anywhere along the 1.3-mile Avenue's length will further eliminate urban vitality from the immediate area contributing further to loss of economic and social vigor during non-Event times with potential collateral impact of traffic (local and commuter) elsewhere in the downtown.

Maintain the Avenue "Wall": Preserving and maintaining the continuum of building wall height and solidity facing the Avenue is an important consideration. As was emphasized in the development of NCPD's site guidelines for a possible replacement for the FBI Building, the "rhythm" of street wall is an important character-defining feature to be considered in the event of any changes. We recognize that currently that wall along Pennsylvania Avenue it is not completely uniform on the north side (building fronts and setbacks from the street) but most is within a narrow range. Considering that a new building (or multiple buildings as the case may be) will likely replace the FBI Building, whatever the design decision on the site, it is important that it contribute much more to the street life than the current building does and comply with NCPD's excellent site guidelines for those squares. We would anticipate that NCPD would develop similarly thoughtful guidelines for any other redevelopment along the Avenue.

"Rooms" as a Concept (Western End, Market Square, Eastern End): This is a wonderful, innovative, and potentially exciting concept having the potential to add a whole new dynamic, vocabulary, vitality, and rhythm to

Downtown DC – whether for Events or to the daily life of the city. They offer a potential to localize smaller events without closing the Avenue in its entirety. The rooms can draw day-to-day street activity north of the Avenue to the benefit of a larger area both in terms of economy and vitality. Rooms create more intimate venues for daily, non-Event entertainment and commercial businesses. And they can serve both as a venue as well as a destination. We look forward to further design iterations. We caution, however, that development (either permanent or temporary) of these exciting concepts must not adversely affect the existing historic urban context (demolition of buildings or landscape). The C100 looks forward to further design development.

Eastern End – Tunnel: We recognize that the intersection of Constitution Avenue and Pennsylvania Avenue is complicated both in terms of pedestrian and traffic safety. However, the proposed tunneling of Constitution Avenue under Pennsylvania Avenue, while a creative idea, is not a viable solution and would be a serious mistake. Such an action would require surface air vents and closing Louisiana Avenue and 4th Street. It would also create pedestrian obstacles and generate unwanted traffic noise bouncing off the hard surface underpass walls. In addition, the tunnel’s proposed location is within the city’s floodplain creating a “recipe for disaster” – remembering the June 2006 flood that inundated much of Constitution Avenue near the proposed site. And importantly, a tunnel would be an unfortunate feature so close to The National Gallery of Art.

Eastern Terminus of Pennsylvania Avenue at the Capitol Grounds: We are heartened that the Concept Plan scope includes considering the future of the Avenue’s terminus on (or at) the Capitol Grounds. Currently, America’s grand boulevard ends ignominiously among Jersey Barriers and parking for “Hill staffers” and Botanic Garden visitors. An underground parking garage on the Capitol Grounds over which new gardens with an axial sculpture or monument would be more appropriate to the location. The Architect of the Capitol should be challenged to find a more appropriate way to address parking needs both in relation to Pennsylvania Avenue and Maryland Avenue.

Western End – Freedom Plaza and National WWI Memorial: This proposed “Room” element of the Plan is least likely to cause significant change from what currently exists. Unlike the proposed site of the other two “Rooms,” much of the space and urban vitality is already there (National and Warner Theaters, two parks, White House Visitors Center, District Building, restaurants, hotels, etc.). Having said that, the issues proposed in the Concept Plan are more nuanced and challenging. Restoring the original L’Enfant Avenue alignment by cutting through Freedom Plaza is a historically satisfying idea. But doing so, destroys a significant mid-20th century urban landscape (Venturi, Rausch, Brown, Patton – 1980) along with the popular original city map pavement. Too, preserving Freedom Plaza “as is” has many fervent and vocal adherents in the local skateboarding community. What better urban vitality? Also, The National Theater is rightly concerned in preserving easy and close street access for theater goers should any proposal require street closures. In full candor, C100 is of a mixed mind between the two options. On the one hand, we like that it would reestablish the historic street pattern and bisect Freedom Plaza with the resulting spaces redesigned to be greener and more welcoming. On the other hand, it would complicate traffic patterns, make visiting the National WWI Memorial somewhat more difficult and bisects a good potential “urban room”. If retained, we would support having Freedom Plaza redesigned to be at grade, incorporating skateboarding and reinstalling or recreating the L’Enfant Plan map.

Further Thoughts

Governance: Once **A New Vision for the Avenue** is finalized and “adopted,” NCPC should seek Congressional authorization and funding for a unitary, governing body akin to the Pennsylvania Avenue Development Corporation (PADC) giving the new entity not only the responsibility for accomplishing the approved vision but also the long-term responsibility (with funding) for maintaining, refreshing, and adding or changing as needed. If history is any teacher, the post Pennsylvania Avenue Development Corporation experience showed the inability of federal and local government to work together on maintenance and upkeep given competing interests, short attention spans, and transient priorities. As the Avenue is already developed now, it is unlikely to be necessary to assemble land, work with developers, and have Congressional approval of plans. Rather than creating a new entity, perhaps NCPC could be given additional authority, funding, and staff for the effort.

A Broader View: Our letter considers a select part of Pennsylvania Avenue between the Capitol and the White House only. We note for the record, the importance of other sections of the Avenue in our city – west of the White House extending to Georgetown and east of the Capitol Building southeast to the Anacostia River and

across to the Maryland Line. These other sections of Pennsylvania Avenue have their own potential, problems, plans and projects worthy of attention.

Thank you for the opportunity to review and comment on this important and highly intriguing Concept Plan. We recognize that this exercise is only at the conceptual stage. We look forward to seeing more detailed iterations in the future and to continuing this dialogue affecting arguably America's most significant historic urban spaces. If you have any questions or require additional information, do not hesitate to contact us.

Sincerely,



Kirby Vining, Chair
The Committee of 100 on the Federal City

Attachment

cc:

- Elizabeth Miller, Director, Physical Planning Division, National Capital Planning Commission
- Peter May, Associate Regional Director for Lands & Planning, National Park Service
- Mina Wright, Office of Planning & Design Quality, Public Building Survey, General Services Administration
- J. Brett Blanton, Architect of the Capitol
- John Falcicchio, Deputy Mayor for Planning and Economic Development
- Anita Cozart, Interim Director, DC Office of Planning
- Phil Mendelson, Chair, Council of the District of Columbia
- Thomas Luebke, FAIA, Secretary, U.S. Commission of Fine Arts
- Catherine Townsend, President & CEO, Trust for the National Mall
- Judy Scott Feldman, President, National Mall Coalition <mailto:jfeldman@nationalmallcoalition.org>
- Rebecca Miller, Executive Director, DC Preservation League <mailto:rebecca@dcpreservation.org>
- David Maloney, DC State Historic Preservation Officer <mailto:David.Maloney@dc.gov>
- Jo-Ann Neuhaus, Executive Director, Penn Quarter Neighborhood Association
- Gerren G. Price, President and Chief Executive Officer, Downtown DC Business Improvement District (BID) <mailto:gerren@downtowndc.org>
- Angela Franco, President and CEO, DC Chamber of Commerce
- Anthony A. Williams, CEO and Executive Director, Federal City Council
- Karin Schierhold, Urban Planner, National Capital Planning Commission
- Tammy Stidham, Deputy Associate Regional Director, Lands & Planning, National Park Service mailto:tammy_stidham@nps.gov
- Charles A. Birnbaum, Founder + President, The Cultural Landscape Foundation
- Nord Wennerstrom, Director of Communications, The Cultural Landscape Foundation
- Jeremy Hurlbutt, Chapter President, National Capital Area Chapter, American Planning Association
- Mary Fitch, AICP, Hon AIA, Executive Director, American Institute of Architects-DC <mailto:mfitch@aiadc.com>
- Peggy McGlone, Washington Post <mailto:peggy.mcglone@washpost.com>
- Philip Kennicott, Washington Post
- Luz Lazo, Washington Post <mailto:luz.lazo@washpost.com>
- Cathleen McGuigan, Editor-in-Chief, Architectural Record

ATTACHMENT

BACKGROUND INFORMATION FOR A NEW VISION FOR THE AVENUE

Historical Development of Pennsylvania Avenue

The history of this section of Pennsylvania Avenue begins with the “L’Enfant Plan of 1791”. President George Washington selected the site for the new capital city of the United States on the Potomac River and asked Pierre L’Enfant to prepare a plan for the city.

L’Enfant arrived in Georgetown on March 9, 1791, and the next day began riding over the site of the future city (then farmlands and woods) to review the terrain. He continued this review and prepared an imaginative plan later that year that showed a system of major diagonal avenues laid over a grid of streets. On a hill near the center of the plan was the location for the “Congress House” (now the site of the U.S. Capitol), and at the end of a major diagonal avenue extending northwest from the Congress house was the “President’s House” (where what we now know as the White House is located). There were no street names, numbers, or letters on this original plan. Some modifications were made to the original plan by surveyor Andrew Elliott and a somewhat revised plan was engraved in 1792. There are avenue names and letters and numbers for the east-west and north-south streets on this plan. The avenue extending northwest from the “Congress House” to the “Presidents House” was named “Pennsylvania Avenue.”

In the 230 years since 1792, the City of Washington has continued to develop and expand, and Pennsylvania Avenue has played a significant role as a transportation spine, a development corridor, and a symbolic link between the Capitol and the White House. Pennsylvania Avenue is the route of the Inaugural Parade every four years and the site of many other “State” events.

While there are many studies, books and plans about Pennsylvania Avenue in some form, there is no current history about how the Avenue has developed over time and the various events and plans that have shaped it and this area of Washington. We do want to note the book, *Washington Through Two Centuries: A History in Maps and Images*, by Joseph R. Passonneau (2004). This book has specially drawn maps to indicate the streets, buildings, and other features in Central Washington, including the Pennsylvania Avenue area in 1860, 1900, 1940, 1970 and 2000. These maps make it easy to visualize the physical changes that have occurred along Pennsylvania Avenue over those years.

The Committee of 100 suggests that the National Capital Planning Commission take steps to have a major historical study of Pennsylvania Avenue and adjacent areas undertaken. Such an historical study will be useful as the Pennsylvania Avenue Initiative continues to move forward.

Recent and Pending Events and Developments

Over the past several years there have been several new developments and trends which have affected Pennsylvania Avenue, and which will affect the Avenue in the future.

National World War I Memorial: The open space at the west end of Pennsylvania Avenue, between 14th and 15th streets, NW was developed as a park by the Pennsylvania Avenue Development Corporation. It was named Pershing Park in 1981 and a statue of General John J. Pershing was erected. In 2015, discussions began about converting the park into the National World War I Memorial. The design evolved over several years. The Memorial was formally opened on April 16, 2021. It is important both as a memorial to the First World War, but also in providing attractive open spaces at the west end of Pennsylvania Avenue. A key feature of the memorial will be a special sculpture, titled “A Soldier’s Journey.” That sculpture is now being cast and will be installed in 2023 at the central space of the Memorial.

National Children’s Museum: The National Children’s Museum opened in the Ronald Reagan Center in the fall of 2021. The Museum is in the plaza on the axis of 13th Street just south of Pennsylvania Avenue. This museum should attract additional visitors as its program and location become known.

Waldorf Astoria Hotel in the Old Post Office Building: The Old Post Office Building, built in 1899, is located on the south side of Pennsylvania Avenue at 12th Street, NW. It is a distinctive building architecturally in terms of its Victorian design, its tall tower, and its interior atrium. The Federal government owns the land and the building. In 2012, the General Services Administration selected the Trump Organization to redevelop the building as a hotel. The Trump International Hotel opened in 2016. In May 2022, the Trump Organization sold the lease to the hotel which reopened on June 1, 2022, as a Waldorf Astoria Hotel. This new hotel operation should bring increased activity to this part of Pennsylvania Avenue.

New Johns Hopkins University Complex: The addition of the new Johns Hopkins University “Washington Campus” in the former Newseum Building on the northeast corner of Pennsylvania Avenue and 6th Street, NW will be an important new activity in the east end of Pennsylvania Avenue. This is an important location on Pennsylvania Avenue. The Canadian Embassy is to the east, the National Gallery of Art is to the south on Constitution Avenue, and the view of the Capitol is very prominent to the east.

Johns Hopkins University now has classes and other activities in three separate buildings in the Dupont Circle neighborhood. The Newseum opened in 2008, and though it had remarkably interesting exhibits and programs, it was not fully successful in terms of attracting visitors. Seeing an opportunity, Johns Hopkins purchased the building. Plans for modifications were approved in late 2019 and construction has been underway since 2020. The reconstructed building will have classrooms, offices and a large first floor lobby. A first-floor café will serve students, faculty, and the public. The existing north wing of the building, with residential units and a restaurant space, will remain.

Construction of the redesigned building should be completed by the summer of 2023, and classes and other activities are expected to start in the fall of 2023. This will bring students, faculty, and staff to this location, greatly increasing activity at the east end of the Avenue. It will also give Johns Hopkins University a very prominent location for its Washington educational activities on Pennsylvania Avenue.

Interest in Holding Events Along Pennsylvania Avenue: In recent years, there has been increased interest in holding various events, demonstrations, and celebrations along Pennsylvania Avenue. The demand seems to be great and growing. Since a major emphasis of “A New Vision for the Avenue” concept is to increase the number, size, and variety of activities along the Avenue in the future, some description of past uses/events of various sizes would be helpful. Also including examples of events held elsewhere that might be more suitably held on Pennsylvania Avenue would be informative; the 3-day “Something in the Water” musical event recently held on Independence Avenue comes to mind.

Potential Changes Resulting from January 6, 2021, Riot at Capitol: The “riot” at the Capitol on January 6, 2021, had large scale national impacts that continue to this present time and undoubtedly will continue. Concerns with security for the Capitol involve considerations of design and policy at the east end of Pennsylvania, especially at Third Street, NW where the Avenue meets the Capitol grounds. This issue is discussed further in the “U.S. Capitol Transition” section at the end of this comment paper.

Effects of the Covid Epidemic: There are various changes and potential changes along Pennsylvania Avenue and in adjacent areas to the north and south because of the Covid Epidemic which started to be felt in March 2020 and has continued to the present day. These impacts were largely negative and impacted especially the office and retail market and residential, entertainment and related activities. The impact has decreased in recent months, but the long-range impacts are still not clear and will not really be clear for some time, for at least several years.

The Downtown DC BID has done some studies of this issue and plans more in the future. NCPC and the District Government, in cooperation with other organizations, should cooperate in addressing the impacts the Covid Epidemic has had on the future of Pennsylvania Avenue and adjacent areas.

The Big Unknown Potential

The single biggest potential for change along Pennsylvania Avenue would be the redevelopment of the FBI Building site. The FBI Building is located approximately halfway between the east end and the west end of Pennsylvania Avenue. The FBI Building occupies a large block of land, bordered by Pennsylvania Avenue on the

south, 9th Street on the east, 10th Street on the west and E Street on the north. With its fortress like Brutalist design, the FBI has a deadening effect on activity on adjacent streets.

For several years there have been discussions of moving the FBI headquarters to a new site in a suburban location. If the FBI headquarters moves, and the existing site is made available for redevelopment, this could create a major new activation on Pennsylvania Avenue with the potential for major new office, residential, retail and restaurant development and perhaps some museum and performing arts space. The future of the FBI Building site is not under consideration in this current planning effort. However, it is something particularly important to keep in mind for the future.

SAUL CENTERS, INC.

7501 Wisconsin Avenue, Suite 1500, Bethesda, Maryland 20814-6522
(301) 986-6200

July 13, 2022

Via USPS Mail and Email

National Capital Planning Commission
401 9th Street, NW, Suite 500N
Washington, DC 20004
Attn: Elizabeth Miller and Karin Schierhold

RE: Comments to The Pennsylvania Avenue Initiative Proposed Vision

Dear Ms. Miller and Ms. Schierhold:

Saul Centers, Inc. ("SCI") is writing to provide comments on The Pennsylvania Avenue Initiative Proposed Vision (the "Vision") published by NCPC on February 16, 2022. SCI, through its affiliate Saul Subsidiary II Limited Partnership, is the owner and property manager of the commercial office and retail building at 601 Pennsylvania Avenue ("601 Penn"). As an owner on Pennsylvania Avenue (the "Avenue"), SCI is keenly vested in the Vision as it relates to 601 Penn.

In general, we support the concept of your investment in improving the Avenue. We understand that the three concepts presented in the Vision are preliminary and we will not, therefore, comment on them, except to say that none reflect our requirements as a property owner.

We also want to take the opportunity to outline our specific requirements that must be incorporated into any final Vision plan:

1. Access.

- Future planning must incorporate additional regular traffic studies based on current operations and traffic demands to ensure traffic needs are met and existing operations, access and traffic flow are not impaired.
- All forms of access need to be maintained, including vehicular access, both along the Avenue and from adjacent connecting streets like 6th Street. We specifically require complete vehicular access from the north and south on 6th Street to our parking garage.
- Any plan must include pedestrian access to 601 Penn.

Saul Centers
www.SaulCenters.com

SAUL CENTERS, INC.

7501 Wisconsin Avenue, Suite 1500, Bethesda, Maryland 20814-6522
(301) 986-6200

- The Avenue must remain as a thoroughfare, rather than a permanent plaza for events, which would invite unwanted opportunities to erect tents, booths, stands or other structures that would interfere with access for day-to-day building users.
- Any plan must accommodate taxi, Uber and other vehicles stopping on the Avenue in front of 601 Penn without interfering with traffic.
- Emergency vehicles must be able to access 601 Penn 24 hours a day.

2. Safety.

- If the Avenue is to be used for periodic public events, it is critical to prioritize safety and security of the existing operations at 601 Penn.
- Public events should not occur regularly nor during normal operating times. No event should shut down traffic access to existing buildings during normal operating times.
- Any plan should include security around buildings fronting the Avenue.
- Given your stated intention to increase visitors to the Avenue, there should be an enhanced security presence, communication infrastructure, and security plan for the Avenue. This need for heightened security will be particularly necessary in connection with public events.
- A streamlined oversight, approval, and communication process that incorporates all stakeholder voices will be required to achieve security for operations along the Avenue in general, but, in particular, in connection with public events.

SAUL CENTERS, INC.

7501 Wisconsin Avenue, Suite 1500, Bethesda, Maryland 20814-6522
(301) 986-6200

3. Focus on Existing Users.

- Any planning must include continued consideration of and coordination with existing owners of property on the Avenue taking into consideration day-to-day operations, safety and security.
- Any plan must ensure that changes to vehicular and pedestrian patterns do not adversely impact the use and desirability of adjacent properties for office and retail tenants.
- Any plan must ensure that the cost of temporary or permanent improvements and the ongoing maintenance of the Avenue are neither borne by the existing building owners, nor divert funds from the adjacent Business Improvement District ("BID").
- No aspect of the Vision may involve our private property at 601 Penn, including our courtyard on the north side of 601 Penn accessed by 6th Street.
- Existing buildings occupants should be able to benefit from public events along the Avenue as they do now, such as safely viewing special events.

To be clear, if anything done as part of an updated plan for the Avenue were to impair the value or operations of the 601 Penn property, we will expect and require fair compensation.

Thank you for your consideration of our comments. We look forward to continuing to work with NCPC staff, the Downtown BID, and other stakeholders on improving the Avenue.

We can be reached via our counsel by phone at 202-721-1138 or email at mhottel-cox@goulstonstorrs.com to discuss further.

Best Regards,



D. Todd Pearson
President and Chief Operating Officer

Cc: Megan Hottel-Cox
Judi Garland

Saul Centers
www.SaulCenters.com

July 13, 2022

VIA EMAIL AND NCPC.GOV

National Capital Planning Commission
401 9th Street, NW
Suite 500N
Washington, DC 20004
Attn: Elizabeth Miller
Karin Schierhold

Re: The Pennsylvania Avenue Initiative Proposed Vision – Comments from 1001 Pennsylvania Avenue and 1101 Pennsylvania Avenue Ownership

Nuveen, LLC
601 Massachusetts Ave, NW
Suite 210 W
Washington, DC 20001
United States of America
p +1 202 378 1840
nuveen.com

Dear NCPC Physical Planning Division Staff:

On behalf of T-C 1101 Pennsylvania Avenue Owner LLC and the TREA 1001 Pennsylvania Avenue Trust (collectively, “**Owner**”), the owners of 1101 Pennsylvania Avenue, NW and 1001 Pennsylvania Avenue, NW, respectively, we are writing to share our comments to The Pennsylvania Avenue Initiative Proposed Vision (the “**Plan**”) published for public comment on February 16th. We own and manage two buildings along Pennsylvania Avenue—1001 Pennsylvania Avenue, NW and 1101 Pennsylvania Avenue, NW. Given our ownership of these properties, we are interested in the potential benefits of the Plan and want to flag certain broad goals and priorities for our property operations relative to the Plan.

We are excited about the prospect of enhancing the Pennsylvania Avenue experience and are hopeful that improvements, if done well, can create a positive impact for owners along the Avenue. We believe the Plan presents the opportunity to broadly address some of the current operational difficulties along the Avenue. In particular, we hope the Plan will:

- Include plans to improve the aging infrastructure along and under the Avenue, including inefficient and outdated utility pipes, equipment, and systems.
- Restructure and streamline the governance structure along the Avenue, including creating a centralized decision-maker and communicator for oversight, work, and approvals on the Avenue.
- Review and address operating issues globally along the Avenue for privately-owned buildings.
- Focus and center the Plan’s impact on existing operators and tenants along the Avenue, specifically the office sector, which is so prevalent along the Avenue and relies on the Avenue’s continued function and elements of its current character for its success.

In addition to these broad goals, we wanted to provide some specific priorities for us and where we see ways to improve on these priorities in the draft Plan. We believe the Plan priorities should be:

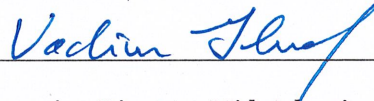
- Transportation Access. The Avenue is a vital corridor that serves the buildings along it and acts as a thoroughfare for all modes of transportation. While improving the transit, pedestrian, and bicycle infrastructure along the Avenue is helpful, it is vital that private vehicular access remain a key feature of the Avenue. As we are returning to the office, the importance of access options is even more essential and apparent than before the COVID-19 pandemic. Thus, retaining significant, robust vehicular access to office buildings flanking Pennsylvania Avenue should be **the key priority of the Plan**. Additionally, updated and ongoing traffic studies are needed to ensure the final Plan accurately provides sufficient transportation infrastructure and encourages active use of the area by office and retail tenants and their visitors or customers.
- Security. Security for buildings along the Avenue, as well as for those individuals visiting the Avenue, should be another priority of the Plan. This security focus should include preventing prolonged use of public space through tents or other semi-permanent structures that impede day-to-day tenant traffic or create an unsafe or unsanitary environment. It should also include improved communications along the Avenue among government agencies, adjacent tenants, owners, and other users, particularly when public events are occurring along or near the Avenue.
- Cost. The Plan anticipates major and costly improvements along the Avenue, all of which will also include ongoing maintenance needs. The full cost of such improvements and maintenance should be included as part of the Plan. There cannot be a shift of these costs to the building owners along the Avenue or the DowntownDC BID, in whole or in part.

While we understand all three concepts laid out in the Plan are in their early stages, the one most in line with our priorities is the Urban Capital concept. Specifically, the Urban Capital plan keeps transportation access along the Avenue, continues its function as a usable, accessible corridor serving buildings along the Avenue, allows for the Avenue to be an iconic connective piece between two key nodes of the Federal government, and provides refinement opportunities for its use. However, the Linear Green and Civic Stage would fundamentally harm the existing buildings along the Avenue and remove a valuable resource from these buildings. We hope the ultimate vision produced by NCPD for the Avenue continues to focus on the complete-street nature of the Urban Capital, which best serves the interests of the buildings along the Avenue and, therefore, the adjacent business community and City core itself.

In closing, we greatly appreciate the opportunity to provide our thoughts on the Plan, and we look forward to continuing to work with NCPC, directly and with the DowntownDC BID, as the Plan undergoes further study and refinement. We can be reached by phone at (202)378-1856 or email at Vadim.Goland@nuveen.com to discuss further.

Best Regards,

Vadim Goland



Managing Director, Mid-Atlantic

Nuveen Real Estate



Real Estate Investment
Management

July 13, 2022

Ms. Elizabeth Miller
National Capital Planning Commission
401 9th St NW #500N, Washington, DC 20004

RE: Pennsylvania Avenue Initiative

Dear Ms. Miller,

We appreciate the opportunity to provide comments on the Pennsylvania Avenue Initiative. We are a major stakeholder in that we have ownership interest in the building located at 1111 Pennsylvania Avenue. Due to the conceptual nature of the project, we do not feel that we have enough information at this time. While source data was provided to the public, there was not a clear business plan on how the project would be implemented, operated, and funded, or how the design would impact the economic redevelopment of Pennsylvania Avenue. We are requesting that such a framework be developed before any physical improvements take place, and that it be presented to the public for comments. We are also requesting that we be included in any future conversations as the project continues to move forward. Perhaps, there could be consideration for an advisory committee that is made up of the building owners located along Pennsylvania Avenue.

Sincerely,

A handwritten signature in black ink that reads "Paul C. Dougherty". The signature is stylized with a large, flowing "P" and "D".

Paul C. Dougherty
President

Comments on the National Capital Planning Commission's Pennsylvania Avenue Initiative

Introduction:

The National Place Cohort ("Cohort") includes: The National Theatre Foundation on behalf of The National Theatre, Quadrangle Development Corporation, Inc. on behalf of 1301 Pennsylvania Avenue (aka "One Freedom Plaza") and National Place Office buildings and shops, and the J.W. Marriott Hotel, all located within the 1300 block of Pennsylvania Avenue on the north side of Freedom Plaza (see Exhibit A).

The Cohort is excited to support NCPC's mission to revitalize Pennsylvania Avenue and activate the Avenue's public realm and enhance its public space. We are grateful to Nelson Byrd Woltz, Landscape Architects, for their help in preparing our comments that follow which focus primarily on the Western End of Pennsylvania Avenue, centered around Freedom Plaza, due to its proximity and intimate connection to our operations in the 1300 block.

Important Considerations:

Three matters of great importance for the operations and branding of The National Theatre, the J.W. Marriott Hotel, National Place, and One Freedom Plaza are:

- I. Maintaining our Pennsylvania Avenue addresses. In particular, The National Theatre is the oldest continuously operating business on Pennsylvania Avenue and has held a prominent location on the Avenue since 1835.
- II. All four members of the Cohort require direct street access to ensure continuing, uninterrupted operations. The National Theatre productions, out of necessity, load and unload equipment at the front of the theater. The J.W. Marriott Hotel requires a location for taxis and Ubers to allow visitors to access the hotel entrance. One Freedom Plaza's and National Place's main entrances requires short-term parking for pick up and drop off of personnel and visitors.
- III. All members of the Cohort are anxious to improve and energize the sidewalks and the Plaza areas with programmed functions that will enhance the Avenue's experience for residents and visitors, both locally and even internationally.

Comments On Each NCPC Concept:

- a. The Linear Green concept provides street access to the Cohort, although the proposed single lane would become congested or unnavigable when theater productions load in and load out. The programming area of the new Freedom Plaza area could become a vital, dynamic urban space as the largest programmable square footage on the revitalized Avenue. This space could be utilized to host international events and outdoor performances from The National and would add to the vibrancy of downtown with active and passive recreation.
- b. With respect to the Urban Capital concept, there is a concern that the Avenue cutting diagonally through the current Freedom Plaza would decrease ease of pedestrian access to either of the

bowtie plazas, making the programable spaces very difficult. Additionally, the lack of direct street access for the entrances to the Cohort properties would severely impact their business operations.

- c. In the Civic Stage concept, there is concern that the sense of Pennsylvania Avenue's procession would be lost, as it jogs north at 13th Street and directs much of the traffic flow to the north of Freedom Plaza. Such a wide avenue in front of our properties would decrease pedestrian access to the Plaza. Additionally, the Avenue would become congested with taxi usage at the J.W. Marriott Hotel and regular production load in and load out at The National.

The Avenue as a Special Venue:

Revitalizing Pennsylvania Avenue, and specifically Freedom Plaza, is a matter of great importance to the Cohort. In particular, long overdue attention to enhancing the use of Pennsylvania Avenue as a venue for events and programming is wholly consistent with The National Theatre Foundation's mission of providing free programming for the community. The connectivity of The National and programmable space in Freedom Plaza would provide expanded opportunities for residents and tourists, particularly those staying at the J.W. Marriott Hotel.

Conclusion:

In closing, the National Place Cohort is excited about this opportunity to engage in the critical revitalization of Pennsylvania Avenue. We are appreciative of the work that NCPC has completed thus far in moving this initiative forward and we look forward to participating further in the process.

Public Comments Provided By The National Place Cohort:

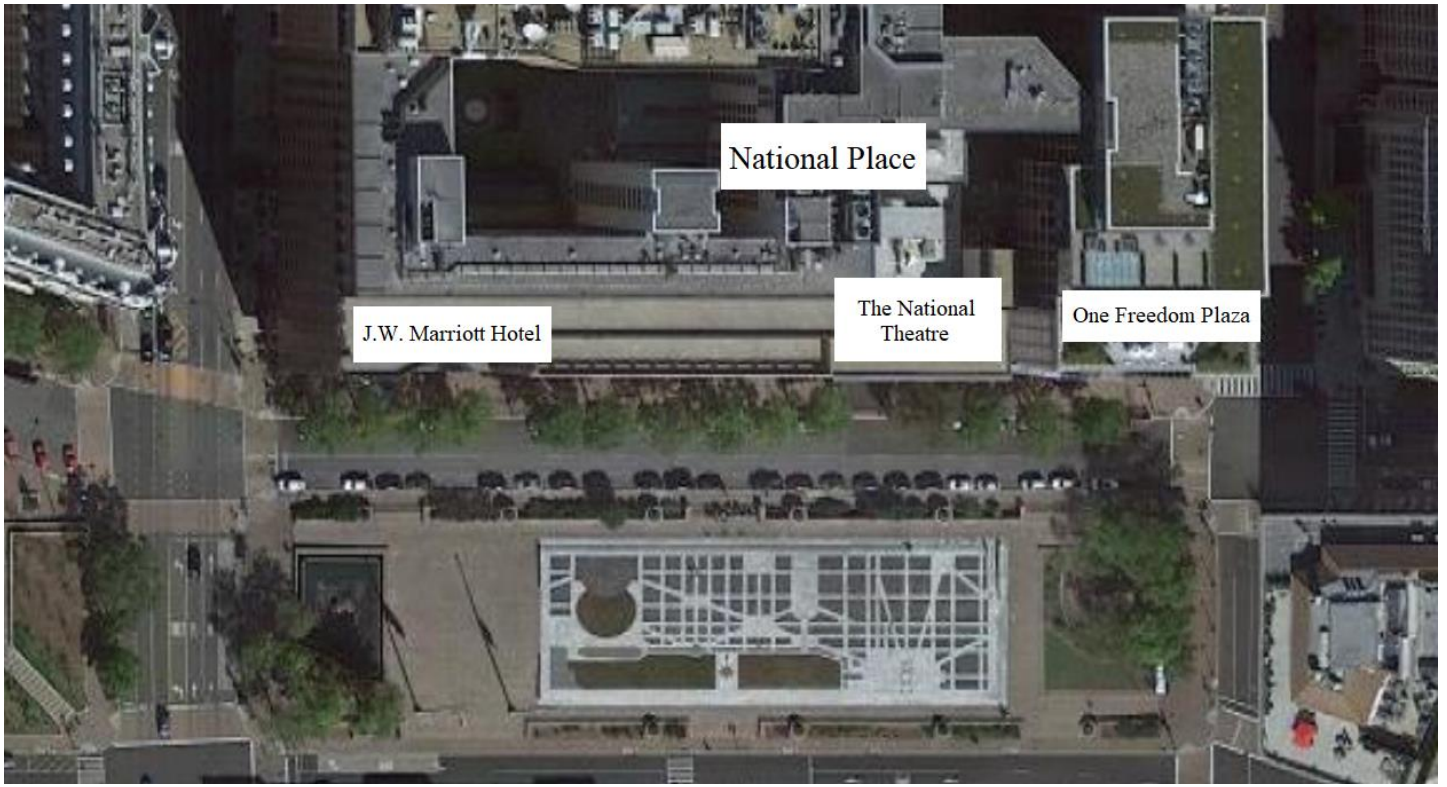
The National Theatre Foundation

Quadrangle Development Corporation, Inc./One Freedom Plaza/National Place Offices and Shops

J.W. Marriott Hotel

Comments have been reviewed by the National Theatre Group, an affiliate of The Nederlander Organization which is the main stage producing partner at The National Theatre

Exhibit A:



National Mall Coalition

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Senior Fellow
World Wildlife Fund

Thomas F. King, PhD

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301-335-8490

July 13, 2022

Marcel C. Acosta, Executive Director
National Capital Planning Commission
401 9th Street, NW, Suite 500 N
Washington, DC 20004

RE: Pennsylvania Avenue Vision and Concepts

Dear Director Acosta,

The National Mall Coalition is pleased to provide comments on NCPC's Pennsylvania Avenue initiative. The Coalition, a nonprofit organization founded in 2000, is dedicated to advancing comprehensive, visionary planning for the Mall to ensure the vitality of this historic national treasure for future generations. Pennsylvania Avenue is an essential component of the 1791 L'Enfant Plan for the capital as well as a northern boundary of the 1901 McMillan Commission's expanded plan for the Mall.

The Coalition would like to associate our organization with the thoughtful and extensive comments by the Committee of 100 on the Federal City, submitted to you on July 2, 2022. We also are resubmitting our original comments from 2014, which are still relevant – in particular regarding the need to address the serious threat of flooding. Both letters are attached.

We understand that one motivation for NCPC to envision Pennsylvania Avenue as a "civic stage" – the same metaphor used by the National Park Service in its 2010 National Mall Plan – is to relieve pressure of mass events on the Mall grass. However, we wish to emphasize that the Mall's role as a Stage for American Democracy should not be diminished in this planning process. Nothing compares in American civic life to the experience of public gatherings and recreation on that grassy expanse framed by the symbols of our government.

We look forward to continuing to participate in this planning process.

Sincerely,



Judy Scott Feldman, PhD
Chair, National Mall Coalition Board

2 attachments

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Gordon Binder
Senior Fellow
World Wildlife Fund

Louis Kriser
Kriser Enterprises, LLP

Amy Meyer
Co-chair, People for A Golden
Gate National Recreation Area

William K. Reilly
Former Administrator, EPA

Robert E. Simon, Jr.
Founder, Reston, Va.



National Coalition to Save Our Mall Comments on NCPC 2014 Pennsylvania Avenue Initiative

NCPC File No. 7509, August 15, 2014

The National Coalition to Save Our Mall (Coalition), a not-for-profit organization, founded in 2000 to provide an organized voice for the public on National Mall and related matters, is pleased to provide the following comments on the National Capital Planning Commission's (Commission) Pennsylvania Avenue Initiative (the Avenue). The Commission has stated that as the Initiative begins "We want to hear from you about current challenges, opportunities, and the Avenue's future."

Inviting the general public to the July 23rd Public Workshop was an excellent opportunity for the citizens and organizations to become informed and provide input from the beginning on this partnership effort between the Commission, the General Services Administration and the National Park Service. This work plan is intended to study the Avenue's near and long term needs, examine and possibly update the 1964 (as amended in 1969) "Master Plan for Pennsylvania Avenue," and propose a long term vision for the Avenue's future which continues to reflect its storied history and meet current and future development needs.

For the general spirit of the avenue, we refer to the 1902 McMillan Plan for language describing Pennsylvania Avenue as "one of the historic thoroughfares of the world, a preeminence attained by reason of the fact that it connects the Executive Department with the Legislative and Judicial Departments of Government, and so has become the route of those processions which celebrate great occasions in peace and war, or which from time to time mark the change of Administrations."¹

George Washington considered the avenue an important feature of the new capital. He called this stretch "most magnificent & most convenient" and it has served the country well.²

Thus, in keeping with its historical importance as noted above and by its being listed on the National Register of Historic Places, the Coalition would like to request that all changes continue to consider the Avenue as a most magnificent historic thoroughfare for the foreseeable future and that every potential modification be thought of in this context.³ It is in this spirit that we respectfully submit the following comments to the Commission.

¹ The Improvement of the Park System of the District of Columbia. I. Report of the Senate Committee on the District of Columbia, II. Report of the Park Commission, (aka The McMillan Commission Report), edited by Charles Moore, Washington, Government Printing Office, 1902, p. 69.

² Today in History: May 23, "Pennsylvania Avenue,"

<http://memory.loc.gov/ammem/today/may23.html>, Library of Congress, retrieved August, 12, 2014.

³ Pennsylvania Avenue, National Register of Historic Places, National Park Service, retrieved August 11, 2014.

GENERAL COMMENTS:

- The Workshop was useful to involve the current interested public in the initiative but the five “Open House Stations” did not reflect adequately the Master Plan Square by Square development standards in place for Pennsylvania Avenue from the Capitol to 15th Street. **Even though the PADC was abolished in 1996 the Master Plan for the Avenue is still the official “Aspiration Statement” for what is considered the Main Street of our Nation.**
- No mention was made of the 1974 Master Plan’s six underlying “Principles & Premises” which are:
 1. Pennsylvania Avenue is inseparable from its adjoining area,
 2. The Avenue, as the Nation’s ceremonial way, should have a special character,
 3. The Avenue should do honor to its lofty destinations,
 4. The Avenue should be harmonious in itself and linked with the City around it in both its architecture and its planning,
 5. The Avenue should be pleasant to traverse either on foot or by vehicle,
 6. The Avenue should be reclaimed and developed as a unified whole.⁴

These Plan Principles & Premises can be revisited today, to see how relevant they may still be. The work plan should address this. The **fluctuation in square foot costs for office space or vacancy rate** should not be the primary ingredient for modifying a sound plan.

- Both the Federal and District Elements of the current “Comprehensive Plan for the National Capital” contain policy and land use statements pertaining to the future of the Avenue. The District Element’s Future Land Use designates “High Density Commercial Office and Mixed Office Retail” on the Avenue, for private land, and “Mixed Uses” for the Penn Quarters neighborhood to include Arts and Entertainment. **The Aspiration statements should reflect the existing official policies.**
- We suggest that the work plan examine all the existing Comprehensive Plan policies for the Avenue with particular emphasis on Central Washington policies 2.1.A “Downtown Retail District Streetscape Planning” and Policy 2.2.5 “Links to adjacent areas, improve linkages from Gallery Place/Penn Quarters and the National Mall”. These policies have been in the Comprehensive Plan for many years without any implementation. **The Coalition hopes that this initiative will describe specifically how these existing policies will be carried out by the various responsible public agencies.**
- The updating of street furniture, sidewalk improvements, tree planting/spacing and Park Service management of the public spaces, on the Avenue, are important but are funding issues not new planning initiatives. **Is there a need to redesign the public space?**
- The future of the FBI Building and the current refurbishing of the Old Post Office site are cited as impetus for the Initiative. **A Hotel within the Old Post Office building is in keeping with the Comprehensive Plan’s Land Use and Economic Development Policies and the 1960’s Congressional mixed use concept for this Federal building. The redevelopment of the FBI Building Site, on Federal land, is in NCPC’s in-lieu-of zoning authority until no longer needed and declared surplus by the Federal Government. Will the work plan deal with the detailed planning for these and possibly other renovation/ redevelopment possibilities or will the Commission wait to review GSA’s handling of the site and any other site private redevelopment?**

⁴ Pennsylvania Avenue, Report of the President’s Council on Pennsylvania Avenue, 1964, pp. 18-19.

- The newspaper quotation from a Downtown Business Improvements District (BID) representative that “the conditions (on the Avenue) are the results of poor urban design approved before the District was granted home rule” are completely unjustified.
- Any new partnership Vision or Plan for the Avenue, whichever terminology is used, **must have specific implementation provisions, including agency responsibility, time tables for execution and suggested projected funding.** If the vision proposes changes to private property, such as land use or density changes, the Vision/Plan must be included in the Comprehensive Plan for the National Capital, in order to meet the Home Rule Act requirement, of “Zoning not being inconsistent with the Comprehensive Plan”.
- The initiative needs to examine if another Pennsylvania Avenue Development Corporation like group needs to be created to monitor the future development or whether the partnership under the Commission’s and District planning supervision can implement the Vision or future Plan.

FLOOD CONCERNS:

- No mention was made, at the Work Shop, on the status of previous NCPC studies dealing with Federal Triangle stormwater drainage and the 2007 GSA “Flood Mitigation and Prevention Study”. The partnership Initiative must address the potential flooding issue not only for the benefit of the Avenue, being in the flood plain, but the flooding impact that possible suggested mitigations may cause the National Mall.
- What is the status of the GSA recommendation that feasibility studies be undertaken to clearly assess the best available alternative? (Page 3 GSA, “Flood Mitigation and Prevention” Draft Study, January 27, 2014)
- GSA in its responsibility to protect Federal buildings may be proposing to divert flood waters away from existing buildings thereby causing flooding on the Avenue and the adjacent Constitution Avenue and the National Mall.
- It must be noted that the existing NPS Management Plan for National Mall deals with improving maintenance--not new flood protection. In addition, the Army Corps of Engineers 17th Street levee does not address the stormwater issue in the Federal Triangle area.
- **The work plan must include specific flood mitigation measures (recommendations) for the Avenue which is directly in the flood plain. The current drainage system in place must be evaluated as part of the mitigation measures.**

The Coalition commends the NCPC for this important initiative and looks forward to reviewing and commenting on the Work Plan when it is formulated and presented for public comment at additional workshops. The Coalition looks forward to reviewing the actual work products and detailed recommended Vision and/or Plan for the future of Pennsylvania Avenue.

Submitted by:



Judy Scott Feldman, Ph.D.
Founder and President

The Committee of 100

on the Federal City



July 7, 2022

Marcel C. Acosta, Executive Director
National Capital Planning Commission
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Evelyn Wrin

RE: Comments on A New Vision for the Avenue

Dear Director Acosta,

The Committee of 100 on the Federal City (C100) is pleased to submit comments on the recently released concept schematics for “**A New Vision for the Avenue**” (Concept Plan). Conceived and developed by the National Capital Planning Commission (NCPC) and others, **A New Vision** focuses much needed and long overdue attention on the future of Pennsylvania Avenue in our nation’s capital between the west grounds of the Capitol Building and the U.S. Treasury Building on 15th Street. The Committee of 100 finds many of the proposed concepts creative and intriguing and appreciates the Commission’s leadership and focus on what is arguably our nation’s most important street.

General Notes/Observations/Questions

Finding the Right Balance: We heartily support the Concept Plan’s vision for Pennsylvania Avenue – one that celebrates its civic role and spirit of democracy; creates an inspiring public realm; and modernizes infrastructure to make the Avenue a great street and an iconic destination. We suggest, however, that it should be more than a “great street,” it should be a Grand Boulevard – an iconic destination akin to the Avenue des Champs-Élysées in Paris.

The subtext to that vision appears to be: 1) Supporting a social and economic “boost” for the area adjacent to that segment of the Avenue currently lacking urban and economic vitality; 2) Reducing the size of the roadway and improving the Avenue as a compelling and enlivened civic stage; and 3) Using the Avenue as an alternative to the overuse of the National Mall. Underlying all these objectives is maintaining the Avenue as an important city street and in its ceremonial role as the site of important State events such as the quadrennial Inaugural Parade.

Overuse of Events on the National Mall: Frankly, the case for eliminating or reducing citizen activities and special events on the National Mall by moving them onto Pennsylvania Avenue is not made. What is the nature and magnitude of the problem? How many “events” occur yearly? Is a significant increase anticipated? On what basis are those predictions made? Is the proposal to remove **all** events or only a certain number or “type”? What is the likelihood that organizers would be willing to move? What are the criteria for moving events? How has the nature of events destined for removal served as a basis for designs in the Concept Plan (numbers of people, duration, whether participants “march” or stay in place, multiple-day, evenings only, etc.). We assume all these data have informed the Concept Plan and believe making these available to those reviewing and commenting would be helpful for further

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review. And they would add deeper context. We look forward to greater insight into this before the next iteration of this exciting plan.

A Related Note on National Mall Events: Experience and intuition dictate that many citizens and organizations seeking national or international attention for their “cause” or celebration in their Nation’s Capital will not willingly leave the majestic National Mall for a less impactful site on Pennsylvania Avenue. The Mall setting with either the Capitol Building or Washington Monument in background is without parallel and citizens exercising their First Amendment rights will likely not willingly surrender that impact and drama for what may be seen as a site of diminished import and greater control. Under whose authority will the decision be made? Who will establish criteria? These issues invite political intervention, and we trust this matter is being factored into your strategy as this concept progresses. As we expect you know already, this has the potential for negative public relations for both NCPC and the National Park Service in these fraught times.

Additional Background/History/Context: The Committee of 100 believes that additional historic context is needed to understand and evaluate the new Concept Plan. Pennsylvania Avenue is, as we all know, a historic street with a rich legacy. Understanding better those events and putting them into context can inform better future directions. **Attached**, we provide some perspective to frame that context. Too, it would be useful in assessing the Concept Plan to have some relevant statistical/ planning data pertinent to the issue, e.g., size of nearby residential population and prospects for increasing it. Also, what is the current state of businesses and what additional commercial prospects might enliven the north side?

Benefits to the City: The Concept Plan addresses almost exclusively the Events venue goal – dominating the Concept Plan almost to the exclusion of potential impact on the immediate and larger city. And while the Events design exercise is understandably the more visually compelling, taking into consideration the potential effect on a major metropolis seems to have received little to no attention. Many logical questions arise and are unanswered in reviewing the document. For example, permanent or temporary closing of streets is a recurring notion throughout the Concept Plan. But how will this affect traffic, commerce, and daily use for citizens and visitors during both Event and non-Event times? The needs of a workaday city must continue to be met or improved – Event or not. The Downtown area on the north side of the Avenue is already recognized as in need of additional urban vitality, new businesses, residences, etc. It could be argued that the Concept Plan may worsen the problem. Wouldn’t street closures in the area (particularly permanent) exacerbate an already problematic situation? As the Concept Plan continues to develop, we recommend better addressing these likely competing issues – striking a better balance. Large Events, one presumes, will likely occur neither daily nor weekly. The needs of the functioning city must be met day in and day out, 24 hours a day.

An Important Thought: There is not much to be done to enliven the south side of the Avenue with its predominantly governmental buildings (and security issues), though they do add monumentality to the vista. Therefore, the Concept Plan should focus mostly on the north side in terms of creating a more welcoming environment for both Event staging as well as day-to-day life. It may be that not too much can be physically done with the infrastructure of the public space that will be likely to attract more people daily. But what is done can certainly help to make it more appealing and comfortable when people are there. And this must include adequate public restrooms and rapid access all along the Avenue for police, fire, and medical services, as many have noted.

About Our Comments: Given the schematic/highly visual nature of the Concept Plan and the repetitive and oftentimes overlapping design iterations offered, we chose not to organize our comments by each named design concept, but rather to accept NCPC’s invitation to respond to single “ideas,” noting that specific design iterations are not rigid and may ultimately be intermixed. That said, as you will note from our comments, we generally favor the Urban Capital concept that recognizes the street plan and vista are key elements of the historic L’Enfant Plan. It best reflects who we are – an urban capital in which people live and work. It also recognizes that Pennsylvania Avenue is an important city street that should accommodate multiple modes of transportation, as well as a grand boulevard that hosts “State Events” such as the Inaugural Parade and funeral processions with unparalleled views of the Capital City. Noting the general and conceptual nature of the document to date and recognizing that we will likely return to this as more detailed concepts are developed, below are our comments on what we think are the larger and more significant components and issues.

Specific Comments

The Baroque Street Vista: Preserving unobstructed the monumental vista down Pennsylvania Avenue between the Treasury Building and the Capitol must be NCPD's highest priority. That view is Pierre L'Enfant's signature, late 18th century design expression – instantly recognizable world-wide. It links our city with other world capitals like Berlin, Paris, London, Beijing, and Rome. Words such as "Arrival Experience" "Dignity" and "Ceremonial" are often applied to the journey up Pennsylvania Avenue towards Capitol Hill – for presidents, visitors, and local citizens alike. Obstructing the experience of seeing the Capitol Dome with dense plantings of trees would be inappropriate and an adverse impact on the historic design integrity and the vista's cultural significance. Views of the Capitol should remain clear all along the Avenue to pedestrians, tourists, shoppers, outdoor café diners, and vehicular traffic. The 1.3 mile stretch of the Avenue is arguably the city's (and our nation's) most significant urban planning expression – the classic and historic Grand Boulevard of our city. It must remain so.

"Right Sizing" the Avenue: A 2018 DDOT (District Department of Transportation) report found that declining traffic use on the Avenue makes reducing the number of traffic lanes a great opportunity for reinvention. Today, the Avenue is vastly underutilized many times of the day. We heartily concur with DDOT's finding and see the Concept Plan exercise as an opportunity to widen and "reinvent" the area between the street curb and building elevations throughout the 1.3-mile expanse – including varied paving textures and colors, visually compatible street furniture, kiosks, lighting, landscaping, pocket parks, and tree plantings. Having said that, introducing a landscape "vocabulary" more akin to a country garden expressed in some Concept Plan renderings (meandering paths, ponds, etc.) seems inappropriate and "out of place". Well-conceived and executed opportunities more in harmony with the monumental urban setting abound for multiple landscape additions in terms of plant material and street furniture and can and should be taken advantage of throughout.

Vehicular Traffic: Having said the above, *permanently* closing the Avenue (its full length or in segments) to private vehicular traffic should be eliminated as a Concept Plan idea. Once a vital transportation corridor, this length of Pennsylvania Avenue traffic was significantly enfeebled with the unfortunate 1995 closure of E Street across the Ellipse south of the White House. Further restricting the Avenue to vehicles as proposed will only diminish the vitality of the Avenue, the Monumental Core, and inevitably "reroute" traffic elsewhere causing further collateral circulation problems downtown. It is understood that the Avenue in toto (or in part) may be closed for periodic Events. However, it should remain open to vehicular traffic at all other times. There is neither the constant economic/commercial vitality on or within the multi-block area of the Avenue currently (or planned) nor the numbers of people and visitors living or recreating in proximity 24/7 to warrant a complete private vehicular traffic shutdown – particularly in non-Event hours. Further removing traffic will only exacerbate the situation. Pennsylvania Avenue must remain a working and vital urban street.

North/South, Numbered Street Closures: While not fully clear in all iterations, proposals to close permanently one or several north/south numbered streets crossing the Avenue figures in multiple design concepts throughout. This also should be eliminated from the Concept Plan. While temporary and brief Event-specific closures can be expected, permanent restrictions on these north/south streets anywhere along the 1.3-mile Avenue's length will further eliminate urban vitality from the immediate area contributing further to loss of economic and social vigor during non-Event times with potential collateral impact of traffic (local and commuter) elsewhere in the downtown.

Maintain the Avenue "Wall": Preserving and maintaining the continuum of building wall height and solidity facing the Avenue is an important consideration. As was emphasized in the development of NCPD's site guidelines for a possible replacement for the FBI Building, the "rhythm" of street wall is an important character-defining feature to be considered in the event of any changes. We recognize that currently that wall along Pennsylvania Avenue it is not completely uniform on the north side (building fronts and setbacks from the street) but most is within a narrow range. Considering that a new building (or multiple buildings as the case may be) will likely replace the FBI Building, whatever the design decision on the site, it is important that it contribute much more to the street life than the current building does and comply with NCPD's excellent site guidelines for those squares. We would anticipate that NCPD would develop similarly thoughtful guidelines for any other redevelopment along the Avenue.

"Rooms" as a Concept (Western End, Market Square, Eastern End): This is a wonderful, innovative, and potentially exciting concept having the potential to add a whole new dynamic, vocabulary, vitality, and rhythm to

Downtown DC – whether for Events or to the daily life of the city. They offer a potential to localize smaller events without closing the Avenue in its entirety. The rooms can draw day-to-day street activity north of the Avenue to the benefit of a larger area both in terms of economy and vitality. Rooms create more intimate venues for daily, non-Event entertainment and commercial businesses. And they can serve both as a venue as well as a destination. We look forward to further design iterations. We caution, however, that development (either permanent or temporary) of these exciting concepts must not adversely affect the existing historic urban context (demolition of buildings or landscape). The C100 looks forward to further design development.

Eastern End – Tunnel: We recognize that the intersection of Constitution Avenue and Pennsylvania Avenue is complicated both in terms of pedestrian and traffic safety. However, the proposed tunneling of Constitution Avenue under Pennsylvania Avenue, while a creative idea, is not a viable solution and would be a serious mistake. Such an action would require surface air vents and closing Louisiana Avenue and 4th Street. It would also create pedestrian obstacles and generate unwanted traffic noise bouncing off the hard surface underpass walls. In addition, the tunnel’s proposed location is within the city’s floodplain creating a “recipe for disaster” – remembering the June 2006 flood that inundated much of Constitution Avenue near the proposed site. And importantly, a tunnel would be an unfortunate feature so close to The National Gallery of Art.

Eastern Terminus of Pennsylvania Avenue at the Capitol Grounds: We are heartened that the Concept Plan scope includes considering the future of the Avenue’s terminus on (or at) the Capitol Grounds. Currently, America’s grand boulevard ends ignominiously among Jersey Barriers and parking for “Hill staffers” and Botanic Garden visitors. An underground parking garage on the Capitol Grounds over which new gardens with an axial sculpture or monument would be more appropriate to the location. The Architect of the Capitol should be challenged to find a more appropriate way to address parking needs both in relation to Pennsylvania Avenue and Maryland Avenue.

Western End – Freedom Plaza and National WWI Memorial: This proposed “Room” element of the Plan is least likely to cause significant change from what currently exists. Unlike the proposed site of the other two “Rooms,” much of the space and urban vitality is already there (National and Warner Theaters, two parks, White House Visitors Center, District Building, restaurants, hotels, etc.). Having said that, the issues proposed in the Concept Plan are more nuanced and challenging. Restoring the original L’Enfant Avenue alignment by cutting through Freedom Plaza is a historically satisfying idea. But doing so, destroys a significant mid-20th century urban landscape (Venturi, Rausch, Brown, Patton – 1980) along with the popular original city map pavement. Too, preserving Freedom Plaza “as is” has many fervent and vocal adherents in the local skateboarding community. What better urban vitality? Also, The National Theater is rightly concerned in preserving easy and close street access for theater goers should any proposal require street closures. In full candor, C100 is of a mixed mind between the two options. On the one hand, we like that it would reestablish the historic street pattern and bisect Freedom Plaza with the resulting spaces redesigned to be greener and more welcoming. On the other hand, it would complicate traffic patterns, make visiting the National WWI Memorial somewhat more difficult and bisects a good potential “urban room”. If retained, we would support having Freedom Plaza redesigned to be at grade, incorporating skateboarding and reinstalling or recreating the L’Enfant Plan map.

Further Thoughts

Governance: Once **A New Vision for the Avenue** is finalized and “adopted,” NCPC should seek Congressional authorization and funding for a unitary, governing body akin to the Pennsylvania Avenue Development Corporation (PADC) giving the new entity not only the responsibility for accomplishing the approved vision but also the long-term responsibility (with funding) for maintaining, refreshing, and adding or changing as needed. If history is any teacher, the post Pennsylvania Avenue Development Corporation experience showed the inability of federal and local government to work together on maintenance and upkeep given competing interests, short attention spans, and transient priorities. As the Avenue is already developed now, it is unlikely to be necessary to assemble land, work with developers, and have Congressional approval of plans. Rather than creating a new entity, perhaps NCPC could be given additional authority, funding, and staff for the effort.

A Broader View: Our letter considers a select part of Pennsylvania Avenue between the Capitol and the White House only. We note for the record, the importance of other sections of the Avenue in our city – west of the White House extending to Georgetown and east of the Capitol Building southeast to the Anacostia River and

across to the Maryland Line. These other sections of Pennsylvania Avenue have their own potential, problems, plans and projects worthy of attention.

Thank you for the opportunity to review and comment on this important and highly intriguing Concept Plan. We recognize that this exercise is only at the conceptual stage. We look forward to seeing more detailed iterations in the future and to continuing this dialogue affecting arguably America's most significant historic urban spaces. If you have any questions or require additional information, do not hesitate to contact us.

Sincerely,



Kirby Vining, Chair
The Committee of 100 on the Federal City

Attachment

cc:

- Elizabeth Miller, Director, Physical Planning Division, National Capital Planning Commission
- Peter May, Associate Regional Director for Lands & Planning, National Park Service
- Mina Wright, Office of Planning & Design Quality, Public Building Survey, General Services Administration
- J. Brett Blanton, Architect of the Capitol
- John Falcicchio, Deputy Mayor for Planning and Economic Development
- Anita Cozart, Interim Director, DC Office of Planning
- Phil Mendelson, Chair, Council of the District of Columbia
- Thomas Luebke, FAIA, Secretary, U.S. Commission of Fine Arts
- Catherine Townsend, President & CEO, Trust for the National Mall
- Judy Scott Feldman, President, National Mall Coalition <mailto:jfeldman@nationalmallcoalition.org>
- Rebecca Miller, Executive Director, DC Preservation League <mailto:rebecca@dcpreservation.org>
- David Maloney, DC State Historic Preservation Officer <mailto:David.Maloney@dc.gov>
- Jo-Ann Neuhaus, Executive Director, Penn Quarter Neighborhood Association
- Gerren G. Price, President and Chief Executive Officer, Downtown DC Business Improvement District (BID) <mailto:gerren@downtowndc.org>
- Angela Franco, President and CEO, DC Chamber of Commerce
- Anthony A. Williams, CEO and Executive Director, Federal City Council
- Karin Schierhold, Urban Planner, National Capital Planning Commission
- Tammy Stidham, Deputy Associate Regional Director, Lands & Planning, National Park Service mailto:tammy_stidham@nps.gov
- Charles A. Birnbaum, Founder + President, The Cultural Landscape Foundation
- Nord Wennerstrom, Director of Communications, The Cultural Landscape Foundation
- Jeremy Hurlbutt, Chapter President, National Capital Area Chapter, American Planning Association
- Mary Fitch, AICP, Hon AIA, Executive Director, American Institute of Architects-DC <mailto:mfitch@aiadc.com>
- Peggy McGlone, Washington Post <mailto:peggy.mcglone@washpost.com>
- Philip Kennicott, Washington Post
- Luz Lazo, Washington Post <mailto:luz.lazo@washpost.com>
- Cathleen McGuigan, Editor-in-Chief, Architectural Record

ATTACHMENT

BACKGROUND INFORMATION FOR A NEW VISION FOR THE AVENUE

Historical Development of Pennsylvania Avenue

The history of this section of Pennsylvania Avenue begins with the “L’Enfant Plan of 1791”. President George Washington selected the site for the new capital city of the United States on the Potomac River and asked Pierre L’Enfant to prepare a plan for the city.

L’Enfant arrived in Georgetown on March 9, 1791, and the next day began riding over the site of the future city (then farmlands and woods) to review the terrain. He continued this review and prepared an imaginative plan later that year that showed a system of major diagonal avenues laid over a grid of streets. On a hill near the center of the plan was the location for the “Congress House” (now the site of the U.S. Capitol), and at the end of a major diagonal avenue extending northwest from the Congress house was the “President’s House” (where what we now know as the White House is located). There were no street names, numbers, or letters on this original plan. Some modifications were made to the original plan by surveyor Andrew Elliott and a somewhat revised plan was engraved in 1792. There are avenue names and letters and numbers for the east-west and north-south streets on this plan. The avenue extending northwest from the “Congress House” to the “Presidents House” was named “Pennsylvania Avenue.”

In the 230 years since 1792, the City of Washington has continued to develop and expand, and Pennsylvania Avenue has played a significant role as a transportation spine, a development corridor, and a symbolic link between the Capitol and the White House. Pennsylvania Avenue is the route of the Inaugural Parade every four years and the site of many other “State” events.

While there are many studies, books and plans about Pennsylvania Avenue in some form, there is no current history about how the Avenue has developed over time and the various events and plans that have shaped it and this area of Washington. We do want to note the book, *Washington Through Two Centuries: A History in Maps and Images*, by Joseph R. Passonneau (2004). This book has specially drawn maps to indicate the streets, buildings, and other features in Central Washington, including the Pennsylvania Avenue area in 1860, 1900, 1940, 1970 and 2000. These maps make it easy to visualize the physical changes that have occurred along Pennsylvania Avenue over those years.

The Committee of 100 suggests that the National Capital Planning Commission take steps to have a major historical study of Pennsylvania Avenue and adjacent areas undertaken. Such an historical study will be useful as the Pennsylvania Avenue Initiative continues to move forward.

Recent and Pending Events and Developments

Over the past several years there have been several new developments and trends which have affected Pennsylvania Avenue, and which will affect the Avenue in the future.

National World War I Memorial: The open space at the west end of Pennsylvania Avenue, between 14th and 15th streets, NW was developed as a park by the Pennsylvania Avenue Development Corporation. It was named Pershing Park in 1981 and a statue of General John J. Pershing was erected. In 2015, discussions began about converting the park into the National World War I Memorial. The design evolved over several years. The Memorial was formally opened on April 16, 2021. It is important both as a memorial to the First World War, but also in providing attractive open spaces at the west end of Pennsylvania Avenue. A key feature of the memorial will be a special sculpture, titled “A Soldier’s Journey.” That sculpture is now being cast and will be installed in 2023 at the central space of the Memorial.

National Children’s Museum: The National Children’s Museum opened in the Ronald Reagan Center in the fall of 2021. The Museum is in the plaza on the axis of 13th Street just south of Pennsylvania Avenue. This museum should attract additional visitors as its program and location become known.

Waldorf Astoria Hotel in the Old Post Office Building: The Old Post Office Building, built in 1899, is located on the south side of Pennsylvania Avenue at 12th Street, NW. It is a distinctive building architecturally in terms of its Victorian design, its tall tower, and its interior atrium. The Federal government owns the land and the building. In 2012, the General Services Administration selected the Trump Organization to redevelop the building as a hotel. The Trump International Hotel opened in 2016. In May 2022, the Trump Organization sold the lease to the hotel which reopened on June 1, 2022, as a Waldorf Astoria Hotel. This new hotel operation should bring increased activity to this part of Pennsylvania Avenue.

New Johns Hopkins University Complex: The addition of the new Johns Hopkins University “Washington Campus” in the former Newseum Building on the northeast corner of Pennsylvania Avenue and 6th Street, NW will be an important new activity in the east end of Pennsylvania Avenue. This is an important location on Pennsylvania Avenue. The Canadian Embassy is to the east, the National Gallery of Art is to the south on Constitution Avenue, and the view of the Capitol is very prominent to the east.

Johns Hopkins University now has classes and other activities in three separate buildings in the Dupont Circle neighborhood. The Newseum opened in 2008, and though it had remarkably interesting exhibits and programs, it was not fully successful in terms of attracting visitors. Seeing an opportunity, Johns Hopkins purchased the building. Plans for modifications were approved in late 2019 and construction has been underway since 2020. The reconstructed building will have classrooms, offices and a large first floor lobby. A first-floor café will serve students, faculty, and the public. The existing north wing of the building, with residential units and a restaurant space, will remain.

Construction of the redesigned building should be completed by the summer of 2023, and classes and other activities are expected to start in the fall of 2023. This will bring students, faculty, and staff to this location, greatly increasing activity at the east end of the Avenue. It will also give Johns Hopkins University a very prominent location for its Washington educational activities on Pennsylvania Avenue.

Interest in Holding Events Along Pennsylvania Avenue: In recent years, there has been increased interest in holding various events, demonstrations, and celebrations along Pennsylvania Avenue. The demand seems to be great and growing. Since a major emphasis of “A New Vision for the Avenue” concept is to increase the number, size, and variety of activities along the Avenue in the future, some description of past uses/events of various sizes would be helpful. Also including examples of events held elsewhere that might be more suitably held on Pennsylvania Avenue would be informative; the 3-day “Something in the Water” musical event recently held on Independence Avenue comes to mind.

Potential Changes Resulting from January 6, 2021, Riot at Capitol: The “riot” at the Capitol on January 6, 2021, had large scale national impacts that continue to this present time and undoubtedly will continue. Concerns with security for the Capitol involve considerations of design and policy at the east end of Pennsylvania, especially at Third Street, NW where the Avenue meets the Capitol grounds. This issue is discussed further in the “U.S. Capitol Transition” section at the end of this comment paper.

Effects of the Covid Epidemic: There are various changes and potential changes along Pennsylvania Avenue and in adjacent areas to the north and south because of the Covid Epidemic which started to be felt in March 2020 and has continued to the present day. These impacts were largely negative and impacted especially the office and retail market and residential, entertainment and related activities. The impact has decreased in recent months, but the long-range impacts are still not clear and will not really be clear for some time, for at least several years.

The Downtown DC BID has done some studies of this issue and plans more in the future. NCPC and the District Government, in cooperation with other organizations, should cooperate in addressing the impacts the Covid Epidemic has had on the future of Pennsylvania Avenue and adjacent areas.

The Big Unknown Potential

The single biggest potential for change along Pennsylvania Avenue would be the redevelopment of the FBI Building site. The FBI Building is located approximately halfway between the east end and the west end of Pennsylvania Avenue. The FBI Building occupies a large block of land, bordered by Pennsylvania Avenue on the

south, 9th Street on the east, 10th Street on the west and E Street on the north. With its fortress like Brutalist design, the FBI has a deadening effect on activity on adjacent streets.

For several years there have been discussions of moving the FBI headquarters to a new site in a suburban location. If the FBI headquarters moves, and the existing site is made available for redevelopment, this could create a major new activation on Pennsylvania Avenue with the potential for major new office, residential, retail and restaurant development and perhaps some museum and performing arts space. The future of the FBI Building site is not under consideration in this current planning effort. However, it is something particularly important to keep in mind for the future.



Polish American Arts Association of Washington, DC

Affiliate of the American Council for Polish Culture, Inc. since 1966

July 18, 2022

National Capital Planning Commission

Re: The Pennsylvania Initiative

Officers:

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Artistic Advisor

Laura Kafka-Price

Dear Members of the National Capital Planning Commission:

The Polish American Arts Association (PAAA) of Washington, D.C. is a 501(c)3 nonprofit organization founded in 1966 and dedicated to creating public awareness of the richness of Polish culture and to supporting greater cooperation and understanding between the United States and Poland in the fields of art, culture and education. As President of this leading Polish American organization in Washington, D.C. focused on the arts, I am writing to offer comments to your proposed new vision of Pennsylvania Avenue as they relate to the statue of General Casimir Pulaski, which is located at the foot of Freedom Plaza.

Brigadier General Casimir Pulaski was a Polish nobleman who volunteered to serve the American cause of liberty during the Revolutionary War. Gen. Pulaski helped form and outfit one of the first American Cavalry units and thus earned the title "Father of American Cavalry." At the Battle of Brandywine, Pulaski's leadership helped General Washington's forces successfully evade British capture. At the second Battle of Savannah in October 1779, General Pulaski suffered a mortal wound during an assault against British positions and perished several days later. Casimir Pulaski gave his life for the cause of American liberty, and in 2009 the United States Congress granted Pulaski honorary citizenship of the United States of America.

The General Pulaski Statue, funded by the United States Congress and erected over a century ago, was designed by sculptor Kazimierz Chodzinski and architect Albert R. Ross. It was unveiled on May 11, 1910 with President William Howard Taft in attendance. The statue is included in the Pennsylvania Avenue National Historic Site. Today, as a site of public commemoration and homage, the General Casimir Pulaski statue is important for Americans of all walks of life, and Polish Americans especially. We urge the Commission to ensure that in any future vision for Pennsylvania Avenue, the General Casimir Pulaski statue remains displayed prominently and without obstruction so that future generations can continue to learn about and appreciate this Polish American hero.

Thank you for your consideration.

Matthew Stefanski
President



Elizabeth Miller
The National Capitol Planning Commission
401 9th Street, NW
Suite 500N
Washington DC 20004

Dear Elizabeth,

On behalf of Willard Associates, the owner of The Willard Center located within the Pennsylvania Avenue Initiative study area, we applaud the work the Committee has done to activate and enliven the corridor. The designs and plans put forward for public review are a quantum leap from the current built environment and are notable for their eye-catching place-making, modernized multi-modal traffic flow and vertical articulation of the flat plane that is Pennsylvania Avenue today. Without a doubt, should these designs one day be implemented, visitors to DC's Monumental Core will find themselves in a far more welcoming, safe, and stimulating environment compared to the current condition.

However, as currently envisioned, the design alternatives would cause negative impacts to visitors and residents alike that have not yet been contemplated by NCPC. The following points are what we view as the most critical to review and resolve before a wholesale initiative is re-considered for endorsement:

1. The Urban Capital and Linear Green design alternatives stand to significantly disrupt current traffic flows by removing drive aisles and parking spaces from stretches of Pennsylvania Avenue that front existing hotels like The Willard. Re-programming this space would run counter to the core goals of the Initiative by risking the displacement of the following activities from the Monumental Core:
 - The embarkation/debarkation of foreign dignitaries and their security teams; access to and egress from this area is critical to ensuring the safety of diplomatic visits to the United States. In the past year, the Willard Hotel has hosted 12 foreign heads of state and many more foreign delegations comprised of senior ministers. These visits bring activity and excitement to Pennsylvania Avenue that could not be replaced.
 - The staging of personal and government vehicles for VIP events at The Waldorf Astoria, The Willard Hotel and Hotel Washington, such as the DNC fundraiser held at the latter in December 2021, attended by the President, Vice President and Speaker of the House.
 - The loading and unloading of countless Big Bus tour customers.



- The use of that stretch of Pennsylvania Avenue as a filming location (Woody Harrelson's HBO mini-series *The White House Plumbers* was the latest production to film in that location). This type of activity is not just a draw for those seeking to see the filming itself, but also serves as a window into Washington DC for the rest of the world.
2. We believe all of the current proposals would need to be modified in order to avoid increasing congestion in the Monumental Core. The author of this letter is an avid cyclist who commutes via bike to The Willard Center every day, and I am more than happy to see the addition of bike lanes; DC seems to be moving closer to making Vision Zero a reality every day. However, every property in this city is dependent in some form or fashion on vehicular access to keep their businesses running. We are very concerned that the current design proposals, especially the Linear Green option, go too far in restricting or eliminating vehicular traffic. More specifically, we could not support a reduction in the number of travel lanes that cross Pennsylvania avenue, as they are already at peak capacity.

Again, we welcome change to the current built environment of Pennsylvania Avenue, but are strongly in favor of pursuing a more scaled-back, selective approach that focuses on certain nodes within the Avenue rather than a wholesale redesign and traffic reconfiguration. We would also stress the importance of receiving guidance on what the approval and review process will look like going forward.

Our recommendations for moving forward:

- Focus on low-cost, smaller-scale options in the meantime, such as soft-branding Pennsylvania Avenue as America's Main Street. This provides both a much-needed identity as well as a guiding principle for future efforts. Not much would be required to make a large impact on the perception of Pennsylvania Avenue – a digital and physical marketing push consisting of vanity street signs, temporary art fixtures and coordination with property owners, the Downtown BID, and Destination DC would go a long way towards making the Avenue a more friendly place for visitors.
- Any redesign should prioritize the activation and re-invigoration of the central nodes of the Pennsylvania Avenue Initiative study area, namely Freedom Plaza and John Marshall Plaza. Much can be done to transform these severely underutilized public plazas into something more welcoming akin to the work done at the World War I memorial.
- Explore more public transportation options in lieu of the planned bus lanes. We appreciate NCPC's efforts to incorporate mass transit options into the latest design, but would like to see other alternatives to bus lanes be contemplated. We recognize the importance of adding environmentally friendly and efficient people movers but feel that other alternatives would be



better-received and better-utilized in the long term. Alternatives we can point to are streetcars (a la H Street, NE), smaller “bus-like” solutions like Olli carts, or even electric golf carts.

As it stands today, Pennsylvania Avenue is not much more than a way to get from Point A to Point B. Although Point A and Point B might be two of the most important buildings in the world, it can be hard to tell when looking at the striped asphalt and concrete that connects them. The latest designs shared by NCPC present a remarkable step forward for the Avenue and treating it like a venue rather than a street will prove more welcoming and inspiring to residents and visitors alike. However, due to the disruptions to traffic patterns likely to result from the re-design and uncertainty regarding the funding, upkeep and the approval process moving forward, Willard Associates is unable to endorse the plan as currently proposed. We do endorse a more focused approach to areas that can be re-designed without altering traffic patterns as drastically as what is proposed in the current design.

On behalf of Willard Associates, we appreciate NCPC’s solicitation of feedback and look forward to contributing to a plan that works for all stakeholders in not only the District of Columbia but the nation as a whole.

Best Regards,

Jamie Doyle
Director
Asset Management
The Carr Company

1455 Pennsylvania Avenue NW, Suite 200
Washington, DC 20004
202.349.0866

17 March 2022

Marcel Acosta, NCPC
Beth Miller, NCPC
Otto Condon, ZGF

Marcel et al,

Cautionary Tales

In February, NCPC unveiled its approach for the revitalization of Pennsylvania Avenue between the White House and the Capital Building. The ideas presented by NCPC staff and their consultants at ZGF, include an exciting, cutting-edge conceptual framework – The Avenue as Venue – essentially a frame for how the Avenue can function programmatically, and three different approaches to designing the physical infrastructure needed to support those activities. The Avenue as Venue would host a myriad of events, from the traditional historic Inaugural Parade to Art events, pop-up markets, concerts, light shows, protests, rallies and other first amendment expressions that the Park Service would intentionally redirect from the Mall, etc. All the planners wisely understand that the traditional activators of public space – retail and restaurants – cannot thrive in a place that is so structurally challenged by the nuances of its location. The Avenue offers a first-class, unique vista and with it, awesome potential for civic space, but a second-rate marginal location for active retail. It is what it is.

As someone who spent the first ten years of his career working at the last version of this effort – The Pennsylvania Avenue Development Corporation (PADC) – I was impressed by the work and encouraged that the presentation was so enthusiastically received by the Commissioners. The representative from the National Park Service (NPS) was particularly enthused - rather giddy would not be an exaggeration - by the plans. Which is important since NPS has maintenance responsibility for the Avenue's public spaces including its wide sidewalks, parks, and plazas.

Which brings me to my Cautionary Tales. After 10 years 'on the Avenue,' I can assure you that there is a story lurking under every square foot of expensive paving, and I would like to share a couple of them that are relevant to this current admirable effort.

Well before PADC hired M. Paul Friedberg to design Pershing Park between 14th and 15th Street across the Avenue from the historic Willard Hotel, we did our own (then) cutting-edge work. We hired a young consultant firm, Project for Public Spaces (PPS), run by Fred Kent and Steve Davies to help us figure out how to create a successful park. Fred and Steve were proteges of William H. (Holly) Whyte who used 1970s-era technology, time lapse photography, to analyze how people

actually act in public, how they use public space; they looked carefully and analytically at what works and what doesn't in a given place. Mr. Whyte's seminal book and video, *The Social Life of Small Urban Spaces*, and Fred and Steve's PPS work over the decades remain essential texts – pretty much the gold standard – for activating the public realm. If you are not familiar with them, and care about the design of public space, google it now.

Directly as a result of that work with PPS, which informed the PADC programming brief, the final design for Pershing Park included:

- Movable seating. Tables and chairs that allow people to form their own social groupings gives people a sense of ownership of the space
- Ice rink. An activity for people to participate in or watch others doing, attracts people to a space. Ice rinks in particular attract people of various ages.
- Food kiosk. Hard to believe now, but in 1975 we needed a consultant to tell us that food was a good thing to have in public space.
- A Park Police substation. PPS discovered that many successful public spaces have a 'mayor,' whether official or informal, someone on-site who cares about the space and its condition and who offers a deterrent to those who don't.
- Waterfall. At the time, the recent success of what was called vest pocket parks in NYC was partially attributed to the visual focus of waterfalls, as well as the way the sound masked auto noise from nearby streets.

Mr. Friedberg designed Pershing Park to include all these cutting-edge public realm programmatic elements. His JV partner Jerome Lindsey, a DC-based African American architect, designed the glass-domed kiosk, and an attractive and active park was dedicated in 1981. The NPS was responsible for maintenance and operation of the food and ice rink activity generators. This being Federal land, there wasn't really a choice for maintenance, but NPS was considered fine. I mean, they care for The National Mall and the Grand Canyon, certainly a city park would be a piece of cake. So far so good.

By the mid 2010s every one of the features on the list of cutting-edge activity generating elements PPS recommended was either not operational or in disrepair. Whether due to lack of understanding, lack of interest, budget, or other ridiculous outmoded regulatory constraints, I don't know, but by 2019, every one of these features was literally demolished and replaced by a quite ordinary war memorial that easily could have been built before planners had a clue about how to activate public space. One wonders why the NPS would be giddy about an Avenue as Venue approach – or any approach – that would require maintenance and operational effort that they are clearly not prepared for.

But wait, there's more. And the more is not Freedom Plaza. That is its own nightmare about what happens when design oversight is granted to those without vision. Maybe we'll revisit that some other time.

Market Square, at Eighth Street and the Avenue, is a similar story with a different cast of characters. This semi-circular public space is better situated to be a good urban public space because, unlike the traffic island configuration of Pershing Park and Freedom Plaza, it is lined by

retail spaces and entrances to the mixed-use buildings which shape the space. Beyond that, though, Market Square is home to the Navy Memorial, which was envisioned as a ‘living memorial’ by virtue of being a performance home to the US Navy Band and associated groups that would give concerts there regularly, attracting people to the Avenue on evenings and weekends. This effort was sponsored by the US Navy Memorial Foundation who built and maintains a visitors’ center adjacent to the space.

The performance function presented many challenges, especially since no permanent structures could be allowed to interfere with the historic reciprocal vista between the Archives and Portrait Gallery facades. The infrastructure – storage space for acoustic panels, risers, seats, and other equipment - was constructed under Market Square, to be accessed via a hatch in the plaza for performances. For many years, The Navy Memorial Foundation even provided a ‘Mayor’ for the space, a retired sailor who kept an eye on things, answered tourist questions about the map in the paving, chased off the skateboarders, etc. So far so good.

But the commitment of the Navy to this as a performance home for the Band turned out to be illusory, and neither the Foundation nor NPS has the interest or the capability to program concerts even with the infrastructure in place. Market Square remains a fine public space. Office workers and tourists mingle, eat lunch, look at the Memorial sculptures and bas-reliefs, but a real opportunity for The Avenue as Venue goes wanting.

So, The Cautionary part: as exciting as it is to envision *what* might happen on a re-imagined Pennsylvania Avenue, it critical to figure out *how* it will happen and be sustained. The key to the success that PADC had in the first round of this effort was not the quality of the planning (as much as I hate to say that...) but the ‘development corporation’ structure and congressional funding that allowed the planning to be implemented.

I love urban designers and planners as much as anyone anywhere, but before we give them free rein, we must give the attorneys, businesspeople, bureaucrats, and, yes, politicians a chance to come up with a governance strategy. Some sort of well-funded organization that is as committed to the Avenue’s place in our nation’s and city’s life as my associates and I were at PADC back in the day.

Thanks for all the hard work and great ideas. Keep it up!

Ron Eichner
Ron@NewLegacyPartners.com

Date: 4/12/22

Name: Prince Coulibaly

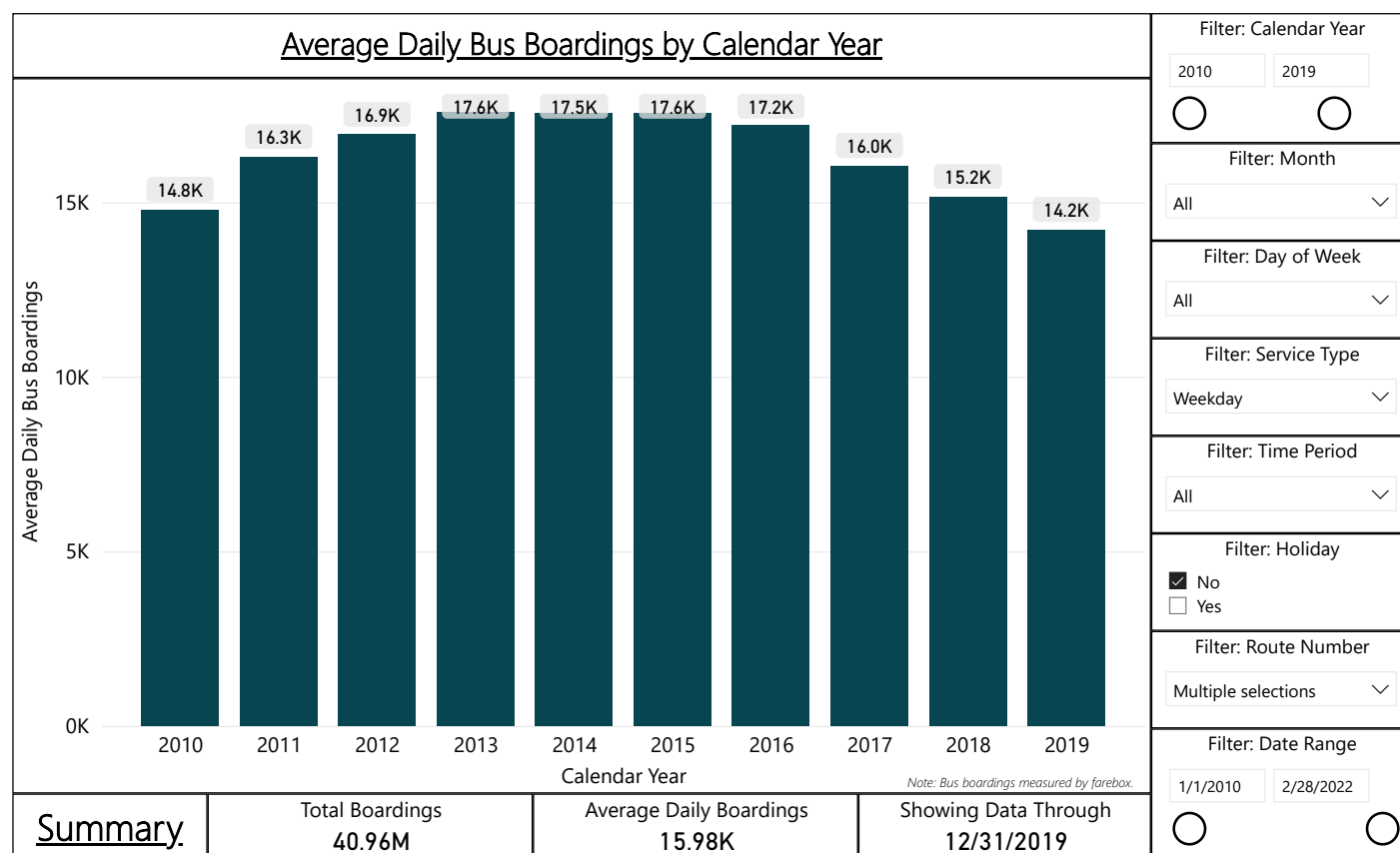


Date: 4/13/22
Name: ANC 7B Travis Swanson

Washington Metropolitan Area Transit Authority

Metro
Home

Bus Ridership Data Viewer



© 2022 WMATA

April 26, 2022

National Capital Planning Commission
401 9th Street NW, Ste. 500N
Washington, DC 20004

RE: Pennsylvania Avenue Vision and Concepts

To Whom it May Concern:

NCPC is correct that Pennsylvania Avenue has too much asphalt and space dedicated to cars, but the New Vision is not bold enough to return “America’s Main Street” street to a thriving destination. The most important feature of a thriving main street is a having cluster of shops and restaurants with nearby residents, visitors, and office workers who will meet friends on the street, dwell in the parks, and patronize the businesses all day and night.

Pursuing the Urban Capital, Linear Green, or Civic Stage options will correctly reclaim space from vehicles but will not use that space to add residents or businesses to a street where monumental office buildings dominate the land use. Instead, NCPC should be bolder and use the reclaimed space to create new city blocks and an urban scale street from 13th to 3rd Street NW. NCPC should look to Rochester, NY for inspiration.

Recently, Rochester removed a section of its Inner Loop. At 190-ft. wide, the scale is comparable to Pennsylvania Avenue. Rather than create a park along the right-sized roadway, Rochester established new city blocks that have quickly filled with multifamily homes and businesses. NCPC should follow this model. New residential buildings could preserve vistas of the Capital and leave room for venues at the West End, Market Square, and John Marshall Park, but new buildings would enhance these venues by providing more people to enjoy them.

This immediate area is already awash in open space, including the intimate National Gallery of Art’s Sculpture Garden, the vast National Mall, and the heavily underused John Marshall Park. Adding park space, even with nice seating and shade, will increase long-term maintenance costs without necessarily bringing more people to use it outside of major events.

If, as I suspect this bolder vision is a non-starter, then NCPC should advance the Linear Green concept. This concept represents the most substantial change from the status quo and prioritizes pedestrians, bicyclists, and bus riders along a corridor that that has focused first on cars for decades. Eliminating the regular din and exhaust of cars would make the corridor a more pleasant place to dwell.¹

To keep people coming outside of events, the design must provide all the many features that make other spaces popular: retail/restaurant kiosks, outdoor dining, public restrooms, playgrounds, dog parks, splash pads, interactive public art, exercise equipment, seating, and shade. Include spaces for pick-up and organized sports and games: basketball, sand volleyball, skateboarding, ping-pong, chess, cornhole, tennis, pickleball, and more. The corridor has ample space to tuck these courts and amenities among the new trees and landscaping envisioned in this concept.

¹ NCPC must not pursue the Constitution Avenue underpass proposed with the Civic Stage concept. Underpasses create hostile pedestrian environments and enable reckless speeding.

Providing these amenities would depart from the City Beautiful-inspired designs for Federal Triangle, but they would go a long way towards making the corridor a functional, useful space for residents and visitors alike. I live walking distance to Pennsylvania Avenue, but I avoid walking along it and dislike crossing it on cold-windy and hot-humid days alike. Pennsylvania Avenue is competing for my attention with 14th Street NW, Franklin Park, Chinatown, and more—all within easy walking distance. It does not offer much today, but if I could grab a coffee and a sandwich to enjoy at a shaded table, meet friends for tennis, or bring my nephews to the playground then I would visit and stay on the avenue far more often and for longer than the handful of big events that bring me to it today.

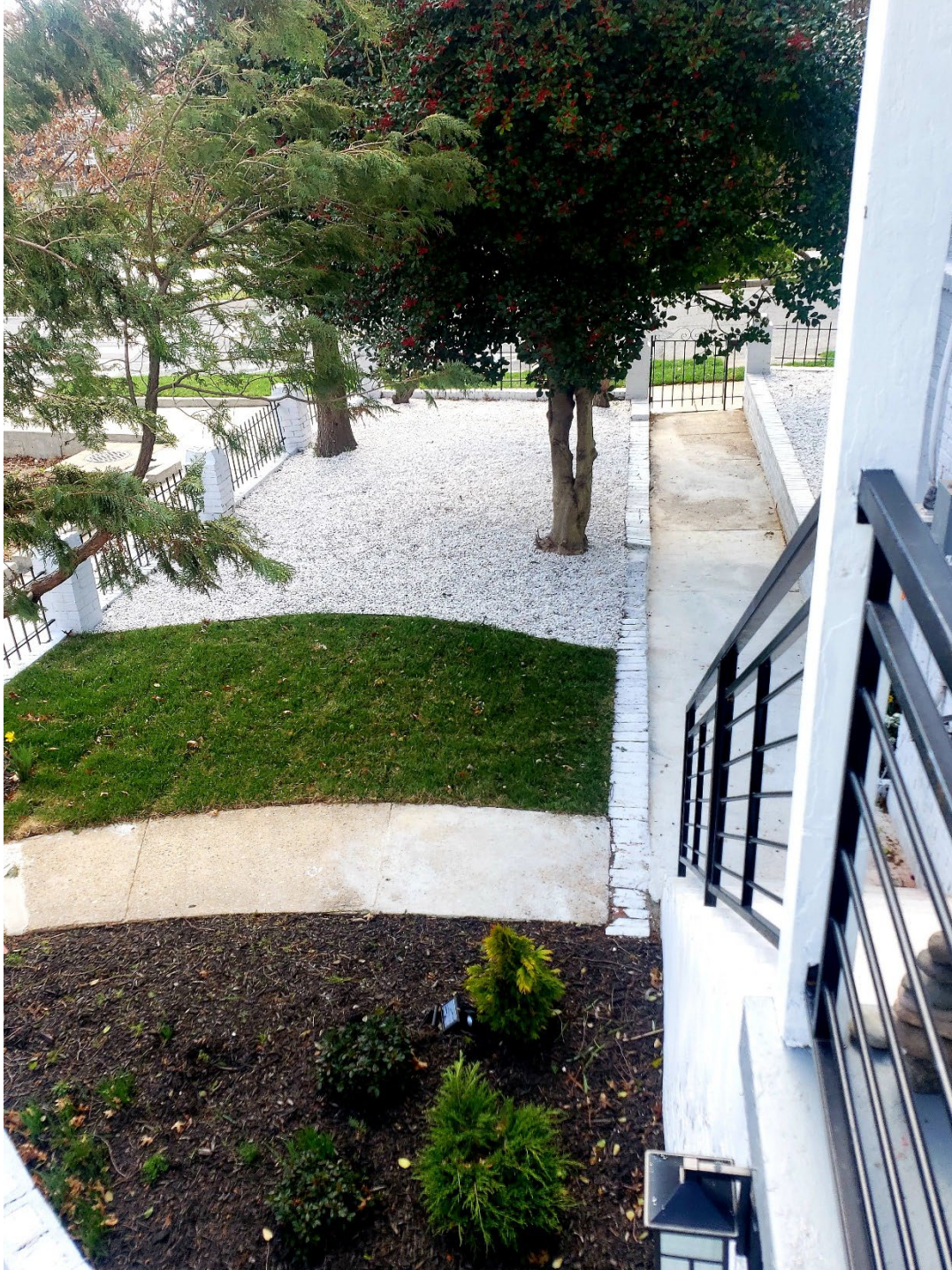
Thank you for considering my comments and I look forward to seeing this New Vision evolve.

Jared Alves, AICP

1117 10th Street NW, Apt. 1009
Washington, DC 20001

Date: 4/28/22

Name: JChristine Harris-Thomas



Date: 5/13/22

Name: John Strylowski

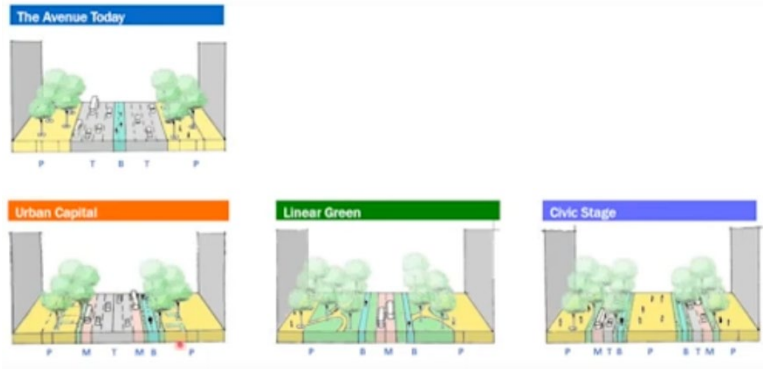
I urge you to adopt the linear green proposal for Pennsylvania Avenue. This is the best proposal for the following reasons:

- Linear green will facilitate using Pennsylvania Avenue for special events and festivals, greatly reducing the pressure on the National Mall. This will preserve the recent improvements to the Mall, while still allowing users to feature the iconic view of the Capitol as a backdrop to festivals and gatherings.
- This proposal will provide many opportunities for a living Avenue. It will encourage entrepreneurs to open cafes, eateries, shops, food trucks, and other pedestrian-oriented amenities. This will aid the local economy, enhance experiences for visitors and residents, and contribute to making the Avenue a vital center of urban street life.
- A pedestrian oasis will increase the attractiveness of redeveloping the FBI-Building site. Pedestrian-focused development and urban walkability are highly desirable attributes that will attract quality developers and result in a much-improved redevelopment.
- Pennsylvania Avenue is currently not used by many vehicles. Closing it to automobiles will not impose an undue hardship on drivers.
- Traffic fatalities in the District are increasing alarmingly. Making Pennsylvania Avenue into a pedestrian oasis will greatly contribute to pedestrian safety and contribute significantly to the Mayor's Vision Zero plan for reducing pedestrian and bicyclist fatalities.

While all of the proposals for the Avenue are good, linear green is superior for the reasons cited above. I urge you to adopt the linear green proposal. Thank you for your consideration.

Date: 6/22/22

Name: Christian Hunter



Date: 7/11/22

Name: Elwyn Gonzalez



National Capital Planning Commission
401 9th Street NW
Washington, DC, 20004

Dear sirs:

I am writing to comment on the ideas for the restoration of Pennsylvania Avenue. Let me first commend that National Capital Planning Commission for perceiving the need, for initiating an extensive set of surveys, and for inviting the public to comment on some of the evolving ideas.

I might note that I am a new resident of Penn Quarter (now living at 601 Penn), although my wife and I have lived in the District for many decades. Penn Quarter is one of the most interesting neighborhoods in the city, but it also seems, at present, sadly underused, with many vacant stores. It wasn't always so, and I hope that the commission can help it to thrive.

Of the three plans presented, my preference is for the 'middle' one (Linear Green); that is, the plan that reduces vehicular traffic and emphasizes green space but does not turn Pennsylvania Avenue into an almost completely pedestrian zone. One of my reasons for preferring that model is that it seemed to promise the greatest amount of new trees and greenery. More green space on the avenue seems tremendously important, especially when trees can be planted that are tall and create a significant canopy of shade. (The alley of trees in front of the FBI building is attractive, but the species of trees chosen provides insufficient shade.) More trees and plantings are needed all along the avenue; on a hot summer day, treeless spaces such as Liberty Plaza and Market Square are dead zones: nobody lingers in them, they don't work.

It might be that a densely green space in the middle of the Capital would be one of the elements that draws people to its cafés and restaurants.

While the emphasis of the plans is on making Pennsylvania Avenue a kind of theater for the nation, my own concern is for the day-to-day life of the quarter, those times when it is not filled by people coming for special events. The commission seems to understand that Penn Quarter and the avenue must become more thriving areas in and of themselves, for it seems doubtful that a reliance on big events alone can save the area. I strongly encourage the commission to give attention, even more than it has so far, to this problem. On a weekday basis, the quarter's vitality will depend on an increase in office use and residences, which should revitalize retail shops and the like. Here, I assume, partnership with the city government will be essential. For offices, perhaps some attention can be given to attracting certain kinds of firms or groups into the area (I am thinking, as a model, of the way Dupont Circle houses a number of higher education organizations). For residences, more apartment units—and especially two- and three-bedroom units—seem crucial. As I recall, one of the surveys identifies some 1420 residential units in the area. I am not sure what an appropriate target number would be, but it would seem clear that a higher density of people living in the quarter would be essential to its long-term viability.

(Parenthetically, let me note that there seems to be shortage of mid- to large-sized apartments of, for example, above 1000 square feet. Most apartments on the market are studios or small one-bedroom places, which might suggest only a young and transient population. The quarter also needs long-term and older residents.)

As these comments suggest, I hope that the commission will take it as axiomatic that any solution to the problems of Pennsylvania Avenue must extend beyond making it a showcase for events and reach into the daily life of the quarter.

Sincerely,
Kent Cartwright
601 Pennsylvania Avenue, NW
Washington DC, 20004

Public Comments
(March 16, 2022 - July 29, 2022)

These comments were submitted through direct email to NCPC staff and the comment portal on the Pennsylvania Avenue Initiative website:
<https://www.ncpc.gov/initiatives/pennave/>

Feedback for Pennsylvania Avenue Vision

July 30, 2022 07:07 am

Name: Guy Durant

Location: Washington, DC

Date: March 16, 2022

STOP Central City Planning! This is a Disaster in the Making! I don't support Any of your Terrible Plans, but if I had to chose the Lesser of the Evils, I would go with Please DO Nothing or at least do the "Urban Capital" to allow for the Most Traffic and Car Flow. Stop this Bike Nonsense! We should NOT WASTE Millions of DC Dollars to make Roadways into Bike Lines. Highway funding is for CARS NOT BIKES! Have you talked to Stakeholders like AAA MidAtlantic and Car Owners in DC about what they want for Roadways! DDOT and NCPC are Politburo Wonks that Believe in Communist-Style Central Planning and Destroy our Perfectly Mobile Car Friendly City. I suggest you Increase Parking Downtown like Maryland and Virginia do if you want more Activity downtown. Build New and Free Parking Garages for large Visitor Events and Tourists. Green Cars and Electric Cars are here and we Need to Stop the Spread of Diseases like Covid through Mass Transportation that spreads Mass Disease. Green Cars and Electric Cars need places to Park and Drive downtown. Bikes are a Hazard to Pedestrians and should NOT Share the Road with Cars, so Eliminate Bike Lanes, Not Car Lanes. Talk to AAA to Redraw your Designs to be more CAR Friendly and then you will get some support from Car Owners. Right Now, you are waging an Expensive and Wasteful "War on Cars" that is Anti-American and Anti-Freedom. Stop trying to Destroy DC Roads with your Central Planning Communist-Style proposals. None of your proposals are good, but the One that Increases Car Traffic and Car Parking is the one I would support and only if AAA-Mid-Atlantic Supports it. Contact AAA Mid-Atlantic to include Car Owners as Decision Makers and Stakeholders in any New Urban Planning. Thanks.

Name: Aleks Nickless

Location: DC

Date: March 16, 2022

Please keep Pulaski park/Freedom plaza the same!

Name: Matthew Croson

Location: Alexandria, VA

Date: March 16, 2022

The urban capital plan is the best option.

Name: Jackson Wadeson
Location: Washington DC
Date: March 16, 2022

I am a DC native, born and raised in Shaw, Washington DC, my whole life I have been going to freedom plaza, from being a kid with my parents, to hanging out there during highschool, to now eating lunch there during my break at work. I am all for adding new additions to dc, however, I think it wouldn't be wise to spend millions and millions on something that doesn't need to be fixed, especially with the ideas of renovating freedom plaza. I could just think of thousands of better ways to spend tax payers money. Thousand and thousands of people use freedom plaza every week. People eat lunch, play with their families, skateboard, host events and protest. Freedom plaza has created such a legacy for itself in dc, people visit from all over the world to witness it's glory in person. It is truly one of the most diverse places in the city, I see folks travel from all over the DMV every weekend to visit and enjoy its history. Also, the lay out is so cool already, showcasing Lefants earliest designs on top of the marble is so iconic to many Washingtonians. Please don't change a place that has meant so much to so many people for generations and generations.

Name: William Jordan
Location: Washington, DC
Date: March 16, 2022

Any vision/concept that involves altering Freedom Plaza is a bad idea and should not be considered.

Name: Aris Kurtz
Location: Washington DC
Date: March 16, 2022

Freedom plaza has served as a haven for skateboarding culture since its creation. While the NPCP does not acknowledge this history, it should be preserved.

Name: Matt mcmahon
Location: Washington DC
Date: March 16, 2022

my whole family lives in dc and destroying Pulaski is literally going to kill people who depend on skateboarding as their livelihood and are unable to get different jobs. Please reconsider this plan as it pertains to Pulaski plaza freedom plaza

Name: Colin H

Location: Washington, D.C.

Date: March 16, 2022

Please do not destroy Pulaski Park!

Name: Jose Guzman

Location: Washington DC

Date: March 16, 2022

Please do not replace freedom plaza, this place has so much rich history and is a meeting place of all people to have they're voices heard! Martin Luther Kings time capsule is also here! We need to restore and maintain not replace!

Name: Isaiah Sullivan

Location: Silver Spring, MD

Date: March 16, 2022

Don't tear down Freedom. I feel as if it may be hard to convince you guys on the grounds of anti-development, as clearly the only thing that truly interests decision makers in DC is the money brought in by developers. Please look to the intense failings surrounding the "renewal" of Love Park, also torn down with the goal of stopping skateboarders. It didn't work. People still skateboard. Just leave things be for once! Please!! Put all this money in fixing the plaza...sharpen the ledges, fix the cracks, plant new trees. You are the governing body which makes freedom plaza unwelcoming - not skateboarders.

Name: Joel Barahona

Location: Arlington, Virginia

Date: March 16, 2022

The city and government in whole prove time and time again that they don't really care how the cities people are doing but more of how it looks and who it attracts. The city would rather address a lack of traffic on Pennsylvania Ave as an excuse to gentrify the city further for a demographic that didn't grow up around the dmv and especially not Freedom Plaza. Don't not tear down Freedom Plaza, do not waste money on pointless beautification, you should be focusing on providing more affordable housing better schools and availability to healthy food for the less fortunate.

Name: Edward Beamer

Location: Silver Spring, MD

Date: March 16, 2022

Freedom Plaza has been a meeting place for skateboarders for almost 3 decades. Socially and culturally, Freedom Plaza plays an important role for local skateboarders as well as for skateboarders internationally. I personally have met many people from around the country that have visited DC specifically for freedom plaza, proving that it plays a role in the areas tourist attraction. Street skateboarding and plaza skateboarding in particular provide large areas for skateboarders to practice their skills but to meet people as well. East Coast skateboarding culture holds pride in its access to street skating locations and the rich culture that comes from it, and Freedom Plaza is an important location in relation to this culture. Freedom Plaza as a meeting place for all DC area skateboarders also helps build careers through sponsorships and connections born from interacting at freedom plaza.

Freedom's central location, historical and cultural impact, and financial significance to the skateboarding industry cannot be overlooked during the planned renovation of the area, and any replacement would be a disservice and dishonor to the generations of skateboarders that have been there.

Name: Sean Maiwald

Location: Washington, DC

Date: March 16, 2022

I strongly support all of the concepts, and specific elements in each concept as a resident of Washington, DC. In no particular order, I would like to see these things prioritized:

- Dedicated cycletracks
- Dedicated transit lanes
- Linear park space
- Space for regular events, vendors, street food, and related things

In short - a mixed use space that is active at all hours of the day that integrate well with the city is crucial, especially in light of COVID, where the downtown office core concept has to change. I would like to see more vendors, more places to eat, more places to drink, more places to gather, as well as a few different ways to transit though the area safely for people from all walks of life.

Name: kj thomas

Location: washington dc

Date: March 16, 2022

What's gonna happen to 1 out of the two martin luther king jr memorial's? and what's gonna happen to his time capsule that's supposed to be opened by 2088? what's gonna happen to all the culture and lives that the freedom plaza was able to build? what's gonna happen to the protests that's people hold at freedom plaza? what's gonna happen to the tourists who love driving past the big freedom plaza? what's gonna happen to me when i can't enjoy one of the most loved places in my life? what's gonna happen to my friends who love that place more than me?

Name: Elijah Butler
Location: Frederick MD
Date: March 16, 2022

Keep the current plaza. Don't change anything

Name: Ian Lee
Location: Vienna, Virginia
Date: March 16, 2022

Getting rid of Freedom Plaza, a historic monument and home of the time capsule of the late Martin Luther King Jr.'s belongings, is a bad idea. It is disrespectful to both Dr. King and everyone who believes in what he stood for. On top of that, Freedom Plaza is a home for skaters of all different backgrounds. Getting rid of the current plaza in favor of a generic park, which offers no life or character, will only hurt the city and the rapidly growing skate scene in the area. It's a tourist destination for any skater who visits the East Coast and I am strongly opposed to getting rid of it. Thank you.

Name: Gustavo Ordaz Renteria
Location: Mexico City Mexico
Date: March 16, 2022

I lived in the dmV for a large portion of my life, now I live in Mexico City. The last several years I was in the states I would spend most of my time D.C, most of that time i would spend my time at Pulaski park, freedom plaza named by MLK jr, I would be able to see and meet people from all over the world coming to the plaza as tourist, some come to do activities such as riding bikes, having dance sessions, roller skate, ext. skateboard is the main reason I went to Pulaski park. It was a place I could come into the city and meet up with my friends I made over many year going to Pulaski park. I would spend all day or several visits in one day. I do agree the need to be more trees around and I agree your idea of making it more pleasant for everyone who visits Pulaski park but you should leave the plaza as it because that opens space with garnet and marble all around is, a historical landmark because of the Time Capsule MLK left behind and the fact the he wrote "I have a dream" speech at the hotel across the street from Pulaski park and was looking at the plaza in the meantime, that smooth ground make it for a great place for family's to come out and do any type of activity on smooth ground. Please continue to improve the city for all who visit and live in D.C to enjoy but keep Pulaski park as it is.

Name: Owen O'Rourke
Location: Washington, d.c.
Date: March 16, 2022

Destroying Freedom plaza means completely disregarding all the history that it holds in the skate community. It has and still is considered one of the best skate spots in the world. Instead of wasting tax payers money on this, why don't you do something beneficial to the entire dc community.

Name: Patrick Sheehan

Location: Washington, DC

Date: March 16, 2022

I think the linear green concept is the best and most forward-thinking of the three proposed designs. Pennsylvania Avenue is at its best when it is serving as a pedestrian-focused thoroughfare, and I think this design is the one that delivers on those strengths. The transit and cycle lanes allow movement of people through other modes, but I think general car traffic should be avoided in this area. Having a mile-long, car free linear park seamlessly into the city would be attractive to both locals and tourists. I also think this design works best with the three 'urban rooms' described. I also think that the linear green could accommodate some street vendors in areas, which would help make this area more lively. Finally, I think a large amount of greenspace is needed, especially to make it attractive during the hot summer. The park design will help keep the area cooler.

Name: Jack

Location: Raleigh

Date: March 16, 2022

Please do not destroy freedom plaza. It is a staple in the skateboard community that has helped shape the culture since it's beginnings. It is a destination spot for many skaters around the world. It would be a devastating loss of a historical monument if the plaza was taken out. Not to mention it is still used and self-regulated by local skateboarders everyday.

Name: Chase scott

Location: East coast

Date: March 16, 2022

I would like to voice my disapproval of the upcoming project on Pennsylvania Avenue. There is so much life and good attractions on in downtown DC already and I believe this upcoming project will strip the city of DC that essence. Please do not do this project and move the money from this project to bettering the neighborhoods in DC that truly do need it. Please don't destroy the history and integrity of our great city.

Name: Ronnie Brown

Location: Arlington Va

Date: March 16, 2022

Remodeling freedom plaza takes away from so man unique cultures. People visit from all around the world to visit that place for what it is and changing it takes away from history aswell as culture.

Name: Ty Beall

Location: Richmond, VA

Date: March 16, 2022

I would like to say that I think repurposing Pennsylvania Ave is a great idea, with some things to be taken into consideration. These plazas and parks that are along it are rich with history and should be preserved as is. It is one thing to change the landscape of the road but to remove history would be criminal. Freedom plaza is a perfect example. It is an incredible example of history. It was renamed this because of Martin Luther King Jr, which I'm sure you are aware of. It is a beautiful open air plaza and a monument that should be seen for years to come.

Name: haakon Hunter

Location: wheaton

Date: March 16, 2022

I would like if penn ave was changed to a green space but please dont change anything about freedom plaza it is a historical site and has a lot of personal meaning to me.

Name: Jon Meade

Location: Ashburn virginia

Date: March 16, 2022

The charm and character of Washington DC is the people and places that grace it. While projects to better the community are helpful FREEDOM PLAZA is a key landmark and a piece of Washington DC's history and character. Please leave Freedom Plaza as it is now untouched... do this for the community and the people that use the space.

Name: Alex Craver

Location: Frederick, MD formerly Petworth, DC

Date: March 16, 2022

Freedom Plaza is a historic and famous location drawing people from all walks of life. I spent countless days taking the metro to visit the plaza after school and in the summer as an adolescent and still make it a point to visit as an adult. Do not change this; the DC community does not want this as well as thousands who visit here as a destination location or even those

that have this on their wish list to visit in the future. No need to fix what isn't broken.

Name: Nathanael Callan

Location: Washington, DC

Date: March 16, 2022

As a bike route, Pennsylvania Ave is in competition with Madison Dr NW and Independence Ave SW. While Pennsylvania Ave is currently the only route with protected bike lanes, it can feel more tedious to use given the number of stop lights (14 on Pennsylvania Ave versus 5 on Madison Dr between 3rd st NW and 15th st NW) compared to the unprotected roads adjacent to the national mall. If the new vision is to succeed in creating an inclusive, bike-friendly space, I think it is important to either reduce the number of intersections or prioritize traffic travelling along Pennsylvania Ave so that a typical person can travel the length of the avenue on a bicycle without stopping for car traffic. Thank you all for your hard work in developing these concepts!

Name: Kodie Wilkins

Location: Washington DC

Date: March 16, 2022

please do not rebuild freedom plaza. People have been skating there since the 80s and it is extremely important to many people in the district. It holds much history. Thank you.

Name: James Locke

Location: Washington, D.C.

Date: March 16, 2022

Hello,

I would like to strongly support the Linear Green concept as it is the most accessible, lively, and keeping with the idea of Pennsylvania Avenue as America's main street. This concept would not only invite visitors to the monumental corridor but provide an area for residents of DC, Maryland, and Virginia to enjoy a park space close to amenities. It also would allow for a safe corridor for bicycles, pedestrians, and bus users to efficiently access the benefits, sites, and businesses along the Pennsylvania Avenue corridor.

Selecting the linear green concept would not inconvenience or hinder vehicle commuters in the District. In addition to the immense benefits that prioritizing people over single occupancy vehicles has (as detailed above), it is important to note that there is negligible traffic demand at the moment from vehicle commuters using Pennsylvania Ave NW. There are numerous adjacent routes with sufficient capacity to meet the needs of them as well as numerous mass transit options that allow them to access the area without having to use a car.

Some suggestions for this initiative:

1. Please make sure there are numerous and well maintained bathrooms up and down the concept. There is a severe lack of public bathrooms in that area and makes it much harder for visitors to spend longer amounts of time in the area as they have to seek out bathrooms at their hotels.
2. Please either create a skate park or maintain the existing Freedom Plaza area to accommodate the large community of skateboarders in the District, Maryland, and Virginia who use the area to recreate.

Best,
James

Name: Byron kerr
Location: Washington Dc
Date: March 16, 2022

Many of my friends love Freedom Plaza and the history behind it. It would be hurting the city in many ways destroying it.

Name: Zev
Location: Philadelphia
Date: March 16, 2022

Hello! I know you'll get a lot of these so I'll keep it concise. I grew up in PG County, and started skating at 12. I met the friends I've kept for the past 15 years through the community that is held at Freedom Plaza. This park holds over 2.5 decades of cultural significance in the skateboarding community. It's become a GLOBALLY acknowledged landmark in skateboarding history, and is a place that an innumerable amount of people call home now. To change it in anyway would be an to erase a history and the city should be proud of. It would mean robbing current and future generations of skateboarders of knowing and experiencing this place. It would dramatically alter the landscape of entire community. Please reconsider. Thank you.

Name: Anthony Lisi
Location: Alexandria, VA
Date: March 16, 2022

Freedom Plaza is a historical site that should be left alone. It is a place for protesting and for gathering, not to mention the most famous skateboarding plaza left in America. Leave it be for the people.

Name: Luis Turcios

Location: Hyattsville, Md

Date: March 16, 2022

Please don't allow this concept to destroy freedom plaza. Freedom plaza is an amazing place where many people come out and express there views and peacefully protest. Also the skate culture has found a home here at freedom plaza and we mean no harm when we skate were are just having a great time. Please don't destroy freedom plaza the same way love park in Philly was destroyed.

Name: Airon Sero

Location: Hagerstown, MD

Date: March 16, 2022

You are DESTROYING history and culture with this "new vision". Places like Philadelphia and San Francisco tried this with their plazas and look at those places now. Empty plazas that attract no one and doesn't benefit surrounding businesses. Don't make a mistake. Freedom plaza is an escape for many, a mecca where you can hangout and meet new people. The new vision would destroy a safe place for thousands.

Name: Jason nam

Location: Arlington virginia

Date: March 16, 2022

Freedom plaza should not be torn down, the history behind it contains Mlk's relics that are planned to be opened by 2088 and a statue of General Pulaski. The plaza alone is a physical representation of racial justice and woman empowerment. General Pulaski was a women that disguised as a man to participate in war.

On top of that freedom plaza holds home to many different cultures including peaceful protesting, outdoor events, dancing, skateboarding and many more. It's one of the only places downtown where you will consistently see people interacting on the weekdays and weekends even when all the tourist suddenly disappear from the street. All the news outlets saying that Freedom Plaza is deserted and an eyesore is completely lying. Also they mentioned that they want it to be more welcoming, every day people stop by to see events happening, to see skateboarders skating with happiness. What reporters are saying simply just isn't true.

Listen to the people who utilize this space and not people just trying to fill in their own agendas and profits.

Name: Lincoln Pafford

Location: District of Columbia. (DC)

Date: March 16, 2022

Keep freedom plaza as is. It is a huge piece of history for the communities of DC and all of skate culture. Instead use money to keep freedom plaza pristine for not only the skaters but make it enjoyable for any person inside or outside of DC.

Name: Mario Callner-DeRosa

Location: Mount Rainier, MD

Date: March 16, 2022

Please don't do any of this if it means ripping up freedom plaza. It's a Mecca of skateboarding history that should not be removed with so little thought. I understand no one uses that road as it is, but people do use the plaza, a lot of them. Pros travel around the world to film there and inspire young skaters. Embrace that, don't destroy it.

Name: Soh Samuto

Location: Silver Spring, Maryland

Date: March 16, 2022

Freedom plaza should be left the way it is. What the skaters have turned it into already aligns with what the urban rooms are trying to do. Skateboarding is park related activity. The skaters who show up drive commerce throughout the area. It is hailed as somewhat of a Mecca for the culture when it comes to skateboarding. People come from all over the world to skate at freedom plaza. It's a home away from home for many. You would be displacing hundreds of skaters across DC to have to skate in places they aren't wanted. Even with new skateparks in the area there are not enough to handle the sheer amount of people who do skate. And it's not just skateboarding, many people of all shapes size and different interest come together just for the community feeling. If you aren't convinced by this, check out the community in action here <https://youtu.be/IyL42iLQjlw>

We will be back this summer for go skate day 2022, we are welcoming so come check what we are about! We don't bite :)

Name: Malcolm R

Location: Greenbelt, MD

Date: March 16, 2022

This is destroying the community. Please don't allow for this project to go forward.

Name: Zach Bernstein

Location: Washington, DC

Date: March 16, 2022

I support, in order, Linear Green, Civic Stage, and Urban Capital. Whichever we choose, it is important to prioritize non-car means of transportation and give pedestrians more access to nature.

Name: nick

Location: apex north carolina

Date: March 16, 2022

i don't think you should re do the plaza because it has lots of history around it and is a cool piece of architecture. as someone who skates if i lived near by i would be devastated if the plaza got redone or destroyed completely. lots of the locals are very cool people and are always at the plaza. i very much want to visit sometime and hope it does not get changed

Name: Liam Donovan-Jenkins

Location:

Date: March 16, 2022

Pennsylvania Avenue Initiative please do not make any changes to Freedom Plaza. It is one of the most diverse and culturally relevant parts of Washington D.C

Name: Henry Dempsey

Location: Arlington, Virginia

Date: March 16, 2022

As a life long resident of the DC area, I personally do not think transforming this entire area into a more "pedestrian friendly" space would add any real value to the city.

Looking at the concepts that have been drawn up, it looks like you are trying to make almost a mock up of the national mall, when in reality there is no need considering the actual mall is just a block to the south. Not to mention, the historic plazas that line Pennsylvania Ave that would be scrapped. Look at Freedom Plaza for example. It is one of the few spaces still left in the city where DC culture still has a space to flourish. It is also congregation spot for almost every protest, as well as being the Mecca of skateboarding in DC area.

All in all, is this really something we should be pouring millions of dollars into when all around the district there are underperforming schools in need of a boost, people struggling with food and housing insecurities, and many more pressing problems.

Name: dominic grasso

Location: silver spring md

Date: March 16, 2022

i believe that this newly proposed idea is rather bad. i enjoy the aspect of a new community spot being built in the city but with only blocks away from the mall, building something like this destroys communities and friendships. this may seem like a small matter in this aspect to higher up city council. but to me a 17 year old skateboarder, i have made life long friends skateboarding here, my dad was a skateboarder here. there are so many different cultures and so much diversity through skateboarding and just at freedom plaza. i believe that rather communicating with skateboarders, skate shops, etc we could all work together to build a safe historic community. destroying this would create a bad environment between the city and skateboarders, and to be honest the real truth is many uneducated people would retaliate to violence and vandalism. a safe welcoming community starts with communication.

Name: Genevieve Grenier

Location: Washington, DC

Date: March 16, 2022

Freedom Plaza carries so much historical and cultural significance, and every DC resident I have spoken to about this new plan has voiced concerns about erasing such a beautiful, unique place with such a rich history. Future generations deserve to visit this place and see the unique inlay of the L'Enfant city plan, White House floor plan, and other amazing details. History books and cultural archives contain stories of the impactful protests, famous concerts, MLK time capsule, and significance of the location to the international skateboarding community. Future generations should be able to visit the place, not just see photos and hear stories. I myself have no connection to the skateboarding community, but I know people from all over the world come to DC to skate at Freedom Plaza. This brings business to our city, and offers opportunities to youths that may not have access to team sports. DC is such a cool city to visit and live in because of its monuments, parks, and outdoor spaces that are so different from other cities' designs. If this plan moves forward, the destruction of culture and history is irreversible. Please listen to residents who take the time to participate in this public forum and err on the side of preserving history, not erasing it. I am sure one could find creative ways to improve the space without destroying it. Freedom Plaza carries so much historical and cultural significance, and every DC resident I have spoken to about this new plan has voiced concerns about erasing such a beautiful, unique place with such a rich history. Future generations deserve to visit this place and see the unique inlay of the L'Enfant city plan, White House floor plan, and other amazing details. History books and cultural archives contain stories of the impactful protests, famous concerts, MLK time capsule, and significance of the location to the international skateboarding community. Future generations should be able to visit the place, not just see photos and hear stories. I myself have no connection to the skateboarding community, but I know people from all over the world come to DC to skate at Freedom Plaza. This brings business to our city and offers opportunities to youths that may not have access to team sports. DC is such a cool city to visit and live in because of its monuments, parks, and outdoor spaces that are so different from other cities' designs. If this plan moves forward, the

destruction of culture and history is irreversible. Please listen to residents who take the time to participate in this public forum and err on the side of preserving history, not erasing it. I am sure one could find creative ways to improve the space without destroying it.

Name: Alexandra Wisbiski

Location: Washington, DC

Date: March 16, 2022

My name is Alexandra Wisbiski and I am a Ward 5 Resident and frequent biker of Pennsylvania Avenue. I am glad that this project is being undertaken- a major road diet is needed for this street. My biggest priorities (and I would argue the priorities of others like myself) are the retention of the historic and civic parts of freedom plaza, protected bike infrastructure, and a road diet. First, the retention of freedom plaza. Right now freedom plaza is an important place in the city where one can engage in their first amendment rights. With it so close to the federal government and district government, this space needs to be retained for people to use their rights. Additionally, retaining the plaza is important historically. The skate culture it has fostered is as deep a part of the district as go-go music. It's a place where people can come together, whether for protests or skating. Please keep the plaza for those reasons. Secondly, protected bike infrastructure needs to be put in place. Right now with the bike lanes in the middle of the road, it is hard to bike all the way through Pennsylvania ave. The green lights do not line up for bikers so it takes a long time to bike this length of road. Additionally, the few, low barriers and flexposts do not protect bikers (or pedestrians) from cars. Please harden the protections for bikers (concrete bollards, more paint, and higher barriers). Last, Pennsylvania avenue needs a road diet, which I am happy to see in your plans. The road is never fully used and the 3 lanes in both directions is a massive waste of space. Changing it to 1 lane for drivers, 1 for buses, and 1 for bikes in both directions would be a much more equitable and smart use of the space. Also as a part of the road diet, the speed limit needs to be lowered to 15-20 mph in this section. I would urge 15mph if it will become a civic plaza or the like, as speeds greater than that aren't needed on this stretch and endanger pedestrians and bikers.

Thank you so much for engaging the public in this process, and do not hesitate to reach out if you have any questions about my priorities.

Thank you,

Alex Wisbiski

Ward 5 Resident and Biker

Name: Robin Forsyth

Location: Washington, DC

Date: March 16, 2022

If this project is to proceed despite the overwhelming outcry from the city, and without any visible public support, then you should end this sham of public input and stop giving us the

false hope that you might not tear apart our city. Your restoration initiatives have been an unending war against DC's black residents, our unhoused residents, and our historic spaces and it will not continue.

Name: Aaron
Location: DC
Date: March 16, 2022

Freedom Plaza should stay the same!!

Name: David Sim
Location: Washington, DC
Date: March 16, 2022

Good afternoon NCPC,

Thank you for opening a public comment section. Growing up in Maryland as a skateboarder, Freedom Plaza was and it still known to be a legendary place for not just the local community but the national and now even international community of skateboarding. With video footage spanning decades, Freedom Plaza has offered a strong sense of community to countless people that do not have a community elsewhere. Making significant changes to the park, takes this community away from so many that call Pulaski home.

With the rise of popularity in skateboarding, and having skateboarding debut in the 2020 Tokyo Summer Olympics, there is no denying its influence. Getting rid of the way this park is set up and making it non-friendly to skateboarders, there is a good chance that Washington D.C. is denying someone who has the potential to become a world-class skateboarder and Olympian.

One could argue that skateboarders could simply migrate to the remodeled park in Shaw. However, that would lead to overcrowding, which usually leads to more accidents. Another reason that this is not a good idea is a bit more idiosyncratic to skateboarding that is very hard to describe to others. Freedom Plaza is considered "street skateboarding" which is a subculture of skateboarding in itself, and making significant changes will mean a large portion of street skateboarding in Washington D.C. will become extinct.

I sincerely thank whomever took the time to read this comment and hope you have a great day.

Name: Mia S
Location:
Date: March 16, 2022

The park should be left as is. There is so much cultural and historical significance in this

location that needs to be preserved. What message are you trying to send by erasing it? Not to mention this spot is already one of great recreational importance to the local skate community. Changing the design and removing the current infrastructure will only ensure that you are pushing a group of people out. Sociologically, having parks such as this one boosts community morale. It also gives people a safe space to spend their time which leads to decreased crime rates, especially among the youth. If your true goal is to create a safe, popular, and happy environment then the park should be reinforced not redone.

Name: Alex Ingersoll

Location: Baltimore, MD

Date: March 16, 2022

Pulaski Plaza has been a landmark in skateboarding culture for over 20 years. Generations of people have grown up skating this plaza. It has become a meeting place for people to connect, spread ideas, and share their love of skateboarding. This is one of DCs most beloved locations and it breaks my heart to know the city is planning on taking this place away from us. I know I'm not the only one who feels this way. There are thousands of other people who would be affected if Pulaski Plaza is removed. This place is home to some and to others a huge part of their life. I hope to be able to bring my children to the same place I used to skateboard as a kid so that we can celebrate the city of DC and it's rich history in skateboarding culture. I implore you to reconsider the cities decision to remove Pulaski Plaza so people like me can continue to enjoy this amazing place in peace. Thank you for your time.

Name: David horsey

Location: Baltimore, MD

Date: March 16, 2022

Freedom plaza is a historic skate spot and should be preserved as is.

Name: Jeff

Location:

Date: March 16, 2022

Test

Name: Dyllan Cole

Location: Washington, D.C.

Date: March 16, 2022

Dear NCPC,

My name is Dyllan Cole I am 24 and I had grown up in a small town in Northern California named Vacaville, and moved to D.C. when I turned 17. As someone being used to a downtown area the size of Freedom Plaza itself, I do love this location because not even Embarcadero in San Francisco can recreate the essence of it.

All three concepts seem to heavily confine this space and take it off of the pedestal that it always gets to be on. The three stair stage is viewable from traffic with no trees and this is good because this place is federally designated for people to come and protest, skateboard, read L'enfant plans of D.C., and more. Only one concept proposes an even somewhat reasonable amount of room for people to even come here. Concept 3 is the best, but it takes the grace away from Freedom Plaza regardless.

Freedom Plaza is clearly a home to skaters all over the DMV. I have heard and understand there are issues within this area that citizens feel intimidated by the crowding of skaters. However where do you expect these skaters to go? I know people who have been skating there since they were children, and there still are children that go there everyday to learn skateboarding and make friends. Especially in times like this when having a sense of community and camaraderie is extremely hard to find.

Shaw skatepark is not big enough, not iconic enough, to ever house all 50+ skaters that roll through Freedom Plaza everyday, and with how crowded Shaw skatepark already is.

Destroying and trying to replace a real important piece to the anatomy of D.C. (sub)cultures only leaves more opportunities for kids to find interest in crime and other things that this city does not need. There are seriously good people, and children, that go to this Plaza everyday to make memories.

Please, revise these concepts and this whole plan to destroy Freedom Plaza. Give Freedom Plaza a refurbishment, give it care and upgrade it a bit.

At the very least give skaters a designated area in this park that gives them enough space and Freedom to not have the rug pulled from underneath us.

Freedom Plaza is extremely important to a lot of people in skateboarding. Without it where would these people be, and where are the future ones to go?

There is a very enormous and famous skate plaza in Paris, France called Place de la République. Take inspiration from this place, skaters are allowed to skate all the time, there is a lot of foot and bike traffic that comes through yet there are designated obstacles, ledges, etc. for skaters to have fun at. It's beautiful and the people of Paris love it.

Thank you for listening,
Dyllan Cole

Name: Animesh
Location: Alexandria, VA
Date: March 16, 2022

Please prioritize linear green as there isn't a lot of green left in the city.

Name: Reese Baldwin
Location: Washington, D.C.
Date: March 16, 2022

I know you don't know me, and my opinion might not be that important to you, but I just ask that you take a few minutes to consider this email when you are thing about the Pennsylvania Avenue Project. I am just emailing to let you know what freedom plaza means to me. I cannot imagine living without that place. Freedom plaza represents the pure dream of Dr.Martin Luther King Jr, which inspires me to live the life I do. It also provides the perfect space for the public to let their voices be heard, which is really valuable these days. It is a world renowned plaza that acts as a lifeline for the culture of the city. Altering or destroying freedom plaza would corrupt all of this, including that dream Dr. King blessed us with. I, along many other lifelong DC residents, would not know what do do with myself without freedom plaza and all that it represents. Freedom plaza also stimulates the downtown D.C economy tremendously by attracting professional skateboarding teams from different parts of the world. From the guy whose been pushing carts of "ice cold dolla' waters here!" For the past 30 years— to Nike SB sponsored events, freedom plaza and the people it attracts is a vital part of the downtown Washington economy. And that is just one side of the economic stimulation that freedom plaza attracts! More examples of the economic value of freedom plaza are shown during music and dance events at the park, food truck competitions, go-go events, and much more. Furthermore, on a more personal note, Freedom plaza is my safe space on this planet, so I'm just asking that you please don't take it from me.

Name: elena arbelaez
Location: washington dc
Date: March 16, 2022

I think linear green would be nice. we have a lot of parks but not a lot of open grass areas. please don't get rid of freedom plaza though. it's decades of culture and history down the drain. it's home to the dc and east coast skate community. if you visit it at any time of day you'll be met with incredibly welcoming and kind people.

Name: Landon Powell
Location: Mechanicsville, Virginia
Date: March 16, 2022

Tearing down freedom plaza is the worst decision you can make. Years and years of civil rights history and skate history will be paved over and completely destroyed. Thousands of peoples lives will be negatively impacted by this decision. Please keep it up not just for me but for all skateboarders and racial injustice history.

Name: Scott Lamar Forbes

Location: Northern Va

Date: March 16, 2022

I would like to say that Freedom Plaza is a historical site not only for the skateboarders locally and all over the world that travel into DC and rent hotels, buy food and spend money in the district it holds a value of culture that is a rarity that should be kept the way it is.

Martin Luther Kings time capsule is buried there and that alone speaks volumes and fills the plaza with a amazing energy and its filled every day with diversity.

Freedom plaza also as it is allows any person any race a place to speak out and voice there right and opinion in the name of Freedom.

Its a shame to think the city would remove it and replace with a "park" that i could easily walk uptown and go to many.

I say keep Freedom Alive and protect the plaza

It has changed many peoples lives and has saved countless amounts of lost kids that find it home and a place to call home. A place that is special. A plaza that is historic on so many fronts. A plaza that speaks to visitors and locals within its history written in the marble. Lets keep this alive for many generations to come and maybe het the fountain repaired and functioning again and plant some trees and admire Freedom Plaza for what it is worth.

Name: Andrew Feldt

Location: New Orleans, Louisiana

Date: March 16, 2022

I spent the greater part of my youth hanging around Freedom plaza from age 13 to my 30's. In high school I spent at least 40 hours a week there. I still go there frequently when visiting family and friends. The current open concept that exists is beautiful and not like any other space in the country. It would be an absolute disgrace to change that plaza, because essentially you would be erasing history. There are no parks in this country that still have that look and to me that is quintessential DC architecture at its finest. The city I grew up in lost a lot of its identity over the years and this would only further add to that problem. Please don't turn this park into another cookie cutter park and make it another Austin Texas or any new "trending" city. The plans are bad and freedom plaza in general should not be changed. Funds should be allocated instead to more important programs like helping with youth, affordable housing for DC residents and education...

Name: Janelle Devore

Location:

Date: March 16, 2022

Eliminating space for cars is a bad idea and will add to the already challenging traffic along that stretch of road. Find another place to spend money...like something for the homeless and the community.

Name: Gabriel LHeureux

Location: Northwest DC

Date: March 16, 2022

Please leave Freedom Plaza as it is. We don't need any change to its current layout

Name: Tony

Location: Gaithersburg

Date: March 16, 2022

Freedom plaza is a safe space. A place to go after work and skate, do your favorite activities and enjoy a show of many talented skateboarders. I've met life long friends here. I've been to many protests such as the BLM, Pride, and many more starting at freedom plaza it's a place many call home. You can't change culture. It's been around for decades and the people come with it. Keep freedom plaza the way it is. #freedomplaza #MLK

Name: John Vorhes

Location: Bethesda, MD

Date: March 16, 2022

The street needs more sidewalk amenities, cafes, food carts, art, , display cases, and some interesting shops. I'd make the sidewalks on each side as wide as possible. I think a center walkway will not get the pedestrian traffic, if all the action is on the sides. People wont cross a traffic lane to sit on a bench in the middle no matter how well landscaped it is. The "happening" should be on each side. Keep bike, bus and auto traffic in the middle with plantings to soften them.

Name: Helen Houghton

Location: Washington, DC

Date: March 16, 2022

The Linear Green is amazing but honestly all of the ideas are wonderful. The space is incredibly underutilized and would make great public space.

Name: Joan Callahan
Location: Falls Church Virginia
Date: March 16, 2022

Total Gentrification. This is absolutely unacceptable. Martin Luther Kings Time Capsule lies here, not to be open until 2088! Let the HISTORY IN DC LIVE ON. Extremely disappointed in this decision. You cannot do this.

Name: jonah ginsburg
Location: potomac maryland
Date: March 16, 2022

This plaza is very special to me and my community. My kids spend time here appreciating their hobby, skateboarding and, this plaza represents the freedom and work of Martin Luther King Jr. Please save this plaza

Name: p
Location: Washington, DC
Date: March 16, 2022

Don't change the plaza. It's a globally important skate spot. If you change it, it will just become another plaza.

Name: Eliot
Location: Miami, FL
Date: March 16, 2022

Please save Pulaski Park. It brings many, many skateboard tourists and they bring money that is spent in DC. If you get rid of Pulaski then that money will go away. Please don't get rid of it. You'll make more money this way. Thank you much.

Name: Maddie Hazlett
Location: Washington, DC
Date: March 16, 2022

The current Freedom Plaza has been a haven for skateboarders in the DC area for years. It has given us an outlet to express ourselves and hang out with like minded people. This public space has created an area of inclusivity for anyone who shares the same passion for skateboarding.

The new initiative would destroy this amazing place that allows us to skate and exist in the city. The historical significance in our community and all of the incredible things that DC

skateboarding could bring would be lost without Freedom Plaza.

It's where we start and end our skate days. Some days we never even leave. It is used and loved and cherished by a large and diverse community right here in DC.

The idea of improvement should not include destroying a place that has so much to offer the citizens of DC. I believe that your ideas can be implemented without destroying Freedom Plaza.

Thanks.

Name: Monika Weisman

Location: Arlington, VA

Date: March 16, 2022

Strong vote for either of the carless options -- more green space and fewer cars would make this area so much more beautiful and (ironically) accessible for those of us who live and work here!

Name: Jovon vest

Location: Santa Ana California

Date: March 16, 2022

My name is Jovon. I've had many great times meeting people in Washington DC Freedom plaza. I started coming here when I was 15 years old. Skateboarding I heard it was MLK freedom plaza. I can't see skateboarding and the historical history of Mr Dr King. I don't want to see anything change to freedom plaza. The whole world knows 1980 renamed Freedom plaza 1988 is when it was build I have a Dream.

Name: Matthew Brennan

Location: Washington, DC

Date: March 17, 2022

I don't even skate, but I love driving or walking by and seeing the current freedom plaza as a space where skaters congregate. I hope that history is honored and that space is provided in the new design.

Name: Grant

Location: Baltimore, MD

Date: March 17, 2022

Freedom plaza has a massive cultural impact on the surrounding community. Besides bringing

skaters of all walks of life, it has a history that no “new” public space could compare. Without it, many would be taking a massive loss. There are enough areas with this plan in mind already. Why break something that has lifted and empowered so many people, youths and adults alike.

Name: Joe Bartolotta

Location: Columbus, Ohio

Date: March 17, 2022

The current Pulaski Plaza is perfectly fine the way it is and should remain the same due to its cultural significance. It is a destination for many across the county and around the world.

Name: Michael Wine

Location: Los Angeles CA

Date: March 17, 2022

My name is Mike. I am born and raised in Washington D.C. I spent my childhood going to Freedom Plaza and the people and culture there have impacted my life profoundly and helped shape me to become the person I am today. None of the proposed ideas are the answer. Freedom Plaza is historic and cultural. I am all for fixing up the plaza, adding some trees in the planters, and fixing the fountain that’s been broken for 15 years. It would be devastating to destroy a unique, iconic and beautiful plaza that shows a map of the district from above. There is also a time capsule buried beneath as well. Stop destroying classic features of the city that make it unique.

Name: Kevin Britt

Location: Silver spring, MD

Date: March 17, 2022

Why would u destroy freedom plaza? Martin Luther King's time capsule is buried there. It is named freedom plaza after Dr King. I grew up visiting freedom plaza. I have been a regular since 1998. Met all manner of people and seen all manner of protests. Many people feel like you guys are trying to be rid of the plaza to help silence the people. Not everything new is better especially in this case. Please rethink your decision you're gonna upset a lot of people especially with everything going on in the world. Why would you destroy a plaza named after Martin Luther King? How long before Black Lives Matter protesters are out in the 1000's? Just seems like poor taste in decision making.

Name: Colin Henderson

Location: Washington, District of Columbia

Date: March 17, 2022

I think it's imperative to think about the use of the space as it is now. There are many places that look exactly like what you all want to put here in the same exact area. As it is now, there is a cultural significance to the space that many wish not to impede or destroy. The skateboarding community deserves the one space that has been constant for them in Dc for Decades and that is Freedom Plaza. Please reconsider your plans and think about the community that already uses the space for good reasons.

Appreciate y'all's time - A very concerned resident of Washington DC

Name: Dan Mele

Location: Olney

Date: March 17, 2022

The thought of Freedom Plaza being redesigned is heartbreaking. It can't be understated for what this place means to the skateboarding community in Washington DC and throughout the world. You currently have a location that has been world-famous for decades, and has helped shape some of the greatest skateboarders of all time. Redesigning it and replacing it will eliminate the parks' most unique qualities and turn it into another run-of-the-mill park. Before making this decision, please consider the community that you would be destroying. If you need an example, research LOVE Park in Philadelphia. Freedom Plaza has literally saved many inner-city youths' lives, by giving them something to strive for and a community that supports them. Also, isn't there a time capsule that's not supposed to be opened until 2088?

Name: Daniel Baldwin

Location: Washington, DC

Date: March 17, 2022

Please don't remove Freedom Plaza. Not only is it a near perfect activation site for the many events that Pennsylvania Ave hosts, but the park itself has become infamous for skaters in DC and draws nationwide attention in the skateboarding world.

Name: Joshua Blair

Location: Silver Spring, MD

Date: March 17, 2022

Save Freedom Plaza . Keep it the way it is. Freedom Plaza is a historical part of skateboarding culture, as well as a place for community gatherings of all kinds. It is a world renowned destination for skateboarders around the world. Open spaces like Freedom Plaza, that cultivate non-commercial, creative recreation of young people are already next to non-existent in the City. Do what you will with inefficient, underused car space on Pennsylvania Avenue, but Freedom Plaza is well used, and packed with people on most days. We don't need to change anything about that space.

Name: Natalie Schmitt
Location: Washington, DC
Date: March 17, 2022

Thank you for taking the time to read our comments.

The most interesting of these proposals to me is the "Linear Green" concept, primarily due to the abundance of trees and the elimination of cars. HOWEVER, I think that the "Civic Stage" proposal will allow for the most flexibility in terms of the use of the space which, in this case, should be the highest priority. I believe that the "Civic Stage" proposal should be chosen, with elements of the "Linear Green" proposal incorporated to create a more wholistic space for DC residents and visitors.

I think concepts from "Linear Green" can be incorporated into "Civic Stage" - particularly the car-free aspect. Given that Pennsylvania Avenue is often used for demonstrations of various kinds and the fact that it's only used by a small minority of car users for travel, utilizing any space on the avenue for cars only furthers a car-centric (and thus inherently destructive) form of transportation and city planning.

I worry that, were the Linear Green option ultimately chosen, the demonstrations that so often take place on Pennsylvania Avenue would either be (1) constrained or (2) be damaging to the plant life that is included. Nevertheless, additional green space should be incorporated into the Civic Stage proposal, with an emphasis on utilizing more "green" construction materials for flat surfaces. Bicycle tracks should absolutely be included. Transit lanes for buses could also be considered, but these should be closed to cars.

Ultimately, I believe that a combination of the "Civic Stage" and "Linear Green" proposals will create a cohesive environment in which all visitors to Pennsylvania Avenue can enjoy their time.

Name: Jonas Feit
Location: Silver Spring, MD
Date: March 17, 2022

Freedom Plaza has a ton of cultural history and means so much to so many people. Please, if these comments mean anything to you, don't destroy the plaza.

Name: Hadley Chittum
Location: Washington, DC
Date: March 17, 2022

While I love the idea of a car free space in DC, this entire plan for Pennsylvania Avenue is just

too over the top. Why does this revitalization have to be so expansive? Start it at 12th st! I suggest leaving out areas like Pershing Park and especially Freedom Plaza so not to erase the history of resistance and such an important and iconic cultural space for people all over the world. I don't believe it's ever a good idea in 2022 to revamp a space named in honor of MLK's vision, especially when that space has been the site of many large scale protests over the decades like the Occupy movement and the Women's March. Not to mention it's an iconic, globally recognized street skating location. The best part of Freedom Plaza is what it represents: a safe space for anyone in this world to express themselves and let their voice be heard. Freedom Plaza makes DC cool, especially in an area of the city that's so bland. Destroying it would be a huge mistake and would only benefit tourists who are most likely to use the space (and let's be real, that's not going to change even after your planned revitalization). Be on the right side of history that celebrates resistance, individualism, and culture and LEAVE FREEDOM PLAZA ALONE.

Name: Miles Wilson

Location: Washington, DC

Date: March 17, 2022

This plan will ruin Freedom Plaza, a historical location and common place of protest. Messed up.

Name: Clayton Kosh

Location: Washington, DC

Date: March 17, 2022

I am a new resident of Washington DC and wanted to provide my comment as someone that has limited exposure to the District living in the central region of the US a majority of my life. While growing up in Texas I have always known the key images of the iconic structures and buildings of Washington, DC. Some of these iconic are universally known throughout the world and one in particular is cherished globally among the growing and rooted sport/culture/lifestyle which is skateboarding. Freedom Plaza is a space that is known and loved world wide by the skateboarding culture as one of the few remaining plazas in the world still left that has embraced skateboarding and drawn so many professionals, teams, companies, and individual skateboarders from all over to experience doing what they love at this space. Please consider retaining this space and embracing the current layout and design of Freedom Plaza that honors Martin Luther King Jr. and brings some many people of all different races, ages, and backgrounds together in this community. I am all for creating the additional community and activity friendly space down Pennsylvania Avenue, but not at the expense of losing Freedom Plaza and the skateboarding world losing this cherished place. My wife and I live and work in the District and are happy to call the District our home. Thank you for your time in reading this.

Name: Nnamdi ihekwoaba

Location: Washington DC

Date: March 17, 2022

Saving this space will allow future generations to be able to reap the benefits of a historical landmark that promotes freedom of speech and expression.

The strength of unity in DC culture is something that is seen at freedom plaza. Freedom plaza has brought people from all over the world to Washington DC who might not have come otherwise. This space is a true represent of what MLK jr stood for. Freedom plaza is just as important as any other monument in Washington DC. Thank you for taking the time to read, best regards

Nnamdi

Name: Mason Padilla

Location: Washington D.C.

Date: March 17, 2022

Freedom Plaza has been a Mecca for culture and community in the Downtown Area for decades. People all around the world come to DC and stumble upon freedom plaza and get to see a very natural and authentic culture of downtown DC that isn't museums or grey government buildings. Skateboarding, dance classes, protests, to people who come to just eat their lunch and observe the plaza, all create a part of DC culture that can't be recreated somewhere else. There's so much history in the Marble at Freedom Plaza. Please consider leaving Freedom Plaza as it currently is. Thank you listening. -Mason

Name: Rashad Murray

Location: Washington, DC

Date: March 17, 2022

I believe redesigning the area will take away from the historical background of Pennsylvania Avenue. Many people use this space to express themselves freely and engage in activities with their peers. Freedom Plaza brings individuals together from all over the world and it's current design is one of the main reasons people are so drawn to it. There are many parts of DC that are already being recreated and redesigned. It is important that the community focuses on maintaining its historical landmarks as opposed to destroying them and recreating a space that has no real meaning or value to DC residents.

Name: Kory Stuer

Location: Washington, DC

Date: March 17, 2022

I would like to see the Pennsylvania Avenue redesign prioritize pedestrians and public transportation over car traffic, and for this reason I think the Urban Capital concept would miss the opportunity to re-envision the space and would undermine the idea of the avenue as a venue. There are elements to both the Linear Green and Civic Stage concepts that I enjoy, though I do think that overall the civic stage would best match the grandeur of the local architecture and would be most conducive to use as a venue. I also like the Civic Stage concept because of its design with regards to the changes to Freedom Plaza. As a DC resident, I and many others have gathered regularly at Freedom Plaza for vigils and other events oriented towards the Wilson Building. Although all three designs change the configuration of the plaza, the Civic Stage design best maintains a public space in front of the Wilson Building. I hope that the Commission is bold as it redesigns this space and goes with features from the Linear Green and Civic Stage options, rather than making minimal changes that wouldn't be very impactful with the Urban Capital concept.

Name: Sebastian Finch

Location: Washington, D.C

Date: March 17, 2022

The Linear Green model is by far my favourite.

It makes the area much more appealing by the green coverage and absence of non-public transport (no cars, only buses / bikes). This will also make it more attractive for cyclists and pedestrians.

The Civic Stage is my least favourite, simply due to the wide central promenade with no green coverage.

I look forward to following what will, in any case, be an improvement on the current situation.

Name: Berin Linfors

Location: Washington DC

Date: March 17, 2022

I like Linear Green. It keeps it a functioning street for wheeled traffic, but increases the pedestrian area.

Name: Lee-Or Bentovim

Location: Washington, DC

Date: March 17, 2022

I would love to see my city, our capital, model a car free future. While all of these visions are beautiful and major improvements over the current reality, the linear green is the best option

for the next century.

Name: Gretchen Gailey

Location: Washington, D.C.

Date: March 17, 2022

I believe the Linear Green is the most attractive and it would be nice to have more outdoor space when the Mall is often taken over by kickball leagues and such.

Name: Brandon Fitzpatrick

Location: Arlington, VA

Date: March 17, 2022

Hello NCPC,

I think the Linear Green is the best idea for Pennsylvania avenue. It would be a beautiful addition the wonderful park system in the capital. As a bike commuter, having another mile of bike lanes without cars will help encourage more people to bike and keep those people safe. The pandemic has shown the need for outdoor spaces for people gather safely. There are also many benefits of having more green space in cities such as less crime (<https://www.motherjones.com/environment/2019/04/trees-crime-cincinnati-philadelphia-ida-b-wells-chicago/>), better mental health (<https://www.nrpa.org/our-work/Three-Pillars/health-wellness/ParksandHealth/fact-sheets/park-s-improved-mental-health-quality-life/#:~:text=More%20time%20spent%20in%20parks,of%20life%20for%20your%20community.,and cleaner air> (<https://www.sciencedirect.com/science/article/abs/pii/S0269749114003546>)). I'm very excited to hear that you are looking to improve Pennsylvania avenue and I hope you choose the Linear Green concept.

Best,

Brandon Fitzpatrick

Name: Alexander Walch

Location: Washington DC

Date: March 17, 2022

I do not believe that freedom plaza should be destroyed, it might need some maintenance and adding some trees might be nice but I do not want the overall structure of the plaza to be altered at all. I believe that freedom plaza is a historical monument that should be kept the same and not be destroyed. A lot has happened at freedom plaza, it is the organizational site of a lot of protests and even contains a time capsule with Martin Luther King's belongings. Growing up in DC I always thought freedom plaza was a monument to celebrate the freedom

that citizens of the US should have and I thought it was a place for individuals to express themselves in whatever way they desire because their freedom and liberty allows them to do so. I always thought it was a protected monument like the others but apparently not. I honestly can't believe you are considering destroying a historic landmark that means so much to so many people. Within one day of finding out that the plaza might be destroyed thousands of people signed a petition to prevent the plazas destruction. There are a lot of locals (including myself) who do not want the plaza to be destroyed and I believe that you should take the locals input.

Name: Munk

Location: Baltimore, Maryland

Date: March 17, 2022

Freedom Plaza is a cultural hub for the skateboard community. People from all over the world travel to visit it explicitly for that reason. Please do not destroy it or change it.

Name: Tim Smith

Location: Baltimore, MD

Date: March 17, 2022

Getting rid of Freedom Plaza in Pulaski Park will essentially get rid of the only reason I ever venture to the nations capital. This park is a cultural hub, a place where both the young and old commingle and cultivate relationships. This park has so much skateboard history. On any given day you can see professional skateboarders enjoying and loving an iconic piece of history. I know of Europeans, South Americans, Australians, etc all traveling to DC only because Freedom Plaza is there. To destroy this place is to destroy history.

Name: Kimberly V.

Location: Washington, DC

Date: March 17, 2022

Given Pennsylvania's proximity to the National Mall, it seems like a large green space is not necessarily needed. I like a merged concept between the Linear Green and Civic Stage: gracious pedestrian promenade with a dedicated transit way and dedicated cycle tracks. This allows for large events, marches, and festivals while also prioritizing multimodal transportation options.

I support that each concept maintains the two-way cycle track since this is such a well-used and important bicycling connection!

Name: Samuel Ressin

Location: Vienna, VA

Date: March 17, 2022

As a suburban resident who greatly enjoys visiting DC for its walkable amenities and attractions, I am grateful for the opportunity to provide comment on the vision for Pennsylvania Avenue. After reviewing the story maps and outlines of the three concepts, I am most supportive of the Linear Green plan because I believe it embraces what makes the nation's capital so great: its walkability and friendliness to pedestrians. On a street with so much potential for connecting residents and visitors from all corners of the world, I don't see why there should be any dedicated lanes for cars. As a result, I don't support the Urban Capital concept, which is my least favorite of the three. I want to be able to walk down Pennsylvania Avenue without worrying about moving out of the way of a car or getting hit by a car. I am especially supportive of the Linear Green's proposal to remove parking near the US Capitol to make the building more friendly to pedestrians and bicyclists. I would be more supportive of the Civic Stage concept if it did not have travel lanes for cars.

Name: Bill

Location: Washington DC

Date: March 17, 2022

Please leave Freedom Plaza the way it is

Name: Ronald Eichner

Location: DC

Date: March 17, 2022

Please see the attached file. My younger self managed the design of all three of your "Urban Rooms for Venues" so I am comfortable offering a couple of Cautionary Tales.

Thanks for your good work on this important project

Ron

[Attachment](#)

Name: Mikey Payne

Location: Washington DC

Date: March 17, 2022

I love this place so much

Name: William Pike
Location: Alexandria
Date: March 18, 2022

Please leave freedom plaza alone. Do not redevelop it. Do not tear it out. Do not throw the baby out with the bathwater. Freedom is a beautiful park the way it is, with massive historic significance to the DC area. Far too often, "redevelopment" projects come at the expense of the represented constituency who already use the space. Look at the beautiful treasure you already have, and listen to your constituency. I guarantee I am not the only one writing this. Freedom plaza is a wonderful park used by all forms of DC folks and out of towners alike. Please do not destroy it. Ignoring the voice of the common citizen and tearing out freedom to fulfill your planning portfolio agenda would be a slap in the face to the public who uses it. This space means so much to the DC area. Do not mess with Freedom. LEAVE FREEDOM ALONE.

-Will.

U.S. Army Medic: Currently deployed in Africa. Returning in several months, hopefully to a plan that encompasses Freedom as it lies.

Name: Rebecca Johns
Location: Washington, DC
Date: March 18, 2022

I'm a strong proponent of the Linear Green concept because I think it brings a much needed heatsink, per se, in that it introduces more trees to the surrounding area, which could have notable cooling effects for the whole stretch, along with aligning to climate goals (discourage wasteful individual passenger transit), and greatly encouraging transit use.

Please prioritize transit and shade within the changes!

Name: Donald Clark
Location: Washington, DC
Date: March 18, 2022

Keep 2 bike lanes! I and so many others use them.

Name: Molly S.
Location: Washington, DC
Date: March 18, 2022

I would love to see something like the Linear Green concept. As a bike commuter, I love the idea of riding through a park, rather than down the center of a wide expanse of asphalt. It would also make the ride much safer, with cars only crossing rather than driving alongside the

bike lanes, and only when they have the green light to cross. And it would be beautiful for pedestrians, not too hot in the summer with trees for shade. It could really make that part of downtown DC a destination for shoppers, tourists, people going out to dinner, and more.

Name: Jude Hazzard

Location: Albany New York

Date: March 18, 2022

Please save Freedom Plaza!!! It is an important piece of skateboarding history!

Name: Jurian

Location: Honolulu, Hi

Date: March 18, 2022

I did my final studies of computer science in DC , working for an embassy , and there is something I notice was the importance of that plaza, beautiful, many historic things, please leave it just like it is! Is simple, is beautiful! Spend the money on something else, maybe something more important! Thank you!

Name: Alex

Location: Denver, CO

Date: March 18, 2022

I believe removing Dr. Martin Luther King Jr. Freedom Plaza would do more harm than good for the residents of D.C. and its surrounding areas. Having grown up in the area, it served as a meeting point for many of my close friends, and is incredibly important to many. In a city that is constantly evolving, it seems that less and less of the D.C. of old is still present. Obviously, change can very often a good thing (surely Martin Luther King Jr. also believed that), but keeping the history of a city and a beacon of its cultural identity is also very important. I hope NCPC will continue to push towards improving the district's urban space while respecting what makes the city truly unique.

Name: William Cline

Location: Washington DC, on Penn Ave

Date: March 18, 2022

I live at 801 Penn Ave. Whatever plan is chosen, Penn Ave should NOT be made car-free--local traffic is bad enough already without further congestion on side streets. Looks like Urban Cap is best, with Civic Stage #2 and Linear Green unacceptable. Linear Green, for most of the year, would probably be as dead at the poorly designed "park" that was in front of Martin Luther Library and then, several years ago, returned to a normal street.

Perfectly OK to close Penn Ave from time to time for special events--although there should be better noise control. 120+ db racket is common on music stages--definitely ear damaging levels.

Name: Jon Lester

Location: 801 Penn Ave NW

Date: March 19, 2022

Hello,

Thank you for undertaking this initiative. All the prototypes look great. My only comments are: all the residences (where quiet times is appreciated and needed for hybrid work from home) are on the north side of the Avenue. Has it been considered to place all the social areas on the south side to had a distance noise buffer? One of our residents is always challenging the BBQ Battle and any other festivals as there is nothing worse than a Saturday full of bands and people on the Avenue. Hotels will not want to come to the FBI and be in the middle of gridlock where there patrons cannot drive in and out. Your south side should be where all green space should reside leaving vehicle traffic to the north side and a natural barrier for businesses and residences. Hope this helps and good luck on your exciting initiative!

Name: Eleanor Robinson

Location: Arlington, VA

Date: March 19, 2022

The linear green concept is most appealing to me. I think maintaining the ability to get through Penn Ave by means other than foot is important, and claiming this space for exclusively low- or no-carbon means like transit and bikes is a perfect way to do that. Making the remaining area into lively green space (as in the linear green concept) is preferable to the paved openness of the civic stage concept. I think the urban capital concept is the least appealing and that roadways reserved for personal cars (at the expense of space for cyclists, public transit, or pedestrians) should be deprioritized.

Name: LN

Location: Washington, DC

Date: March 19, 2022

My first pick is Linear Green, second Urban Capital, and last Civic Stage. The city has plenty of performance venues, but as this world worms, more green space will be needed, as will a significant reduction in vehicular traffic, so the first two options' focus on biking and public transit is much needed. How this space will be maintained is also important--it can't be a case of simply building it and then done, which sounds self-evident but often apparently isn't.

Name: Peter Cafiero
Location: Washington, DC
Date: March 19, 2022

Generally I like all the options, and thought I'd have a strong opinion for or against one, but I don't, with a few exceptions:

-It is important to keep a good and safe bus transit option through this corridor as it is a key transit corridor in the District. I think that all three options do that, but of course the details will matter. It's not totally clear what happens to bus at the Market Square area of the Linear Green option

-I am not a fan of tunneling Constitution under PA in the Civic Stage option. I think that is unnecessary and creates dead space at the ramp points and really is not what we should be doing in a vibrant downtown area.

Name: Alex Hendel
Location: Washington DC
Date: March 19, 2022

I'm writing in support of the Linear Green or Civic Stage concepts. Each of these make Pennsylvania Ave what it should be: a central civic and pedestrian space, as opposed to another wide and uninviting street.

The location of the Avenue makes the Urban Capital concept the worst option. There are plenty of nearby roads that take cars from the vicinity of the White House to the area around the Capitol. This option is still too focused on cars, and does not account for the fully imaginative use of space that this area could become.

The Linear Green and Civic Stage concepts are much more aligned with the location of the space. The Linear Green alternative brings welcome shade and tree-focused park space to downtown, in an area that can strongly use it. The Civic Stage option emphasizes the history of this space, including its use for demonstrations and public gatherings.

Name: Ford Middendorf
Location: Washington, DC
Date: March 19, 2022

While allocating more civic and green space in the urban terrain of DC is not inherently negative, I feel it is of utmost importance that we conserve and protect the spaces that foster community in DC. One of these spaces is Freedom Plaza which serves as a symbol for the ideals held by MLK, acts as a safe space of protest, and a monumental site for DC's skateboarding community. Instead of destroying the spaces that already successfully allow DC's community to gather, I would suggest that the NCPC uplifts these communities, creating spaces with their

needs in mind.

Name: Bernard Berne

Location: Arlington, VA

Date: March 20, 2022

I greatly prefer the linear green. Vegetated greenscape is much better for the environment and for people than is paved impermeable hardscape that increases stormwater run-off and is not biophilic.

The linear green should be filled with trees, shrubs and smaller plants that support pollinators. The green should not contain any mowed lawns, which are neither biophilic nor friendly to the environment. Lawns support little wildlife. The nearby National Mall, Ellipse and Lafayette Park have more than enough mowed grass than anybody reasonably needs.

The "Civic Stage" is by far the worst of the alternatives. There is no need for a yet another hardscaped "civic stage". Civic stages are already available nearby in Freedom Plaza and within the Ronald Reagan Building's circle.

The "Urban Capital" has too much pavement. It's not as bad as the "Civic Stage", but is not much better.

Name: Julie Rhoad

Location: Atlanta, GA

Date: March 20, 2022

This is fantastic- great work. All three approaches reduce stress on the National Mall and provide opportunities. My bias leans toward civic stage for reasons that link to the ongoing need to ease that pressure and "create" an opportunity for exploration and/or animating democracy, exploring culture(s) and providing new space for existing festivals, etc. However, the linear green concept also points to the "how" we must begin to think about our urban landscapes places that can heal our souls and our planet by providing/restoring green to our city spaces. I think that the sweet spot in this design will end up with elements of both. I'd love to see if/how you are thinking about any permanent "commemorative" installations and/or the narrative thread that any permanent installations would take. There is, I believe an opportunity to consider a story/truth telling opportunity here to consider. Any concerns I might have about either of these options, I believe you are already considering -- but happy to see the progress.

Name: Amy Hecker and Howard Decker

Location: Rochester

Date: March 20, 2022

The idea that Pennsylvania Avenue, one of our nation's most archetypal roadways and a true center of national life, could become a city route without cars and with lush greenery is a perfect hope, a high and perfect purpose. As the age of the car wanes at last, and as we question how cities can grow and flourish in their wake, the Linear Green concept offers us a glimpse of a better urban future.

Thank you.

Name: Cal Strzepek

Location: Tacoma Park, MD

Date: March 20, 2022

Freedom plaza has been utilized as a public space for events, political movements, and as the hub of east coast skateboarding since well before I was born. To tear down freedom plaza would destroy a space utilized to push public voices as well as destroying history in quite possibly the most important city in the world. Remember what happened to Love park in PA, the city rebuilt it and now no one visits. "Redoing" freedom plaza would be a waste of funding and a disservice to the many communities that have utilized the space for decades as well as disrespectful to the history that is contained within the plaza. For the sake of everyone involved, save Pulaski!!

Name: Ben Keith

Location: Columbus, Ohio

Date: March 20, 2022

Comments upon the Urban Rooms: At the Western End, Urban Capital creates a bad intersection with 15th Street which will require additional signage. Linear Green or Civic Stage are preferable. At the Market Square, the mid-block pedestrian crossing on a six-lane street seems fraught with risk in the Urban Capital design if not signalized. Linear Green or Civic Stage seem preferable, just because they reduce the number of lanes that must be crossed in one go. At the Eastern End, closing 4th Street makes sense, leaving Civic Stage and Linear Green as my preferences. A new tunnel as in the Civic Stage model will be more expensive, but will help to separate modes of traffic. At the Capitol Transition, Civic Stage again seems like the best option, preserving some parking while facilitating ceremonial processions.

In total, the expanded sidewalks of the Urban Capital design are strictly an improvement, but if you're going to pour this much effort into planning a change, why not do something revolutionary? The transitway of Linear Green facilitates ceremonial processions, while still reserving significant space for pedestrians and bicyclists. The Civic Stage concept maintains existing urban traffic while providing grade separation for bicycles and transit, and is probably the best option, all things considered.

In conclusion: Please make sure that the bike lanes are at least 10' wide, and ensure that there is excess bike parking all along the route. You're going to get commuters using these bike lanes; they'll need a place to lock up at work.

Name: Andrej Radoja

Location: Washington D.C.

Date: March 20, 2022

Save the cultural relic that is freedom plaza. Its potential destruction is not only a direct offense to Martin Luther King Jr.'s time capsule initiative but also to the cultural hub of D.C. skateboarding that attracts many tourists, worldwide, every year.

Name: Payson

Location: Portland, Oregon

Date: March 20, 2022

I grew up in Maryland and coming to DC to see freedom plaza was always the most exciting thing. It's truly a one of a kind place. People come to protest, there's all sorts of events, it's a culture hub, and people travel from all over the world to skateboard there. Many countries are embracing "skateable architecture" and recognizing it as art similar to music or dance. Doing this would make freedom plaza more safe and welcoming for everyone while saving tax dollars for more important issues.

Name: James Harnett

Location: Washington, D.C. (Foggy Bottom)

Date: March 20, 2022

I love the Linear Green proposal, especially the dedicated bus lanes! I take the 32/36 from Foggy Bottom to Capitol Hill each morning — this would be fantastic. Maintaining the view corridor, while limiting vehicle lanes, is also a huge step in the right direction. Linear Green seems to do that best.

Name: J. Ford Huffman

Location: Washington, D.C.

Date: March 20, 2022

Civic or Urban.

Either permits car traffic. (Really: Ya oughtta be able to drive on Pennsylvania Avenue.

Otherwise, how else does a driver cross town?)

No need for "Linear Green"; one National Mall suffices.

J.Ford Huffman
909 Hughes Mews NW, DC 20037
202 965 1202

Name: John Karnuth
Location: Chicago
Date: March 20, 2022

We need more pedestrian and bike friendly spaces that will inspire and serve as proof of concept for further future development opportunities as we address climate change and the need for livable communities

Name: Marlene Parker
Location: Washington
Date: March 21, 2022

Trying to manipulate people into coming downtown and spend money. How is the president suppose to get from the White House to the Capitol?

Name: Marina Myhre
Location: Washington, DC
Date: March 21, 2022

Thank you for all of the thoughtful ideas and planning. One thing that I think is missing from your plans is that there are a large number of residential units on Pennsylvania Ave. While I enjoy having activity downtown, I definitely do NOT enjoy all of the crowds, preparation, collateral noise, and garbage (and sometimes very rude people)that events bring. Those of us who live here, especially those that pay high real estate taxes or those who pay very high rents for the prime locations of our homes, and cannot sleep the nights that events are being set up or broken down, cannot enjoy our balconies and rooftops when there are loud concerts -- I am always happy when they happen down by Freedom Plaza or up closer to the Capitol where there truly are no residential units. There are 210 residential units on the top 4 floors of each of the Market Square buildings, and significant residential units on D St, NW and 7 and 8th St, NW, and at 601 Pennsylvania. PLEASE DO NOT FORGET THAT WE LIVE HERE, which was a main feature of Senator Daniel Patrick Moynihan's vision of the redevelopment of Pennsylvania Ave NW. Please make sure that any and all of your plans include an accurate and complete assessment of all of the impacted residents quality of life, (including the ability to leave the area by car and get deliveries and visitors).

Thank you,

Marina

Name: Hannah Town

Location: Alexandria, VA

Date: March 21, 2022

I'm so glad the NCPC is reevaluating how much space is given over to automobiles in and around the National Mall. I hope someday the downtown core of DC will be fully accessible by public transit and active transportation with no need for cars other than work vehicles, and I hope the Pennsylvania Avenue Initiative will be a bold step towards that vision. My preferred concept for Penn Ave is the Linear Green--not only would it return the most space currently reserved for automobiles to use by human beings, but the cooling effect of green space will make it more popular during our hot and humid summers than the other alternatives would be.

Name: Nathan Zencey

Location: Washington

Date: March 21, 2022

I am very pleased to see the Capital Planning Commission consider a transformation of Pennsylvania Avenue. Any of the concepts presented would be a significant improvement over the status quo, which dedicates entirely too much right of way to black asphalt and private vehicle travel.

However, of the three options presented, Linear Green is clearly superior. The other two have two major flaws:

"Urban Capital" would not attract as much public usage, because it is not pleasant to sit in the middle of two lanes of traffic. This would preserve too much private automobile throughput.

"Civic Stage" does not have enough shade and greenery in its public spaces. It would not be comfortable on a hot summer day, of which there are many in DC.

The Linear Green option is thus far superior. It would attract an enormous volume of foot traffic in all four seasons, and would help support/activate private business along the corridor. Any necessary transportation along this route could be accomplished by bicycle and public transit. As Pennsylvania Ave NW along this stretch is bounded by the Capitol Building and the White House, it is just not a major vehicle thoroughfare (or does not need to be).

The "Linear Green" option would transform Pennsylvania Ave NW into a world-class boulevard befitting DC's status as a world-class city.

Thank you.

Name: Christine Zencey
Location: Washington,DC
Date: March 21, 2022

Love the idea of a car free Pennsylvania Ave! The Linear Green is my favorite option. I already like the bike path there, and this would improve things even more. I don't think it's necessary for cars to drive on this road.

Name: Andrew DeFrank
Location: Washington DC
Date: March 21, 2022

I'm a lifelong Washingtonian. I grew up not far from Penn Ave SE. I use this part of Penn Ave NW to commute to work and visit my parents to this day. I also work in transportation planning. Imagining a Penn Ave that supports a vibrant, densely populated, and civic celebrating downtown is incredibly exciting. There are aspects of each of the three options that I think work best, and in tandem can achieve the goals of this project without sacrificing major components. Above all, the final plan MUST prioritize walking, transit, and biking while deprioritizing private cars AND encourage as much new residential and commercial density as possible.

On the overall concept -- Linear Green's removal of any space for private cars is very good. All three concepts should include this feature. Transit and bike lanes only. No private cars are needed on Penn Ave NW. The removal of private cars from the other two options, Civic Stage in particular, would help those options actually achieve their goals. If private cars are allowed, the center pedestrian space in Civic Stage will not be well utilized because people will not naturally want to visit the center of the street due to the safety and noise that separates them from it. New green space would be wonderful, but we should focus on making the Mall feel more like what "Linear Green" tries to do (weave thru linear park) instead of adding a second half-attempt to Penn Ave.

A perfect concept would combine the kiosk/vendor focus on Urban Capital, the transit-only focus on Linear Green, and the center-running grandeur of Civic Stage.

On the Western End - There must remain a relatively large area for skateboarding. To remove the only active, vibrant, and lively part of the current Penn Ave NW to make room for something new would be a grave mistake. NCPC must respect local Washingtonians and celebrate their ability to make something beautiful and useful out of very little (Freedom Plaza). That being said, it can be smaller than it currently is. Linear Green's emphasis on transit and walking is incredible. Combining this with Urban Capital's focus on the Wilson Building Plaza and entirely curbless elements is key.

On Market Square - I cannot see the Linear Green concept, but the description implies the continued restriction on private vehicles. Good. Keep it. Combine that with Civic Stage's massive midblock crossing (the most obvious decision I can think of, considering the way the Archives is built) and event space, and you'll support new residential and commercial development in all directions, especially up toward 8th Street.

On the Eastern End, the redevelopment of the Department of Labor and nearby office buildings into mixed use should be considered. And that consideration should lead NCPC to NOT include any new car tunneling. It's a terrible idea that would lock in autocentric transportation downtown for decades. Instead, Linear Green's closure of 4th Street and restoration of the grid are great ideas that should be carried out. Constitution Avenue should be road dieted in this area as part of any Penn Ave project. As we've seen with events like the Nats parade, Constitution Avenue can be a civic space too. But seriously, drop that tunnel idea. It would be a disaster.

on the US Capitol Transition - I like the inclusion of a building in the Civic Stage idea. But as there is zero place for car traffic to go here, there's no need for any parking. Combine the Linear Green's focus on walking and biking with Civic Stage's emphasis on ceremony and bringing more people to the space for things to do.

Overall, I think the vibes of Urban Capital and Linear Green are incredibly commendable, and if combined with some minor deference to Civic Stage, can achieve the goals of NCPC. Linear Green reminds me of Rothschild Street in Tel Aviv, a linear park that feels like a safe, calm, people-centric version of a highway for bikes and a park for people. Urban Capital rightfully recognizes Washington's status and aspiration as a major US city filled with lots of people who live, work, and visit here all at the same time in the same place, overlapping and sharing the city. It would be perfect if it deprioritized cars, which would actually help it get closer to being a true "Urban Capital" concept. Civic Stage does some useful things I want to crib for Urban Capital, but the overall vibe misses the mark.

If I was in the room, I would have tried to cobble together a fourth option - Green Urban Capital. A curbside car-free street with spacious sidewalks AND a central pedestrian promenade, with some linear park features, AND dedicated central transit, cycletracks, and no private car use.

Name: Max Greenberg

Location: Washington, DC

Date: March 21, 2022

Please make this an all-pedestrian walkway. It would be the most glorious public Avenue in the country. If you can't, please decrease the number of lanes available to cars and install dedicated bus lanes. Please also add raised crosswalks - I feel so nervous crossing all the time.

Please also install curbs on the bike lanes - they're far too vulnerable now. Thank you for your great work protecting pedestrians!

Name: Phil Suttle

Location: 701 Pennsylvania Avenue, Apt 1101

Date: March 22, 2022

I love all these plans and look forward to the sprucing up ahead. It is badly needed. A few thoughts. Much of what is needed in the short-term is beyond NCPC control, but needs to be acknowledged:

1) The low occupancy rate at Federal buildings is a depression for downtown businesses, which have dropped by flies in increasing numbers through 2022 (i.e. through the recovery from COVID). Without this return, or the use of Federal property for alternative purposes, the downtown (including PA Ave) will continue to fall apart.

2) The FBI building is a major blight on the area and needs to be replaced with a new development. Depending on how this goes, this will make or break all other activity, in my view.

3) I love the combination of linear green and civic stage. The use of PA Ave as East-West route is limited from what I can see, but cars need to cross it at key intersections (i.e. 9th St).

4) The use of well-maintained grass and trees (rather than concrete as per Freedom Plaza, which is ugly and attracts only skateboarders (why not build them a dedicated park?) would be a major plus. One observation, however. Many apartment owners have dogs and take their dogs out to go to the "bathroom" on limited patches of land (such as the grass between 701 and 801 PA Ave). This means that the grass quickly deteriorates and becomes ugly bare mud. Care (and budget) thus needs to be given to both garden maintenance and (most importantly) the creation of dog parks (also well maintained) which give residents the option of not destroying "human" areas (banning dogs is neither viable nor a good option).

Name: Kristofer L Zimmerman

Location: Springfield, VA

Date: March 22, 2022

Great ideas! However, while I am all for removal of as much impervious surface as possible and implementation of alternative transit options, I am concerned that in a heavily traffic congested environment like this, I wonder if reducing the available normal traffic transit lanes is conducive to the holistic good for the local populace and commuting workers. Unless DC implements a Congestion Charging fee (ala London) to further reduce traffic in our nation's capital, I see these new concepts creating major congestion on the side and parallel streets

leading to increased disruption and a disheartened population.

What security concerns have been explored regarding the federal government executive branch and members of Congress who transit Pennsylvania Avenue? If they are forced to circumnavigate these new areas, can their security details ensure their security or will this require additional personnel and use of more assets that would increase costs to the American public?

As with every such project, many more stakeholders need to be consulted to better understand the impact a "great idea" can have. Thank you.

Name: Caron Whitaker

Location: Washington

Date: March 22, 2022

Linear green is my favorite, then urban capitol and civic stage last (but I like them all.

Name: Sally

Location: Richmond

Date: March 23, 2022

SAVE FREEDOM PLAZA

MLK time capsule is in it and also this is the place for skaters and people of MANY different walks of life to come together and enjoy the day. skating is a very positive thing especially for the youth and really helps a lot of people stay out of trouble AND prepare them for other future endeavors in life in many ways as well. This has been the spot for DECADES! It's ICONIC in skateboarding history. This is a POSITIVE thing. SAVE PULASKI SAVE 13TH AND E

Name: Guillaume Atanga

Location: Washington

Date: March 23, 2022

An idea that I have to innovate the Pennsylvania Avenue is creating a representation of culture along the avenue. We all know how cultural-mixed DC is, it will only be fit to have an avenue that tries to represent that culture. It will be like walking and seeing a different kind of cultural representation, like seeing some kind of statue or art street from a group of people then walking a couple of feet and seeing another one and so on. It will really be like seeing DC on a smaller scale.

Name: Miriam Gusevich

Location: Washington, DC

Date: March 23, 2022

Civic Stage is the best solution. The central pedestrian promenade runs the length of the Avenue, flanked by bike and travel lanes.

(Except for the underground link, we have many of them, and they are all dreadful).

Urban Capital is not much of an improvement.

Linear Green introduces winding paths; these are out of character with the formal design.

The

Name: Joshua McCutcheon

Location: Washington, DC

Date: March 23, 2022

I am fond of the Urban Capital and the Linear Green concepts. If so, I would mix and match those ideas. Also, an idea to maybe further develop the design could be to make the Avenue a physical learning environment, cultural wise; cultures domestically and/or internationally included. For example, from time to time include content that can visually represent all 50 states and what they're each known for and include it throughout the area, having a concept of unity included in the space. I'm also wondering how these concepts are taking into account how they will be designed with sustainability in mind. Thank you.

Name: Gabreleul Yacob

Location: Washington, DC

Date: March 23, 2022

Good afternoon, the ArcGIS storymap is amazing and the Linnear Green is my favorite design concept. I Have two questions regarding this project.

1. Has there been dialogue with the WMATA about how theses proposed changes would affect the number of people taking public transportation, and if so, are there any changes they plan on making to accomodate more people? With the metro station Archives is at the Western End of the 1.2 mile stretch, Judiciary Square metro a few blocks north, and additional metro bus routes in the vicinity of Pennsylvania Ave, does the WMATA have the capacity to handle the amount of pedestrians in the peak of summer.

2. With Market Square and the eastern end having considerable spaces for large events, has there been any discussions on having temporary barricades that extend on Pennsylvania Ave beyond those plazas? And if so, which of the three concepts would be the easiest to transform into a temporary car-free zone?

Name: Kamille Dixon

Location: Washington

Date: March 23, 2022

Of the three design concepts, I like the Linear Green concept the best, because there is

potential to do so much more with it. At the beginning of the presentation, inclusivity was mentioned a few times, and with the two concepts of Linear Green and even the Urban Capital, there is an opportunity to include more. The United States is so diverse and the avenue could show this by placing cultural and social (like the LGBT flag or) pieces within the avenue and along the path. As well as including progress we've made throughout the years.

Name: Ruth

Location: DC

Date: March 24, 2022

All the designs are lovely, but whichever you choose or however you mix them. please retain Freedom Plaza as a place for mingling, eating, talking politics, and, especially, skateboarding. Let's not lose it!

Name: Zaira Suarez

Location: Alexandria

Date: March 24, 2022

I am a licensed D.C. architect and urban design and would like to start off by stating it is exciting to learn that the City is taking steps to improve streets and create a safer, more memorable spaces. This effort is overdue. There is so much potential for Pennsylvania Avenue that is currently not being taken advantage of, affecting economic development along the corridor as well as the quality of the experience of the many people who drive by, work, and visit these areas.

The three concepts are distinctive and a vast improvements over what exists. However, I disqualify the "Urban Capital" concept at it is too close to what is currently there and would do too insignificant a difference for pedestrians, businesses and street activation to quantify the commitment by the City for in economic terms, not to mention the disturbance by construction to everyday activities. This concept also reminds me of other capital cities and does not create a different, memorable experience for our capital city.

The "Linear Green" concept is very attractive. The thought of modern green areas that businesses can open to and people can enjoy is refreshing and would be a memorable experience. It is important to note Washington, D.C. driving and traffic is unfortunately a problem. Creating areas people can enjoy while being safe from unruly drivers and the noise of traffic is very appealing. However, from the standpoint of businesses, workers, and commuters, closing off or reducing some avenues for traffic flow will create anxiety. The "Civic Stage" concept looks like the middle ground in many aspects, it creates areas for activity and does not seem to impact traffic as much. Its big flaw is assuming people would want to cross traffic and lounge between busy travel lanes. This simple does not seem to be the best way to activate the Avenue during normal days. Instead, it may create a vast emptiness all the way to the capitol.

The safety of pedestrians would be a concern. Heat island effect would also be something to consider. How comfortable will people be lounging and having lunch outside, and where will they purchase food, or any items to enjoy there? Businesses will not be able to open their doors directly to the users, instead they will be separated by busy car travel lanes with speeding vehicles.

The "Linear Green" concept will potentially encourage more commercial uses along the corridors, attracting pedestrians to sit outside. However, will these parks be illuminated and safe at nighttime; will these areas be safe for users at any time of day? This may require further investment to make sure all areas are well lit, have proper safety measures via technology or people, and remain well kept. D.C., as many cities do, has seen an increase in homelessness. Will benches become a good location for people to rest or sleep and is throwing people down on their luck out the right thing to do? These concerns apply to the "Civic Stage" concept, but possibly not as much as with the "Linear Green."

After careful consideration of the activity nodes and the three concepts, it looks like an amalgam of the "Linear Green" and the "Civic Stage" designs would provide the best solutions. Looking at each "Urban Room" separately, the "West End" and "Market Square" nodes are better served by the "Civic Stage" concept and the "Eastern End" and "Capitol ends" by the "Linear Green" concept. Reducing vehicle traffic and allowing pedestrians to take over areas closer to the Capitol surrounded by greenery is the best solution. Creating plazas and safe crossings for pedestrians with shaded areas along western nodes is a more sensible use of those spaces and intersections.

Name: Theresa Power del Ninno, AIA

Location: Alexandria

Date: March 24, 2022

The linear green seems to provide the most pedestrian space. Is it possible to offset or develop a serpentine vehicle space instead of right down the center, to emphasize the pedestrian and green space? Not too unlike the photo on this site -

Name: Judy Kay Floy (ANC 1B06)

Location: Washington DC

Date: March 24, 2022

Linear Green please

I love the idea of a pedestrian mall that is car free. Leaving space for transit and bikes makes this the clear winner!

Name: Evan Weisman
Location: Bethesda, MD
Date: March 24, 2022

Assuming the width would be similar, I like the linear green concept as it works well in Boston along the Rose Kennedy Greenway - <https://www.rosekennedygreenway.org/>

It also makes it easier to cross the street since it's only one way on either side of the greenway, vs. having car and bike and transit travel lanes all in the middle.

Name: Sokol Aliaj
Location: Arlington
Date: March 24, 2022

It seems like the Linear Green is the most optimal design concept even though I would have preferred a few design changes if the budget allows for it. The first would be to relocate the car travel lanes from the proposed above ground location to underground by constructing tunnel structures. The parking as well could be located underground. This would eliminate pedestrian crosswalks, signals, and pedestrian safety barriers. Second, the extra space which would be gained by relocating vehicular traffic and parking to underground could be used for kid's playground, skate park, fitness area, volleyball court, etc. To increase the foot traffic and attract more people besides tourists and office workers after the standard working hours, cafes, and small bars/restaurants would be considered necessary rather than just kiosks.

Name: Kleio Agali
Location: Washington DC
Date: March 24, 2022

No one concept is the best solution for each of the four urban rooms (Western End, Market Square, Eastern End, and U.S. Capitol Transition) or the stroll vision of the streets.

For the roadway concepts and the stroll I think the Linear Green is the strongest concept. The more shade and green space downtown the better for residents and tourists alike. The Mall is currently the only viable green space downtown, where tourists from round the country stay in hotels and visit the monuments and museums. Yet the Mall still does not have enough shade in the summer, and it gets boiling hot when people visit for the summer. Any way to get more green space and shade on the routes that tourists and regular people walk or bike in the city would be a good idea. I also like that Linear Green has less car lanes than the current road. Limiting the center/cross town lanes to buses will be safer for pedestrians and bikers. Even with Uber and lyft, most of the people that visit DC get around on foot and stay close to the

downtown. A safe, and clear path between sights is important.

For the urban rooms there are various highlights. For West End, I like that Urban Capital restores the historical alignment of Penn Ave, but I think there is a strong case to be made for Linear Green and Civic Stage's plan of keeping the Freedom Plaza space for pedestrians. There are so many people walking around the White House area that the sides walks on 15th street often overflow and have people walking on the street. The park space will attract the tourists to walk down Penn Ave and the residents, who don't drive down to this area anyway will be unbothered by less lanes.

The Market Square area desperately needs redevelopment. There is no concept for Linear Green in the story map for Market Square, which needs to be corrected. I prefer the Civic Stage concept for this urban room, as it better addresses the spatial relationship between the National Archives and the the Navy Memorial. Eighth Street is poorly connected to both the front of the Portrait Gallery and the Navy Memorial/Archives and the Civic Stage concept looks to fix that.

For the East End, I like that all three concepts will reconnect Judiciary Square and John Marshall Park with Penn Ave. Even though this mini park system is in perfect view of the roof deck fo the National Gallery East, few people engage with it or notice the Meade statue. There is little sense that the Building Museum and the Judiciary Square complex are even connected to the eastern Mall and National Gallery corner. The best choice for this urban room would be the Civic Stage concept. The idea of cars going under Constitution Ave is genius. As DC has excellent weather most of the year, it is always a better idea to have more outdoor space for events, people, and permeant exhibits. I also like that Fourth St between the East and West National Gallery building is closed off to cars, it does not make sense that way it is now. Tourists come out surprised by the road in between the museums.

For the Capitol Transition, while I like that all concepts got rid of the unnecessary angled parking (which makes the area around the reflecting pool look like a mall parking lot, especially when the pool is empty), the Civic Stage is best again, as the ceremonial entrance to the Capitol grounds and the welcome building is well needed in this section. If there is to be a long promenade from the White House to the Capitol there needs to be bathrooms and information about where people have come to. The grounds of the Capitol are a crucial part of the Capitol/Mall complex and hold a special place in the hearts and mind of residents who rely on the green space and visitors who understand the grandeur of the Capitol build only because of the perfect frame of the surrounding grounds. For Urban Capital, there is simply too many lanes going to the Capitol. there is nowhere fro these cars to go are come. This is not a well travelled area for cars, and there should be a serious reduction in lanes and parking spaces, simply because they are not used 99% of the time in this area.

Name: Garrett Doyle

Location: DC & NY

Date: March 25, 2022

Freedom Plaza is a cultural and historical landmark in American history. Removing it you are removing something that has brought Washingtonians and world citizens together for endless years.

Name: Gavin Hilgemeier

Location: Arlington, CA

Date: March 30, 2022

Urban capital on the area west of Market square. East of Market Square, civic stage makes the most sense to me.

Name: Martin Murray

Location: Washington

Date: March 30, 2022

I like the Civic Stage best. It seems to accommodate the needs of pedestrians, bicyclists public transit and private transit without penalizing any one user group.

Name: Ana Karimi

Location: Washington

Date: March 31, 2022

I strongly prefer the linear green plan, especially if it can incorporate awesome bus & bike transit options.

Name: Brian Cipperly

Location: Washington, DC

Date: March 31, 2022

I work on this section of Pennsylvania Avenue NW, bike on it for commuting, and walk sections of it recreationally almost every day at lunch. I totally agree with "right-sizing" the road and eliminating vehicle lanes and the Capitol parking lot, but believe that a more major overhaul of the road would be a waste of time and money. Most of the proposed uses are already possible when the road is shut down to traffic for specific events, and the fact that it is a "blank slate" is more of an asset than a hindrance.

This street will never be activated the same way the Mall is, and that's OK. The Mall is a large open area with grand views, large gathering spaces and places to set up speakers/screens, and no residential neighbors to bother with sound and crowds. The Mall is also more convenient to the Smithsonian museums, which are responsible for a lot of the programming that occurs there. Pennsylvania Avenue is more suitable for mobile demonstrations, parades, etc., taking

the symbolic route from the White House to the Capitol, a function that would be hindered by some of the proposed design changes (imagine trying to weave a huge banner or puppet through a slalom of trees and benches). There are very few restaurants and other private businesses on this street to use the sidewalk when it is not being used for events; it is still a place that most tourists would cross to get to more restaurant-dense areas such as Penn Quarter rather than linger on with few public destinations to speak of. In any design, I think it is important to maintain a safe place in the middle of the street for people to take pictures with the Capitol in the background; currently people use the bike lanes/pedestrian islands for this, and I think it's a valuable part of the experience. For this reason I like the "Civic Stage" proposal the most, but do not support closing any blocks permanently to vehicle traffic or re-doing Freedom Plaza, which I discuss more below.

One item I did not see specifically addressed in these proposals is the need for more public restrooms along this entire route. Much of the street frontage along this corridor is either government buildings open only to employees; museums that require a ticket, magnetometer scan, or a wait in line; or private businesses with facilities only for customers/employees. Even when there are not large-scale events, there is more demand for public restrooms than is currently being served, leading to people relieving themselves in the bushes by federal buildings or the Metro.

I also oppose completely redesigning and splitting Freedom Plaza. This proposal seems to serve little purpose other than "restoring" a "historic" roadway, when the current configuration seems to be working. Having one contiguous park is better than two separate ones with a road down the middle, especially when the adjacent buildings aren't really open to the public, and there is already a plaza to the South that doesn't get much use. Freedom Plaza has also become a landmark for the skateboarding community, and although I'm not a skater I appreciate the history and adaptive reuse of the space. I would definitely support some improvements and revisions to the existing park, such as adding restrooms, seating, and tree cover, and removing the defunct fountains. ADA/bike/stroller accessibility could also be improved.

If any area roadways could use some improvement to make them more inviting and activate adjacent spaces, Independence Avenue would be a better use of resources. The area South of the Mall is one of the fastest-growing in DC, with the Wharf constantly adding retail and residential, the Eisenhower Memorial recently opening, and the Spy Museum relocating to L'Enfant Plaza a few years ago. Even removing one lane and adding a pedestrian median with trees would improve it immensely. L'Enfant Plaza itself, stretching from the Smithsonian Castle to Banneker Park, is a cautionary tale when looking at these design plans--it closely resembles the "Civic Stage" proposed here but is a dull, empty space virtually 24/7 due to a lack of other attractions or scheduled events along it.

Name: James Lee

Location: Riverdale Park, MD

Date: March 31, 2022

I support improvements to Pennsylvania Ave but oppose changes to Freedom Plaza. I am an avid roller skater and skate twice a week with the Washington Area Roadskaters always starting at Freedom Plaza. The plaza has been a great place to practice roller skating in an otherwise hostile city, and skate parks are not a substitute for its large, smooth, open space. We skaters have used the space to protest the lack of roller skating venues in DC, and the closest indoor rink in Temple Hills, MD, is closing in April, making this space more important than ever.

Freedom Plaza is already the organic, community melting pot that commissioners are claiming to want to build. It routinely hosts more patrons than other parks of its size. Every other park in the city, including the two others proposed in the Pennsylvania Ave improvements, are for non-skaters. It would be a shame to take away or change this one park where a vibrant subculture thrives. Skating at Freedom Plaza is as much a part of DC as go-go and half-smokes, and it must be maintained.

Name: Abigail Reid
Location: NE DC
Date: March 31, 2022

More funding should be put into fixing the actual streets in DC, specifically around the nations caption and national mall. Is not the National mall [field space], tidal basin, and Warf enough entertainment and event friendly venues? This change has some nice blue prints but continues to effect and displace native artists and extreme sport enthusiasts.

Name: Adam
Location: Silver Spring
Date: March 31, 2022

I agree that shade is needed. Please keep the map of the city! Such a cool feature. Also, maybe a skate park can be built somewhere nearby? But the skateboarding here destroys the marble and doesn't mix well with pedestrians using the plaza; I'm always afraid someone is going to get hurt. I'm sympathetic to the need for more spaces for sport and recreation, but they should be dedicated spaces for safety.

Name: Jenny Thomas
Location: Washington
Date: March 31, 2022

Dear NCPC,

Thank you for your tremendous effort in beautifying the District and creating community

spaces.

As you create a "new vision for Pennsylvania Avenue", it is of utmost importance that you preserve the existing community and cultural spaces. Much of Freedom Plaza has become an important space over the last few decades for the skate culture of DC. It has become a destination for skateboarders and a refuge for so many who otherwise have none. Do not forsake one culture for another.

Additionally, I hope Freedom Plaza remains an important public square for free speech, as it was during the Black Lives Matter and countless other protests.

Thank you.

Jenny Thomas
500 M St NW
Washington, DC

Name: Gwen Cofield
Location: Washington
Date: March 31, 2022

I gravitate toward the Linear Green because it seems to be more of a park like setting in an area full of buildings, and is more unstructured than the rows of trees in the urban capital version I like the idea of the two way cycle track abutting the park, as long as pedestrians are not obstructed in walking due to bicycle traffic. I like the idea in the other part of the presentation about dedicated public space areas that can be activated for events (musical performances, etc.) To the extent there is concern about the impact of skateboarding, I suggest creating a small skateboard "park" somewhere along the route where they can congregate.

Name: Donovan Stubbs
Location: Arlington, VA
Date: March 31, 2022

Freedom Plaza as it is means so much to me and everyone who frequents the location. From learning it was dedicated to Dr. King via a friend in high school, to having some of my best memories, and witnessing different communities stand and come together there to make their voices heard, makes Freedom Plaza more than a Mecca of skateboarding. Those events that have taken place there throughout history makes that a cultural landmark for justice and democracy. It is a symbol of hope. Changing it, in my eyes, looks more like destroying history than giving Pennsylvania Avenue a "face lift."

Name: Donovan Stubbs

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Name: MOSHE NELSON

Location: SILVER SPRING

Date: March 31, 2022

I believe this is a much needed and important update for a mostly underused part of the city. However, an effort should be taken to protect Freedom Plaza and incorporate its inherent historical use as a world renowned skateboarding location. Freedom Plaza has inspired generations of skateboarders and offered a refuge where the expression of the Olympically recognized sport can be done safely and effectively. The current use of Freedom Plaza by skateboarders illustrates the best of what the United States of America has to offer. Individuals from every race, religion and gender come together freely to partake in an American past time which offers an equal place for all. Protect this ethos of Freedom Plaza as you consider its revitalization please.

Name: Donovan Stubbs

Location: Arlington,VA

Date: March 31, 2022

Freedom Plaza is a symbol of hope. From it being dedicated to Dr. King, to being a place that hold precious memories for many, and finally being a place of congregation for movements citizens care about and want to spotlight, Freedom Plaza is much more than a "waste of space." Freedom Plaza is a cultural landmark dealing with fights for equality. Remodeling Freedom, in my eyes, seems more like destroying history instead giving Pennsylvania Avenue a "face lift."

Name: edward rodrigue (pete)

Location:

Date: March 31, 2022

[Direct email comment - Sat 3/12/22]

Hi there,

Writing as (1) a car-free DC resident and (2) someone who works off of Pennsylvania Avenue to say that I really really hope y'all go with the "linear green" or "civic stage" ideas for the Pennsylvania Avenue redesign! I especially liked the idea of turning much of PA Ave into park space, as in "linear green." I have been hit by drivers multiple times in DC in the last 8 years and am extremely tired of how car-centric most of DC is. I don't blame drivers--this is a problem of urban design and lack of dedicated bike- & pedestrian-only space. It is frustrating and embarrassing that while European cities are creating superblocks and closing streets to cars, DC seems stuck thinking so mind-blowingly small (e.g. distributing yard signs beseeching drivers not to kill children). This PA Ave redesign seems like it would be a big step towards creating more pedestrian, bike, & transit friendly commuting space, and it was super exciting to see a positive vision for how to make a big section of the city more livable! Hope y'all go with "linear green" or "civic stage." Thanks for reading my comment!

Sincerely,

Pete Rodrigue

Name: Andrew Pribulka

Location: NA

Date: March 31, 2022

[Direct email comment - Mon 3/14/22]

Good afternoon,

I would like to provide feedback on the Penn Ave vision and concept plan. The website references a comment period - has that begun? If so, is there an online feedback form or something along those lines?

Thanks for your help,

Andrew

Name: Rashad Murray

Location: NA

Date: March 31, 2022

[Direct email comment - Fri 3/18/22]

Hello, I would like to register to speak at the next public Zoom regarding the new Pennsylvania Avenue project.

Thank you

Name: Donald M. Clark

Location: DC

Date: March 31, 2022

[Direct email comment - Wed 3/16/22]

I went through the very informative links, but could not find the citizen input mechanism.

My thought is, as a daily bike commuter and long-time resident, do not take away the large bike paths: they're needed. Too, the sidewalks now are plenty adequate, and I've seen large movements of people during protests, etc.

More Green space, gathering space is fine/desirable. A few more eatery options but not low-grade/visually distracting ones- this is an iconic view! Take away the cars, perhaps.

Donald M. Clark

2000 F St.

Sent from my iPhone

Name: Susan Scott

Location: Fredericksburg, VA

Date: March 31, 2022

I like aspects of all three. It could be a major attraction for all ages. Take a look at the Rose Kennedy Greenway in Boston to see a very successful, interactive space, providing an urban oasis for all ages!

Name: Christopher Mark Labas

Location: Washington

Date: March 31, 2022

The avenue itself is fine. Changing it is not going to bring people down there. What needs to change is removal of the FBI building to another location and remap the amputated part of D Street. Then, in the FBI's vacated space, create a mixed use development with open spaces, and restaurants etc. similar to Market Square and the Navy Memorial. And please do something about Freedom Plaza. Make it more welcoming and have the skaters move to a new skate park.

Name: Abby W.

Location: Washington, DC

Date: March 31, 2022

Each plan's proposal for Freedom Plaza and Pershing Park should include usable space for skateboarders. Freedom Plaza has been a gathering spot for skaters for decades - their history and use of the space should be respected.

Name: Janet Beck

Location: Winchester, VA

Date: March 31, 2022

DC Capitol Planning Commission:

Chattanooga TN has a "Nightfall Chattanooga" concert series every summer in a square pit for stage and audience, with trees and shrubs, and an upper level around the square, of 3 ft. high brick walls for folks to sit on in order to listen, and fountains behind flowers and shrubs that lend the cool water to the breezes, when it's too hot out for concert goers. Freedom Square should reflect our freedom as an Oasis! I am an Avid Gardener want to see trees, shrubs, flowering plants in my Capitol. Look at the success your Cherry Trees are! I wrote articles for Fine Gardening and did photography for them in the past.

P.S. If you could duplicate the gardens that used to be at the back of First Mason's Temple, that would be lovely. I never got to see them when I was young in 1963. My father said they were a sight to behold!

I'm from generations of German, Czech, Croatian, Dutch gardeners...

JBeck

Name: Jon Meade

Location: NA

Date: April 1, 2022

[Direct email comment - 3/16/22]

How do i comment on the project and the status of freedom plaza

Name: Reese Baldwin

Location: NA

Date: April 1, 2022

[Direct email comment - 3/21/22]

Dear NCPC,

I would like to un-register for this meeting. I want to attend the commission meeting that relates to the Pennsylvania Avenue project, which this one does not. Please tell me how to register for that meeting, so I can speak at it, and submit a written statement. Thank you,

From,
Reese Baldwin

Name: John Fondersmith

Location: NA

Date: April 1, 2022

[Direct email comment - 3/22/22]

Dear Elizabeth,

Hope you are doing OK. I am sure you are glad to get the "New Vision for Pennsylvania Avenue" underway.

However, there seems to be a problem.

When I attempt to look at or print out the "Vision" there is overlapping of pages. I hope you can have this problem corrected as soon as possible.

I am coordinating the review of the "New Vision" for the Committee of 100 on the Federal City. However, before I contact the various Subcommittee Chairs, and ask them to start their Subcommittee reviews, I want to be sure the problem is fixed.

I look forward to reading and looking at this information for the "New Vision for Pennsylvania Avenue". Please let me know when the problem is fixed.

John

John Fondersmith

Name: Tsiky Raharinaivo

Location: NA

Date: April 1, 2022

Hello,

I was looking at the upcoming meetings, and it seems that there are no link to register for the zoom call. How can we make sure that we can attend the meetings?

Thanks,

Tsiky

Name: Tsiky Raharinaivo

Location: NA

Date: April 1, 2022

[Direct email comment - 3/22/22]

Hello,

I was looking at the upcoming meetings, and it seems that there are no link to register for the zoom call. How can we make sure that we can attend the meetings?

Thanks,

Tsiky

Name: Meghan Hottel-Cox (Goulston & Storrs)

Location: NA

Date: April 1, 2022

[Direct email comment - 3/24/22]

Good morning!

I am an attorney at Goulston & Storrs and the practice group I am with represents some private property owners who have buildings along Pennsylvania Avenue. We really appreciate the information and the public meetings that are coming up. Would it be possible to have a direct contact with someone at NCPC who is working on this and to potentially meet with NCPC regarding the Plan and specific areas that could potentially impact client properties? Is that something you all are open to at this time? Any information or opportunity to connect on this would be greatly appreciated.

Thanks!

Meghan Hottel-Cox, Goulston & Storrs

mhotel-cox@goulstonstorrs.com

(202) 721-1138

Name: Maen Hammad

Location: NA

Date: April 1, 2022

[Direct email comment - 3/14/22]

My name is Maen Hammad, I am a DC resident who is deeply concerned with the decision to uproot Freedom Plaza to develop a park.

Freedom Plaza is a cultural nexus and community space for hundreds of skaters in the DC area. The plaza currently serves as a safe space and community space for skaters and non-skaters alike. For decades the plaza has encouraged young residents, and mostly black and brown residents, to share a tiny piece of public space to meet up, skate, build a community, and sustain their community's development.

The fact that the very minimal public space that black and brown residents can nurture is currently being slotted for uprooting is deeply problematic. One does not need to be a rocket scientist to see the deeply racist and biased lens to forcibly remove a cherished cultural heritage site for residents in DC to be replaced with a park, which by no means offers any sort of nuance compared to the hundreds of other parks and green zones in DC.

I am a human rights campaigner for Amnesty International and I am extremely worried that plans to move forward with the Freedom Plaza uprooting would have devastating consequences to residents of your community. I hope the DC council can zoom out a bit and connect the dots on this plan and see how problematic it is and how even in a matter of days hundreds of comments were left on the plans posts online to highlight the disapproval by residents of DC.

DC does not need more gentrification, it needs policy makers and city planners with compassion and eyes and ears to hear the voice of those constituents it is mandated to work for.

Let me know if you have any questions and please feel free to reach out to hear from more skaters and residents like myself.

Name: Neal M Wood

Location: NA

Date: April 1, 2022

[Direct email comment - 3/11/22]

Dear NCPC Member,

Thank you in advance for taking the time to read through this note. With the recent news about upcoming changes to Freedom Plaza, I wanted to share some anecdotes to illustrate the importance of this public space and how integral it is to the personality of Washington DC. With design changes threatening the future use of this public space, I and many other skateboarders in the community want to make sure our voices are heard so that Freedom Plaza can continue to be enjoyed by the many who spend time there.

Freedom Plaza, or Pulaski Park, is and has been fertile ground for Washington DC skateboarding since its inception. Any day of the week, and especially on weekends, people come from all over to enjoy this landmark. Some of the most well-known regulars wake up early each Saturday in Richmond, Virginia and make the two-hour trip to spend the day on their boards. Professional teams on tour throughout the country stop specifically in Washington DC to get a feel of the marble that makes up the plaza infrastructure. Parents bring their children learning to skate and videotape them as they learn to navigate the tiles, stairs, and ledges.

Freedom Plaza has also been a gathering place for other community events. In the warmer months, Wednesday evening dance classes take place near the fountains adjacent to 14th Street. During the twilight hours over the summer, cinema fans enjoy films shown up top with a white screen positioned in front of the statue of General Pulaski. Community and national gatherings congregate 13th St and E St NW to share thoughts and information on social, economic, and political issues. It is not uncommon to see a collage of yoga mats near the stairs across from the mayor's office next to a group of teenagers playing S.K.A.T.E. (the skateboarding equivalent of H.O.R.S.E.), the groups being mindful and respectful of each other's space. This collection of different types of people opens doors for those who come to Freedom Plaza and helps to bring communities together.

With all this in mind, I worry that the absence of Freedom Plaza as it stands today will have a severe negative impact to the Washington DC area, especially for residents, citizens, artists, and small businesses within a half mile radius of the plaza that rely on skateboarders and attendees for their customer base.

Please consider alternatives to redesigning Freedom Plaza. There are many points of pride within the district boundaries and Pulaski Park is that beacon of inspiration to many that live here.

Thank you again for taking the time to read this note. I hope that some of the information in here resonates with you and the rest of the members as decisions are made surrounding the future of Freedom Plaza.

Respectfully,
Neal M Wood

Name: Matty Hilzenrath

Location: NA

Date: April 1, 2022

[Direct email comment - 3/11/22]

Dear Mrs Schuyler,

I urge you and your entire team to reconsider the current plan for renovating Freedom Plaza. For decades skateboarders have called this place home. It is the heart and soul of the DC skateboarding community as well as one of the most important landmarks and destinations in the world for all skateboarders alike. I urge you to look at the results of what has happened to Philadelphia's love park as well as the Embarcadero in San Francisco. Freedom plaza holds more cultural significance than any other park along Pennsylvania Avenue ever could and is Irreplaceable.

Name: Ed Pulaski

Location: NA

Date: April 1, 2022

[Direct email comment - 3/11/22]

Do not touch Freedom Plaza. Nobody wants another attempt of making the city feel more "welcoming" by taking away a place that holds so much history and means so much to an entire local and global community. Do some research before you guys take any sort of action that will affect many.

Name: Hannah Ziegler

Location: NA

Date: April 1, 2022

[Direct email comment - 3/12/22]

Hello!

My name is Hannah Ziegler and I am a reporter for The Diamondback at the University of Maryland. Our paper is working on a special edition right now about all things biking, scooting and skating around the DMV. In this issue, I am covering the push among thousands of skateboarders to preserve Freedom Plaza after it was announced the NCPC would eliminate and replace it.

I would love to interview someone connected to this NCPC initiative to learn more about the plan for Freedom Plaza and reactions to the pushback that the plan has received from skaters around D.C.

I am available all day this Monday, Wednesday or Friday for a phone or Zoom interview. I am also available Tuesday from 2:15-5 pm. Please just let me know if there is a person I can speak to from NCPC about the future of Freedom Plaza. I'm looking forward to understanding more about this plan.

Best,

Hannah Ziegler (she/her/hers)

University of Maryland Class of 2024

Journalism and Information Sciences Dual Degree Candidate The Diamondback State Politics

Reporter WMUC News Weekly Roundup Producer GCSA Director of Global Ambassadors

Email: hziegler@terpmail.umd.edu

Cell: (248)-709-8904

Name: Mike Smith

Location: NA

Date: April 1, 2022

[Direct email comment - 3/11/22]

I understand you probably have lots of self confidence from that bougie ass harvard degree but getting rid of plaza is sticking your hands where they don't belong. You clearly have little to no understanding of how spaces in DC are used and would rather appease your yuppie friends and supporters than help people who are actually from the city...The language you and your commission buddies use in the original tweet that mentions Freedom Plaza's demonstrates to me even further than you have no real interest in helping the people of DC. You use 'comfort' as a reason for why Freedom should be changed - If we're focusing on comfort how about you get rid of any and all anti-homeless architecture in the city...how about you repave roads in neighborhoods and not just downtown...how about you actually support public transportation instead of passing it off to a privately owned corp. Its fucking tiring having officials who do NOTHING to help or support people of DC and yet still have power to take away things like the plaza, which, assuming you are completely oblivious to what happens there, is a internationally recognized bastion of skateboarding on the east coast. They already took love park, don't make that mistake again.

Name: Robin S Kent

Location: Great Falls

Date: April 1, 2022

I'm sorry, but this is a really bad trio of concepts. From a traditionalist point of view, all three essentially trash the L'Enfant concept of broad avenues with long vistas of the city. All three eliminate the power conferred by the Avenue upon ceremonial processions, parades and, most importantly, political protest marches. The last thing this part of the city needs is more space for manufactured events, which tend to bring noise, clutter, and commercialism. And it smacks of arrogant inequity by the fact that Freedom Plaza is removed without any concern for the fact that it has become a mecca for the skateboarding community. This latter is not an idle accusation. I listened to the radio report when one of the spokeswoman for the planners dismissed the plaza as a spot that "isn't being used by anyone." It's obvious she had no idea of the significance of the Plaza to that group of people. I am not a skateboarder, never have been, don't know anyone who is. But I've seen them out there as I walk the city photographing the architecture.

If you must do something, eliminate passenger cars from the Avenue, retain the long views to the Capitol, maybe add some trees along the sidewalks, and leave Freedom Plaza as it is.

In other words, fire the consultants who came up with these ideas and start over.

Name: Joshua Carr

Location: NA

Date: April 1, 2022

[Direct email comment - 3/14/22]

Thank you for your voice message Stephen

This is Josh, 207 266 5455,

If you are able to, please reply to this e-mail [jmcreations93@gmail.com] with the "link" related to the public comment period starting March 16 2022.

Thanks!

Name: Nick Mobille

Location: NA

Date: April 1, 2022

[Direct email comment - 3/11/22]

Do not change anything at freedom plaza!! Everyday you guys take away something Dc natives once loved. You have no idea what freedom plaza means to us.

Name: Ari Kurtz

Location: NA

Date: April 1, 2022

[Direct email comment - 3/11/22]

Freedom plaza has served as a haven for skateboarders for longer than you know and this Mecca cannot be taken from the community.

Name: Nick Gerasimchuk

Location: NA

Date: April 1, 2022

[Direct email comment - 3/11/22]

To whom this may concern, my name is Nick Gerasimchuk i'm from Springfield Missouri and i'm emailing you regarding the city of DC's plan to destroy and remodel Freedom Plaza. I along with many others know that it's a terrible idea because it has served as a skateboarding Mecca for over 3 decades. Many people including myself travel across the country to get a chance to skate it and enjoy the architectural beauty that DC has to offer. Please listen to our voices, it's not broke, don't fix it. It's a waste of tax payer dollars and there are plenty of other things the city can fix.

Thank you and have a good day.

Name: Diego Patrick

Location: NA

Date: April 1, 2022

[Direct email comment - 3/11/22]

Please Save Freedom Plaza

<https://chnng.it/JvLj92W5mV>

Name: Brendan Terry

Location: NA

Date: April 1, 2022

[Direct email comment - 3/11/22]

SAVE PULASKI PARK! This place could be a safe haven for skateboarders and people who enjoy watching!

Name: Edward Cheney

Location: Easton, PA

Date: April 4, 2022

I used to live in CA and now I live in PA, and have visited Freedom Plaza to skate there, as it's a historic skate area. I know many others feel the same as I do when I say it would be a shame to get rid of it.

Name: Elijah Minicozzi

Location: Takoma Park, MD

Date: April 4, 2022

I have been fascinated by the proposals for a new Pennsylvania Avenue, and I look forward to an implementation of one of them. In the Franklin Park renovation, 50 trees were removed to make way for a young, new canopy. Some of those trees were dead, and it was great that those trees were replaced by new, young trees, but many massive, healthy trees were taken down in the renovation. The result is a desolate space in the eastern half of the park, where the young trees will take decades to form a canopy. I ask that the NCPC not take down the many existing healthy large trees (mostly pin oaks) that form a canopy over Pennsylvania Avenue, and I would like to request that the NCPC use the area reclaimed from the roads to plant additional large-growing canopy trees such as oaks to provide shade and fresh air to pedestrians.

Name: Will Fenwick

Location: Washington DC

Date: April 4, 2022

Civic Stage concept showcases the potential of where automobile primacy ends and pedestrian & public use needs and safety are prioritized. DC, as the nation's capital, should strive to demonstrate the art of the possible for our country's urban spaces. More green space, less asphalt, less cars.

Name: Steven Johnson

Location: Kensington

Date: April 5, 2022

I feel as if this will completely mess with the flow of traffic from northwest dc into southeast dc, as well as taking away and destroying a national monument while in the process.

Name: Ashton Rohmer

Location: Washington, DC

Date: April 5, 2022

I'm most excited about the Linear Green - we need to remove cars from that stretch of Pennsylvania Avenue and make it a safe space for convenient, accessible alternative modes of transportation, including walking, biking, rolling, and busing. By incorporating green infrastructure, hopefully the design can better address flooding and urban heat issues as well.

Name: Sam Heird

Location: NA

Date: April 5, 2022

[Direct email comment - Fri 3/18/22]

Have you received anywhere near the amount of input about other locations as you have about Pulaski plaza? Please consider the profound impact that place has on DC youth as a safe haven, As well as the cultural impact it has both locally and worldwide. Pulaski isn't just a hang out and It can't be replaced with some ramps at another park.

Name: Matt McMahon

Location: NA

Date: April 5, 2022

[Direct email comment - Wed 3/16/22]

How does this proposal interface with the displacement of marginalized groups from the city?

Name: William Polly

Location: NA

Date: April 5, 2022

[Direct email comment - Wed 3/16/22]

Good morning,

To hear about the elimination for a new freedom plaza is offensive to say the least. Freedom plaza in its current state is most definitely “livable”, “people-friendly”, and it’s most certainly not a “dead zone” in the local DC community. So much of the culture that DC carries has been torn apart and replaced with something else, and the city is losing its character. This city means nothing to so many people now with plans like this. If you care about DC culture, take a look at the petition created to save freedom plaza.

Please take the time to read through the comments on petition, all of these comments are coming from real people who value this space more than most people could comprehend. It is far too important to keep freedom plaza as it is, as there is too much DC culture being eliminated.

Thank you for your time and consideration, here is a link to the petition that I highly recommend you read.

https://www.change.org/p/council-of-the-district-of-columbia-help-us-save-freedom-plaza-in-washington-dc?utm_content=cl_sharecopy_32648501_en-US%3A4&recruiter=1091865963&recruited_by_id=1b360740-9ac2-11ea-b0ec-97c29ac2c9d7&utm_source=share_petition&utm_medium=copylink&utm_campaign=psf_combo_share_initial&utm_term=psf_combo_share_initial&share_bandit_exp=initial-32648501-en-US

Thank you,
~William Polly

Name: Christian Miller
Location: NA
Date: April 5, 2022

[Direct email comment - Mon 3/14/22]

Dear NCPC Member,

Thank you in advance for taking the time to read through this note. With the recent news about upcoming changes to Freedom Plaza, I wanted to share some anecdotes to illustrate the importance of this public space and how integral it is to the personality of Washington DC. With design changes threatening the future use of this public space, I and many other skateboarders in the community want to make sure our voices are heard so that Freedom Plaza can continue to be enjoyed by the many who spend time there.

Freedom Plaza, or Pulaski Park, is and has been fertile ground for Washington DC skateboarding since its inception. Any day of the week, and especially on weekends, people

come from all over to enjoy this landmark. Some of the most well-known regulars wake up early each Saturday in Richmond, Virginia and make the two-hour trip to spend the day on their boards. Professional teams on tour throughout the country stop specifically in Washington DC to get a feel of the marble that makes up the plaza infrastructure. Parents bring their children learning to skate and videotape them as they learn to navigate the tiles, stairs, and ledges.

Freedom Plaza has also been a gathering place for other community events. In the warmer months, Wednesday evening dance classes take place near the fountains adjacent to 14th Street. During the twilight hours over the summer, cinema fans enjoy films shown up top with a white screen positioned in front of the statue of General Pulaski. Community and national gatherings congregate 13th St and E St NW to share thoughts and information on social, economic, and political issues. It is not uncommon to see a collage of yoga mats near the stairs across from the mayor's office next to a group of teenagers playing S.K.A.T.E. (the skateboarding equivalent of H.O.R.S.E.), the groups being mindful and respectful of each other's space. This collection of different types of people opens doors for those who come to Freedom Plaza and helps to bring communities together.

With all this in mind, I worry that the absence of Freedom Plaza as it stands today will have a severe negative impact to the Washington DC area, especially for residents, citizens, artists, and small businesses within a half mile radius of the plaza that rely on skateboarders and attendees for their customer base.

Please consider alternatives to redesigning Freedom Plaza. There are many points of pride within the district boundaries and Pulaski Park is that beacon of inspiration to many that live here.

Thank you again for taking the time to read this note. I hope that some of the information in here resonates with you and the rest of the members as decisions are made surrounding the future of Freedom Plaza.

Sincerely,

Christian Miller
Product Manager
FA/HOCKEY
christian@faworldentertainment.com
240-224-2004

Name: Carrie
Location: Falls Church, VA
Date: April 5, 2022

The plans seem well thought out and are forward thinking. I think any of these plans could

work and would offer huge improvements. It's important that you ensure specific things are included and they do not get overshadowed by other competing priorities.

1. Public gathering spaces that allow a continual flow of large crowds of people to march / protest / demonstrate, including all the way to the Capitol.
2. Skateboard park features - to preserve the uniqueness and history of DC's skateboarding scene, ensure there are unique features for skateboarders of all levels. And that the spaces for skateboarding remain free, and accessible to those from underprivileged communities. Thanks for reading my input.

Name: ROBERT D PAULUS

Location: Chester, VA

Date: April 6, 2022

I favor the Urban Capital concept. I think it is important to maintain the historic integrity of Pennsylvania Avenue as a traditional boulevard with traffic and with sufficient width to accommodate major processions. This concept also eliminates Freedom Plaza, which seems to have little purpose, and restores the avenue's uninterrupted alignment from 15th Street to the Capitol. While the intersection of Pennsylvania Avenue and Constitution Avenue needs improvement, this concept avoids what I think would be the mistake of tunneling Constitution under Pennsylvania. The proposals for the Urban Rooms are very attractive and would relieve pressure on the Mall to accommodate special events. I especially like the idea of expanding event space south into Wilson Plaza. However, I do think use of the Western End will have to be managed carefully to preserve the dignity of the World War I Memorial.

Name: James Roberts

Location: Washington, DC

Date: April 7, 2022

Please remove all vehicular traffic on this road, with the exception of dedicated bus lanes. Pedestrians and cyclists must be prioritized. More opportunities for bars, restaurants, shops, pop-ups and event space is also welcome. No cars!

Name: Kevin W Burke

Location: Atlanta

Date: April 7, 2022

For me, the Civic Stage concept is clearly the best option in regards to urban design and creating public spaces.

Thank you for engaging in this design effort to reimagine this iconic street.

Kevin W. Burke, FASLA

Name: Julia

Location: San Antonio, TX

Date: April 7, 2022

As someone born and raised in the DC area, I love both the linear green and civic stage concepts!! The green space with the Capitol in the background would be so beautiful, but I also love the availability of the area as a venue for entertainment or other events! Very excited to see where this goes!

Name: Brian Dofflemyer

Location: Washington, DC

Date: April 8, 2022

I like a combination of the Civic Stage closer to the eastern end to facilitate more functions and events in the streets that celebrate the views of the Capitol while the linear green towards the western end to allow for beautiful, green spaces to enjoy.

Name: Christopher Chang

Location: Washington, DC

Date: April 11, 2022

Thank you for pursuing a new vision for Pennsylvania Ave. As someone who has used Pennsylvania Ave for years to commute regularly by bicycle, the current design has been transformative in getting across town. The reality is that there is still much to do to improve the space.

After reviewing the concepts, I wholeheartedly support a decrease in space for private automobiles and an increase for transit, pedestrians, and bike commuters. Each of the concepts have excellent elements and I hope the final product should incorporate parts from all three. Nevertheless, I believe the final design should be centered on the Civic Stage concept.

We already know there can be huge demand for the space, with the REDEYE Night Market last fall or the recent Sakura Matsuri Japanese Street Festival serving as examples. It would require semi-permanent structures that could be used for dining and retail during the week and weekends. Such structures should be able to be removed for parades or reused for festivals or events. Pennsylvania Ave under the Civic Stage design could serve as DC's Las Ramblas and be a unique destination for tourists and residents alike, all while revitalizing an area of downtown that lacks much in the way of interesting retail and liveliness outside of specific events.

While the other two concepts have their merits, the Urban Capital concept needs dense residential and varied retail to be successful, neither of which is currently present. Given the

current use of many of the buildings, it is not likely to change significantly in the near future. The Linear Green concept replicates the urban and linear National Mall, just blocks away. It also suffers from the lack of residences and varied retail which would keep people using the park, not just as a park, but as a way to get points of interest. Both of these concepts would inevitably lead to a beautifully redesigned streets that are lacking in things to do and ultimately empty.

Given the importance of activating the space and giving tourists and residents a reason to return to Pennsylvania Ave regularly, the best concept is the Civic Stage.

Thank you for reading my comments,
Chris

Name: Django Szilagi
Location: Washington, DC
Date: April 11, 2022

I fully support the total removal of private automobiles along Pennsylvania Avenue (other than public buses & emergency vehicles). I support the installation of green infrastructure and infrastructure that encourages active transportation.
Thank You!

Name: Max Ewart
Location: Washington, DC
Date: April 11, 2022

I am really excited for this project to evolve. The linear green is far and away the best concept, it is pedestrian friendly, environmentally friendly, and prioritizes transit. After that, the Civic stage is okay and the urban capital is bad.

The one thing I am most concerned about is that one of the primary user groups of plazas in this area is being cut out of the conversation completely: skateboarders. Whether Freedom Plaza can be considered a quality public space or not is irrelevant. A group has taken a bad space, one that is not often used, and made it beloved by their community. Skateboarding amenities should be included and skateboarding should be encouraged throughout the site. It is even more important that this space is designed with skateboarders.

Thanks,

Max

Name: Xavier
Location: Arlington, Virginia

Date: April 11, 2022

Civic stage feels like the most appropriate of the three as it puts pedestrians in the center, cars are off to the side in order to highlight the importance of civilians. It will allow for a non-obstructed view of the Capitol building, and provide a memorable experience for locals and tourists alike. I think replacing the shared-use lane with a bus-only lane (maybe even a streetcar extension!) will be even better as it truly will serve as a significant roadway that could serve as a center-piece for future tours.

Name: Robert Narvaez

Location: Washington, DC (Brookland but work downtown)

Date: April 12, 2022

NCPC,

I appreciate all the work and thought that went into the designs for this project. The return to more human scale and focus on multi modal transit is a great!

I do have a few comments however.

While I appreciate all the different ideas for the Western End, removing the Pierre Charles L'Enfant's plan for the city to make it at grade would be a loss. We should find a way to incorporate the artists design in to the transformation of Western End. This is also a place for skaters to practice and learn how to skate. I do loving watching them perform and it is fun people watching activity. There are not many skate facilities in the city or ones that are accepting of these park users. We must find a way to incorporate all users into the design. I think is area would be good as a linear green to help create more shade and pedestrian space since this focus area is so close to the White House, WH Visitor Center and Mall.

For Market Square, I think the Civic Stage option is the best fit. As stated, you create a new square that can be a great place for festivals and other open are events. Also the sight lines would be spectacular for the Capitol and users would have to worry about getting hit!

For the Eastern End, I love the bold move proposed in the Civic Stage option and would be be my preferred option but if that was not feasible, the linear green would be the alternative.

Parking is tight near the Capital (also all over Downtown) so alternatives should be made. Making this area more open and pedestrian scale could address some safety issues but on the other hand create spaces for people to congregate closer to The Capitol. Again the Civic Stage then Linear Green are my preferred options.

To close, some general comments. Penn Ave is a major bicyclist thoroughfare. Understood this is just a concept, consideration should be to make this cycletrack wider. The plan should consider to accommodate cyclists of all levels, the commuter, the tourist, families, etc. The

wider track could also accommodate scooters.

The softscape and hardscape elements should be able to be replaced or moved easily. It is great you gave thought to the inauguration parade but there could be instances where a wider width could be needed.

Though not this stage yet, provide diverse tree species that are native to the area. This helps with mass die off due to disease/pests and less likely to die being used to the area.

More than happy to discuss further or help out.

Thank you for the opportunity to comment,
Robert Narvaez, AICP

Name: Mia Dana

Location: Washington, DC

Date: April 12, 2022

I love the Linear Green concept. I think getting rid of car traffic entirely is a great idea. The fewer cars, the more pleasant and safe the new pedestrian areas will be.

Fewer cars, more places to hang out -- that's my vote.

I also like that Linear Green does the most to increase the city's resilience to climate change, e.g. adding more permeable land and trees/vegetation to prevent floods, mitigate the urban heat island effect, and so on.

Name: Prince Coulibaly

Location: Gaithersburg, MD

Date: April 12, 2022

I really love the concepts presented by the NPCC committee. I think that Urban Capital and the Civic Stage proposals are the best one for the organization to implement for the redevelopment of Pennsylvania Avenue. There are elements that can be taken from both the Urban Capital and the Civic Stage to better maximize the vibrancy of the corridor. While the Linear Green concept is great and exemplifies the country's commitment to environmental conservation, it does lessen the vibrancy needed for the Pennsylvania Avenue Corridor. The corridor is at its best when it is being given the best elements of urban activation needed to succeed. This will not just be a gathering place for only District residents but possibly the entire DC-Baltimore metropolitan CSA and tourists across the country as well as internationally. Of course if possible, there are examples of billboard art that could be activated along the corridor in the Parisian example attached below. I could send more examples via email if permitted on the

NPCC's end.

[Attachment](#)

Name: Andrew

Location: Culpeper, VA

Date: April 13, 2022

I like the civic stage the best, but would like to suggest a few changes.

First, use one of the travel lanes as a dedicated lane for transit, preferably light rail. The reason for light rail is that bus rapid transit does not generate the ridership that everyone says it will. There is also a certain coolness factor inherent to trains that buses do not have. This route should run from the peace monument to to end of the project area, with a potential future extension into the pedestrian only space in front of the White House and eventually to Georgetown. As there is already discussion of a potential new metro line to Georgetown, this might be an easier sell than most would think and would also be significantly cheaper. The stops of this route should have decent spacing to allow high operation speed with an average distance of 1,500 feet between stops and a maximum of 10 minutes between trains and any traffic signals required should be equipped with transit priority overrides. In addition with light rail, it is possible to have green space next to the tracks which would help with bio retention and stormwater runoff.

Second, the bike lanes should be made of a permeable pavement material, again for bio retention. This material also minimizes the risk of ice slicks in the winter. The colorant in permeable materials may also last longer as it is not just paint.

Third, with the pedestrian areas the implementation of a snow melt system would be really nice to see. And for added efficiency maybe it could use the geothermal method devised in Japan using special outdoor heat pump cabinets to significantly lower energy costs.

Fourth, the planted areas should use as many native plants as possible. One thing that should be considered with the planted areas is an automatic sprinkler fertilization dosage system. The common brand of this is E-Z flo. What this does is put the fertilizer into the sprinkler water, which minimizes runoff and eliminates the need for regular fertilizer applications. With the plants maybe local volunteers could help with the planting to both save money and let locals have a hand in remaking the corridor for the next 100 years.

Name: Valerie Nannery

Location: Washington, DC

Date: April 13, 2022

I strongly support revitalizing Pennsylvania Avenue NW to be a space for people, not a traffic sewer. The amount of asphalt dedicated to vehicular traffic in the heart of our city is inequitable, dangerous, and poisons the District and the Earth. I have a strong preference for transforming the street into a car-free urban center, much like those that exist in the great cities of the World. Even Times Square in NYC has become largely car-free. If NYC can do that, so can DC. Linear Green is the best of the three concepts, and the Civic Stage concept is second best. The Urban Capital concept is incremental change that assumes that streets are for cars, not people. We need a bolder vision than that. However, I support moving the two-way cycle track from the center of the street, which never made sense, has always been dangerous, and simply invites pedestrians to stand in the middle of the bike lanes.

Name: Commissioner Travis R. Swanson

Location: Washington, D.C. (Ward 7)

Date: April 13, 2022

I appreciate the time that went into thinking through these initial designs, and the presentations to give the public the opportunity to weigh in. I wholeheartedly agree that the current design on Pennsylvania Avenue, N.W. between the U.S. Capitol and the White House no longer meets the needs of the community, and a revamp of the avenue is long overdue.

Of the options presented I strongly believe the best use of the space would be to implement the Linear Green plan. This plan best meets the needs of commuters, visitors, first amendment activity, and most notably brings substantial green space downtown to truly turn the avenue into a destination for Washingtonians and visitors alike.

While this section of Pennsylvania Avenue is no longer heavily used by private cars, it's a very important stretch of road for bus commuters on both WMATA buses and MTA commuter buses alike. Because of this I believe the final design must include dedicated transit lanes so bus commuters can increase the reliability of their commute while reducing commute times. Additionally, if the dedicated lanes will also be allowed to be used by commuter (MTA) buses the final design should consider that loading and offloading large commuter buses is often a longer process than WMATA bus and perhaps it would be a good idea to consider commuter bus stops with a shoulder pull-off area, so WMATA buses are not delayed as a result of this process.

Of the many bus routes that use this stretch of Pennsylvania Avenue, the 30s routes are among the longest and most heavily used. These routes are relied upon by residents of Wards 7 and 8 to commute downtown from neighborhoods which have historically been underserved by reliable transportation options. Due to traffic issues these commutes are often unreliable and have a wide range of variations for how long they take. Dedicated bus lanes on this stretch of Pennsylvania Avenue would introduce some stability to these major bus routes using the avenue and would help shorten commute times and increase bus reliability for residents commuting from our most underserved wards.

According to data from WMATA, prior to the pandemic - from 2010 to 2019 - the 30s bus lines which use this section of Pennsylvania Avenue - which includes routes 30N, 30S, 32, 33, 34, 36, 37, and 39 - had a weekday average ridership of around 16,000 per day, a Saturday average ridership of more than 9,000 riders, and a Sunday average ridership of just over 7,000 riders. With ridership numbers this high it's crucial that riders can reliably get to their destination without being stuck in traffic or behind commuter buses.

Lastly, DDOT is currently working to install rush hour bus lanes on Pennsylvania Avenue, S.E. between the Library of Congress and the Anacostia River. As planning moves forward I hope NCPC will work with NPS and DDOT to identify a lower numbered street that crosses the National Mall (such as 3rd Street or 4th Street) to also convert to bus & bike only, or add dedicated bus lanes to so eventually the Pennsylvania Avenue, S.E. bus lanes can seamlessly connect to the Pennsylvania Avenue, N.W. bus lanes to further increase bus reliability for commuters, particularly those coming from historically underserved parts of the city such as Ward 7 and Ward 8.

Thank you for your consideration of my comments and please feel free to reach out if you would like me to clarify or expand on anything.

[Attachment](#)

Name: Nick Webb
Location: College Park, MD
Date: April 13, 2022

Linear Green is by far my favorite. Having a nice, long linear park in DC would add valuable green space. Limiting car access also reduces noise pollution significantly which would be great for a pedestrian and bicycle friendly promenade.

Name: Sabah Rana
Location: Bowie, Maryland
Date: April 14, 2022

I love the overall push to prioritize people and the planet. My favorite option is "Linear Green" due to its emphasis on green space, exclusion of cars, and biking infrastructure. These qualities make for very livable, inviting, and healthy communities but are features that unfortunately lacking in U.S. cities so as an emerging planning professional, it's exciting to see that the capital may be going in that direction. I would love to see an urban park that pushes what it can do with its green space. I would love to see the inclusion of fruits trees within a dedicated section of the urban park - this could serve as a point of interest and be community led (i.e. like examples of successful urban gardens). I would also love to see the inclusion of flowers that attract a range of pollinators. It would also be nice to see public art from local dc artists,

potentially sculptures or landscape art or any other form of public art. Thank you for your work and for engaging with public feedback.

Name: Caitlin Rogger
Location: Washington
Date: April 14, 2022

Linear Green looks great. It presents the most opportunity to both improve downtown's quality of life and increase our permeable surfaces, while allowing more efficient transit and cycling which will get more folks out of cars. I'm excited

Name: Alexia Stefanovich
Location: Washington DC
Date: April 14, 2022

Linear green is the best option! It prioritizes civilian health, both mental and physical: green space is shown to positively impact mental health, and walking and biking is extremely beneficial for physical health. Second, having a pedestrian only space would bolster community: it would create a safe gathering space, serve as a place to host cultural, music, and art events for citizens and their families, and be a place to make new connections whilst spending time outside. Linear green is the only option that prioritizes DC's most important facet: its people.

Name: Daniel Rogger
Location: WASHINGTON
Date: April 14, 2022

Dear NCPC,

What an amazing vision for the future of DC! I love what these designs say about who we want to be as a city. Congratulations on taking us to this point.

I personally like Linear Green the most, but all have their merits. I do think the less exposure to cars, the more of a special, unique, walkway it would be.

Very best wishes,

Dan

Name: Callum Wayman
Location: DC

Date: April 15, 2022

Firstly, I'd like to say that I personally am in favor of Linear Green. Similar to the K St. project, I feel a dedicated transitway will only improve bus transport along this major corridor. I also feel that cycling lanes should be isolated from car traffic, so linear green offers a lot of elements that I'm excited about. I also think removing cars entirely from this road will show people within DC how quiet and serene city life can be when cars are removed from the equation.

My additional comment is that I hope that further studies are done on Pennsylvania Ave SE beyond the capitol building. I was heading down that way today on my bike and I noticed that it suffers from a similar car-centered design. There are 6 lanes for cars on this major road, making the many wonderful shops and eateries along that road vulnerable to everything that comes with cars: noise, smell, and potential for car collisions. I hope the excitement behind the current Pennsylvania Ave initiative will be expanded to these other major roadways throughout our city.

As an aside, I hope there is also similar discussion about making Madison and Jefferson Drives along the mall car free. I don't mean to mention these things to say that I'm unhappy with our progress, only that I think there are some locales within this city that deserve to be free from all of the detriments that cars bring (I also say this as an owner of a car registered and often driven in DC).

Thank you for all of your hard work, it is greatly appreciated.

Best,
Callum

Name: Phil S.
Location: Elkridge MD
Date: April 16, 2022

I really like the linear Green proposal, specifically two parts: First, the narrow roadway just for transit and bicycles is great! It gives space to pedestrian and civic activities. Second is the nature and greenery. The 900 block on the south side of the road (DOJ side) is the best area of the street due to all of the dense treecover. Expanding that for the entire length would be amazing. Cities should be designed for people first and this feels like the ultimate realization of that. Private cars and buses can use nearby Constitution Avenue. Really like removing the roadway and angled parking lot near the Capitol. That thing is an absolute eyesore and detracts from the rest of the (very attractive) grounds.

I also support the realignment of Constitution and closure of 4th street in the Linear Green proposal.

The one area of "Civic Stage" proposal that I do find interesting is the plaza near the Wilson Building.

Name: Nicole Mogul
Location: Washington
Date: April 16, 2022

Your work is amazing!! I so enjoy scrolling through the pictures and the thoughtful framing that went into this visioning.

I favor an option that has the most green spaces and accommodates the throughput of marchers as appropriate. I lean towards the linear green but worry that doesn't allow for marchers. Civic stage seems to lack the shade that would be so appealing in the Linear Green.

What is so important is access to safe pedestrian and cycling, resilient, climate friendly infrastructure and sense of place.

Thank you for this work and for accepting comments!!

Name: Miriam Chappelka
Location: Washington
Date: April 16, 2022

All three concepts would be a lovely improvement on the current road, and I think the Linear Green would be the best. A car free park would make the park safer, and more environmentally friendly. As an added bonus it would be quieter and more relaxing. The dedicated central transit way and cycle tracks would ensure that residents and tourists are able to easily traverse the park.

Name: Laura Duke
Location: Washington, DC
Date: April 17, 2022

Linear Green is the best option! We don't need cars on Pennsylvania Avenue - there are plenty of alternative streets to use to drive to one's destination. I also love the central transit way. This feels like the most European-inspired design!

Name: Will Handsfield
Location: Washington
Date: April 18, 2022

I believe the District needs to move in the direction of having car-free streets, and can think of no better candidate than Pennsylvania Avenue. The Linear Green option with dedicated transit lanes and bike lanes comes closest to this vision, and should be pursued.

With Regard to the Inaugural parade route, that can easily be done on Constitution Avenue to 15th St, which would be better at hosting large parades, while making Pennsylvania Ave's configuration permanent.

Name: Amy Hall
Location: Washington
Date: April 19, 2022

Strongly support the linear green model - car free, dedicated bike and transit lanes and lots of greenspace for pedestrians. I would like to see some of the greenspace organized in a way that provides recreation opportunities - this is critical as DC continues to develop with high rises! Could you put in a couple of half courts for basketball? (I know it seems crazy but I guarantee people working downtown would use basketball courts - just like the volleyball courts used to get tons of use before the AI museum was put in. Could you even put in two full size basketball courts somewhere in there?!). Could you put in a futsal/soccer pitch? Chess boards? Giant checkers? Could you design some of the furniture in one area so it could be skateboard-safe or double as fun stuff skateboarders could use without damaging it (because you know the skater people will show up regardless - make it useful for them - give them a designated area)! The Linear Green model has great potential - push forward the no-car mentality but also activate the greenspace and make it a usable destination with recreation options - more than a place to just sit and stare at the birds! You could also intersperse in here a rotating sculpture exhibit from local artists - preferable sculptures kids can climb on. Add a water feature that doubles as a playspace for kids in the summer. LOTS OF IDEAS!

Name: Hadiya Hewitt
Location: Washington, DC (20008)
Date: April 19, 2022

Hello! I support the Linear Green vision. I am a staunch supporter of pedestrianization, having lived in other cities that prioritized pedestrians and bikes over cars and saw a tangible improvement in public life. Cars are a nuisance, and I say this as a life-long commuter, and they hurt commerce (cars take up far more space than people do), the environment, and frankly result in loss of life, especially for children. I am particularly proud of DC for putting this initiative forward, and I am telling all of my friends. It is a perk and many of us are excited to live in a city that is taking bold action to improve our lives.

Name: James Bryant Hall
Location: Washington

Date: April 19, 2022

I support concept #2 Linear Green. I would like to see the city activate the space by including recreation amenities, for example, a few basketball courts, a soccer field (or a smaller futsal field), some chess and checkers areas, and maybe some place skateboarders can go and not get chased away. I believe that the city can use concept #2 to provide nice green space, but also recreation areas that would be used by those who live and work downtown. This would be better than simply providing a staid park-like area that was only really used for sitting. I also support eliminating cars and having bus-only and bike lanes.

Name: Matthew Patterson

Location: Laurel, MD

Date: April 20, 2022

Please save Freedom Plaza! It is a historical site for skateboarding and provides many positive contributions to DC and the surrounding area. Community and fun are the two main points. I strongly oppose transforming the space into anything else than what it is currently.

Name: Matt Patterson

Location: Laurel, MD

Date: April 20, 2022

Please save Freedom Plaza! I strongly oppose transitioning this space into anything other than it's current state. It's a community space for skateboarders and the community as a whole to meet up, have fun, and be outside. Please keep the space as it is.

Name: Kevin OHalloran

Location: Washington, DC

Date: April 21, 2022

Overall, these are some amazing concepts that envision a much improved Pennsylvania Avenue. While I ultimately believe components of each concept will need to be integrated together into the final design, I think in broad terms the best concept presented here is the Civic Stage. Going back to the L'Enfant plan, Pennsylvania Avenue was always envisioned as a grand boulevard with sweeping views of the Capitol and White House at the level of a pedestrian. I believe the Civic Stage concept achieves this original intent best while also allowing for functional use as a grand place for events, demonstrations and other activities of national importance. The Linear Green is also a good concept but I would be concerned about the ongoing maintenance needed to keep the corridor at the premium level required with so much green space. I also think that trees should be kept to the edges as to not obstruct the views of the Capitol from the center of the avenue. I think quality green space is essential to this design but it should be more strategic and functional in order to serve its highest and best

use to the overall corridor. The prioritization of transit and bikes here is also great but I think what will make the avenue a real world-class destination will be a design which centers the experience of people on foot taking in the wonder of this grand capital city.

-Kevin O'Halloran

Urban Planner

SWBID

Name: Jim Saksa

Location: Washington, DC

Date: April 22, 2022

Regarding the three concepts for most of the Avenue:

I am a huge fan of the Linear Green concept. The goal for Pennsylvania Avenue should be to make it pleasant for the people who live here, which in turn will make it a treat for tourists as well. It should be a vibrant street lined by bustling bars, coffee shops, restaurants, shops, hotels and museums. Right now, we only truly have the last two on that list. (This effort is made more difficult by the lack of residents in the immediate effort, of course, plus the size of the National Mall, but these are beyond the redesign's scope).

To encourage a vibrant, lively street, the focus should be on expanding sidewalks and making the avenue pleasant to walk and bike along. High speed, aggressive car traffic is unpleasant, loud, and sometimes frightening, and lots of lanes and width encourage this, so put Penn. Ave on as strict a road diet as possible. Seating and shade will help draw office workers on their lunch breaks. If there needs to be some regular car lanes as well as (or in lieu of) dedicated transit lanes, so be it. But do whatever you can to get rid of lanes and replace it with walkable, bikable, green space that will complement the area's businesses. Also, any permanent infrastructure to prevent mid-road U turns should be implemented - something as simple as a small curb median will do. (The penchant for DC drivers, esp. Uber and Lyfts, to pull U-turns seemingly randomly has nearly killed me on my bike and also disrupts normal traffic flows. It's really bad and physical infrastructure needs to be used to prevent it!)

Whatever is done, don't put a pedestrian area in the middle of a street. The Civic Stage's pedestrian promenade is critically flawed. It will be an island surrounded by traffic. If you can point me to an example of a road where the median, however well-manicured or full of programming, draws in pedestrians to the area, please do. To the extent it might succeed, it will be in competition with, not in support of, the businesses that line Pennsylvania Avenue. We want pedestrians walking along these businesses, being tempted to pop in for a coffee or a beer, not separated from the city on a mini-Mall. It would become just another place in DC that's designed primarily for tourists and events, rather than the people who live and work here -- we have the National Mall already! Don't do this!

Regarding the "Urban Rooms":

For the Western End, both the Linear Green and Civic Stage concepts are good. That said, please, please, please retain some aspects of Freedom Park that will appeal to the skateboarders. Do not make the same mistakes Philadelphia did with its redesign of Love Park into a bland, flat expanse. Skateboarders and office workers and tourists can coexist! The skateboarders will also, crucially, provide the "eyes on the street," that Jane Jacobs wrote is critical for successful, lively, bustling cityscapes. Especially where we don't have enough nearby residences to use these spaces in the pre- and post-working hours, skateboarders will occupy this area. That alone helps discourage the kind of homeless takeovers of public areas that keep others away. You want public spaces to be active with residents and visitors from the predawn lightening of the sky til the bars close. Skateboarders will help fill in some gaps! You can easily replace half of Freedom Square while leaving the eastern side unchanged for skateboarders and achieve a balance and compromise that works for all.

As for Market Square and Eastern End, I again urge there to be a focus on what will work best for residents. Philadelphia offers another example, this time good: The redesign of Dilworth Plaza into Dilworth Park shows how to create a flexible-use space with multi-season attractions (like the spray ground which gets covered by an ice-skating rink in the winter). Please reach out to farmers markets in the area, artist collectives who might take advantage of pop-up stalls to sell their work, look at ideas for Christmas Markets -- seek out input from local businesses at what kind of public spaces THEY want and would use, and work with them to program the space. Please look to attract residents to the area with simple amenities like coffee shops and restaurants (or a rotating set of food trucks), places to sit and read, hammocks, games (e.g. the oversized jenga or connect 4 sets found at beer gardens), picnic areas (with movable tables and chairs!), etc.

Name: Brendan Rejevich
Location: Washington, DC
Date: April 22, 2022

Why doesn't this money go towards decreasing the horrific state of DC public schools, paying teachers more, or going towards homeless shelters. Why doesn't the commission focus on spending taxpayer dollars on things that will ACTUALLY make a material impact on the lives of residents of the district, that will have a real positive impact, not just another "mall" like feature that will negatively impact the ability for people who live and work in the area to get around. It's a waste of money in my opinion and I will be disappointed if this project is effected. Do you actually think that it will be used for events and gatherings given the current national security atmosphere and impact on the capital/metro/park police forces ability to secure our nation's capital?

Name: Michael DePodwin

Location: Bethlehem, PA

Date: April 22, 2022

Ranking of the options from best to worst: 1-Linear Green, 2-Urban Capital, 3-Civic Stage.

I am glad this major thoroughfare is being considered for a people focused, instead of car focused, redesign. Whichever option is chosen, the number of vehicular travel lanes should be limited as much as possible. My concern with the civic stage option is the central pedestrian plaza limits foot traffic to the businesses on each side all while buses and cyclists have to share travel lanes. Removing cars entirely is most preferred.

Name: Jamie Doyle

Location: DC

Date: April 25, 2022

[Direct email comment - 3/2/22]

Beth,

Thanks so much for taking the time on Monday to bring me up-to-speed on the Pennsylvania Avenue Initiative. Your recounting of the history behind PADC and other efforts to revitalize the avenue were educational to say the least and provided helpful context behind today's efforts.

I also want to reiterate that we at Carr are supportive of the direction the initiative is taking and whole-heartedly agree that a significant rethinking of the built environment in the Pennsylvania Avenue right-of-way is essential to maintain the vigor and draw of the "monumental core" as you put it, especially in light of Covid's impact on Downtown.

Going forward, I will act as The Willard's representative as far as our interests intersect with the Pennsylvania Avenue Initiative. To the extent the Initiative engages with private property owners in the study area, please send all such communications my way.

I was reluctant to share on our call, but feel it is helpful for you to know, that Oliver Carr, who was heavily involved in the PADC, is my grandfather, and I may be one of the few "owners" along Pennsylvania Avenue who will be with this process from start to finish.

I look forward to hearing more input from the commission on the Initiative during tomorrow's virtual meeting.

Name: Elizabeth Moore

Location: WASHINGTON DC (20024)

Date: April 25, 2022

I live at 4th and N Streets SW. I was really excited to see the linear green plan because I often walk on the Mall and along Pennsylvania avenue and find it really hot. Any plan that provides more green space and trees is one I'm in favor of. I've long been envious of the green spaces and parks in NW and would love to see more shade and recreational areas in this part of the city.

I also like that there would be no cars. I frequently ride my bike and am always nervous about riding alongside cars. The cycle lanes that are protected from moving cars (ex. the ones on 15th that have parked cars in between the bike lanes and the car lanes) are fairly safe, but lanes that are protected only by a low barrier (ex. most of 4th Street), posts (ex. L Street), or no barrier (ex. 4th Street SW between I and P) are dangerous. I can't tell you how many times I've been nearly hit by a car or truck or blocked by a stalled car (usually an uber or lyft) and had to merge into coming traffic to go around. The bike lanes in the Urban Capital plan therefore give me significant pause; just because there is no barrier in between the lanes for cars and the lanes for bikes does not mean cars will go more slowly.

Another thing I appreciate about the Linear Green plan is that it provides resting spaces. During peak tourist season, the benches on the Mall are usually full (and most of them are in the sun, too). There aren't enough places to rest. It would be great to have more resting areas, water fountains, and public bathrooms. The Parc de la Canaleta in Valencia, Spain, has successfully done this with a long, skinny area similar to Pennsylvania Avenue. There are separate tracks for bicycles, runners, and walkers; public restrooms; many water fountains; children's play areas; gardens; exercise areas; and multiple dog parks.

Lastly, I appreciate the effort to better connect the part of 4th Street in between the National Gallery of Art buildings because the cobblestones are uncomfortable to drive and bike on, and the space could be used for cultural purposes vs. bus parking. Likewise, using the area in front of the Capitol for parking seems like a terrible waste of central space (not to mention, it's ugly).

Thank you for allowing the public to comment on your plans. I hope you will also start thinking about Louisiana leading up to Union Station. It has tons of parking lots and is a very hot street to walk and ride your bike on!

Name: Sonja Kotlica

Location: Washington, DC

Date: April 25, 2022

What a horrible web page! It was probably expensive to make it, but it is not clear where various proposals begin and end.

Name: Shorey
Location: Hill east
Date: April 26, 2022

I love the options that include a dedicated bike lane and still let cars through. The current bike lanes are a bit sketchy/exposed, so making them safer and more separated from the cars - particularly turning cars - would be fantastic. Also this area could really use more quick food options for the tourists - would be cool to integrate that.

Name: Rogene Waite
Location: Washington, DC
Date: April 26, 2022

As a Senior Citizen I find the city increasingly unfriendly. I need to be able to drive my car to appointments, etc. public transit is woefully inadequate and unreliable. I am not able to bike. Please make better provisions for those of us who need to drive their cars in a city with improved public transit and friendly to cars, bikes, pedestrians.

Name: Jared Alves
Location: Washington, DC
Date: April 26, 2022

Please see the attached document. Thank you for the opportunity to provide comments on this initiative.

[Attachment](#)

Name: K. S.
Location: Washington DC
Date: April 26, 2022

It think keeping freedom plaza is incredibly important and then working around that with some of the ideas presented. The Linear Green is the most appealing as it is a car-free environment and allows for more cycling/transit options that the city desperately needs to invest in. Decreasing car reliance and minimizing parking should be the number one priority on all re-development going forward through investments in accessible and affordable alternative transit options like bus/metro/bikes. Also work on increasing the tree canopy as much as possible.

Name: Peter Harnik
Location: Arlington, VA

Date: April 26, 2022

Having Constitution Avenue go under Pennsylvania Avenue around 4th Street seems like a very good idea.

Eliminating parking or severely restricting it east of 3rd Street is excellent. That currently is a horrible eyesore.

Name: Bryan Moy

Location: Washington, D.C.

Date: April 27, 2022

In order of preference:

1. Civic Stage
 2. Linear Green
 3. Urban Capital
-

Name: Tyson

Location: Washington DC

Date: April 27, 2022

Linear Green is the best idea!

I don't understand the benefit of Civic Stage. If you are going to set aside that much space for pedestrian usage, it should be more than just a sidewalk. Maybe a market? Or a long park space?

Name: Muhammad

Location: Arlington va

Date: April 27, 2022

I live in Arlington va but I drive for living and drive every day in dc and whatever you do just don't close Pennsylvania ave to traffic cuz traffic is already so bad in dc cuz of those stupid new designs (bus lanes and bike lanes). If you close it to traffic it will cause more traffic on other roads and cuz more aggressive driving. You already took away so many traffic car lanes for bike and bus lanes and most of them are stupid designs like constitution ave nw between 20th and 17th mess up after new zig zag designs and H st nw went from 4 lanes in rush hour to basically two lanes such a mess thanks for bus lanes which doesn't make sense same thing on I street nw and so many new designs creating more traffic. But those who designs these street don't drive on it every day like me and don't do enough observations before okay. I can do better designs than that. Leave Pennsylvania ave the way it don't destroy it and cause more headache for drivers. Thanks

Name: Brian Schimming
Location: Washington, DC
Date: April 27, 2022

I've lived at 7th and E Street NW for 17 years, and I think the PA Avenue section being examined has much unused potential. I am tremendously excited about this project. Thank you! I think the linear green and civic stage are great concepts. I think the urban capital concept is a good idea but does not fully utilize the potential of the space. I probably like that one the least.

Thank you for your work and offering the opportunity for me to share my thoughts. I look forward to following the progress of the project.

Name: David VanDeusen
Location: Washington, DC
Date: April 27, 2022

I like the idea of reimagining Penn Ave NW. There are elements from each option that I like, but I certainly prefer linear green or civic stage most. For me, Urban Capital is too close to current conditions to be worth the effort. Simply widening the sidewalk will not bring more people to this road. Linear green is most appealing because of the green space. I can picture standing under a tree in the summer heat waiting for a bus. I like the Civic stage because it provides a great promenade that feels like it matches the vision more, but I wouldn't be excited to cross two roadways to sit or stand in concrete. I'm all for prioritizing anything besides car traffic as the road seems underutilized, though I would ask how bus traffic could change with the K Street Transitway.

A few notes on the urban rooms:

Western End - Like many other commenters have shared, Freedom Plaza is a well used space. In fact, it's one of the only spaces I see used regularly along this road. I would prioritize keeping that space in it's current state, even if it's uses don't match everyone's ideal use of the space. In general, I like the idea of finding more ways to reduce car traffic in that area and opening more public plazas for cafes/kiosks and so on.

Market Square - The Civic Stage seems to capture the vision best here, but as noted earlier, I don't know if I'd use the space after crossing two roads.

Eastern End - I think the tunnel on Constitution is a really bad idea. It seems like a huge waste of money and at odds with the ideals of the project. I don't have strong opinions on closing 4th St, but I'm skeptical it would be a lively space except during an event.

Capitol Transition - I'm all for removing that parking lot. I think it's so ugly to have parking lots around the Capitol building and always confusing as a pedestrian/cyclist.

The last thing I'd say is that the renderings seem very optimistic about the number of people regularly using this space. In my experiences there are very few people lingering on this street

with the exception of Freedom Plaza and to a lesser extent the Navy Memorial. Otherwise, people are moving as fast as they can to cross the lanes of traffic and reach destinations on the Mall or Penn Quarter. This is a great start though, and I'm excited to see how the plans continue to evolve and incorporate the various ideas presented.

Name: Ed Barnes

Location: Washington, DC

Date: April 27, 2022

I guess I am okay with the Urban Capital Plan. The linear green plan is stupid. I am against any plans to make it tougher for people who drive cars to get around down town or limit parking. If you are going to do away with onstreet parking then the city needs to build dedicated, not for profit parking lots like the ones in Bethesda, Maryland. The city's move toward "green" is great for people who have easy access to public transportation. However, where I live, on the periphery of the city, public transportation is spotty and not very safe. The city planners have fallen in love with the people who have moved to DC in the last 10 to 15 years but have forgotten all about those of us who have lived here since the 1960s.

Name: Debbie Nip

Location: Washington, DC

Date: April 27, 2022

I am not supportive of this change. We need to consider the elderly and disabled who depend on public transportation and cars to get around. This will negatively and severely impact them.

Name: Manthan Bhatt

Location: Washington DC (NOMA)

Date: April 27, 2022

Hi -- I support the Linear Green concept. There's zero reason why most of Pennsylvania Ave between Congress and the White House should have any cars. The area needs more residential space as commercial real estate around the road is struggling. By changing Pennsylvania Ave to a pedestrian, car-free area with dedicated transit, the city could unlock tens of thousands of new residential units that replace the underutilized commercial real estate.

Manthan

Name: Daren

Location: Washington, DC

Date: April 27, 2022

I have been hit by numerous cars while biking. We need linear green to protect the residents.

Name: Joe Pinder

Location: DC

Date: April 27, 2022

closing Pennsylvania Avenue to traffic would be one of the dumbest things that you could possibly do. The construction of freedom Plaza in 1980, another genius idea from the PADC, is what started the deterioration of the Avenue as a grand Esplanade there already are bike lanes on Pennsylvania Avenue that by the way aren't used to any great extent. And the sidewalks except for those around freedom Plaza are already quite wide even for Washington with its historic setbacks. The best thing that you could do would be to remove freedom Plaza redesign all of that area with Pershing Park make the Avenue Street until it ends at the Treasury and add a whole bunch of trees which the Avenue desperately needs. Possibly live oaks so that they would be green in the winter as well. That's not hard it doesn't destroy the fabric of the city and if you push the traffic that is on Pennsylvania off it won't go to Constitution it will go to F St. and further into the city core and that will be an absolute mess. I know there is a holy Grail among city planners that enshrines the fantasy that everybody will walk everywhere or bike everywhere and that cars are the source of all problems that's baloney you know it you all own cars

Name: Matthew Tyler

Location: Washington, DC

Date: April 27, 2022

I favor the Linear Green option. Public space and sidewalks should be physically unified with adjacent buildings and neighboring spaces, rather than separated from those buildings/spaces by an active street as in the Civic Stage option. Outdoor seating for cafes, etc. should be a priority. More green space, more bikes/transit, and fewer cars makes Linear Green the winner for me.

Name: Nuria Masso

Location: Washington, DC

Date: April 27, 2022

Love the linear green concept: it highlights the green areas, allows for terraces for bars and restaurants, creates a European-style plaza, and prioritizes public transport and bike lanes. Check, check, check.

Name: Tom S

Location: Washington, DC

Date: April 27, 2022

I think the Urban Capital concept would be a significant improvement and it would be far easier to implement than the other two concepts. It reminds me of the Avenue des Champs-Elysees in Paris, and given that so much of DC's layout was designed by a Frenchman (L'Enfant), I think that would make sense.

Name: Marie Brown

Location: Suitland, MD

Date: April 27, 2022

Linear Green is the best option to accommodate foot traffic and pedestrians. Vehicle traffic can be diverted to other streets. Charlottesville is a great example of a linear green approach.

Name: Joe Vandecar

Location: Washington D.C.

Date: April 27, 2022

All three concepts would be a major improvement. However, I think Civic Stage would be the best, so much versatility and pedestrian friendly space. I also think Linear Green would be good. Prioritizing people over the cars should be the ultimate goal.

Name: Jakob Lindaas

Location: Washington DC

Date: April 27, 2022

I think each of these concepts would be a meaningful improvement to this historic corridor, but I especially like the linear green concept which would transform this space into a destination and gathering point by itself and attract investment and engagement in the heart of DC. The health and well-being benefits to more abundant and accessible green spaces in urban centers are important to take into consideration as well.

Name: Christopher Ledlow

Location: Washington, DC

Date: April 27, 2022

I support Linear Green or Civic Stage, but do not support the tunneling of Constitution under Pennsylvania in the Civic Stage concept. As evidenced by other areas of the city with major thoroughfare tunnels (like North Capitol St), these tunnels create hostile environments, are unsightly, costly to maintain, and encouraging vehicular speeding on the tunneled thoroughfare. This also results in a large number of pedestrian injuries and fatalities as cars

enter and exit the tunneled areas.

Name: Ryan Hileman

Location: Silver Spring, MD

Date: April 27, 2022

The Linear Green concept is by far the best approach among all the options.

I would also consider adding 2-4 lanes of road for cars, to possibly be shared with bikes and transit. This reduce a bit of the huge appeal of Linear Green, but it could be worthwhile to properly balance out the competing needs.

Name: Shawn Brubaker

Location: Washington, DC

Date: April 27, 2022

After a lot of consideration, I rank the three plans as follows, with my rationale for the ranking listed as well. My priority in making this ranking was environmental friendliness, safety, and creating a space that I would want to visit as a resident of DC.

First preference - Linear Green

This is the plan with the greatest seeming reduction in pollution by promoting most strongly bikes and transit. Further, this creates the space I would be most interested in visiting. With the expected uptick in walkers and bikers, I would feel most safe visiting this area if there were no cars, which Linear Green is the only plan that removes personal cars from the area.

Second preference - Civic Stage

I find this plan largely acceptable as it creates a desirable area to visit and promotes transit and biking. I have concerns about pedestrian safety given the one way streets. I would want to be sure the pedestrian walkways were raised and pedestrians largely given right of way.

Third - Urban Capital

I have minimal interest in this plan. If DC is going to undertake an overhaul of this area, it should try to become an example for a) the rest of the city and b) the rest of the country. Cars are not essential to this area given the strong level of service of transit and bike share. DC can become a leader in the creation of pedestrian safety and public space by avoiding catering our downtown to cars. I say this as a driver myself who drives almost every day in DC.

Name: Nick Onopa
Location: Burke, VA
Date: April 27, 2022

I am an employee who commutes into downtown DC daily. Would love to see Western End as a Linear Green Space so close to the White House grounds and all the restaurants. Eastern end would be another great location for that too or a Civic Stage.

Highly concerned about Market Square losing roadways since 9th street feeds 395S and traffic is already terrible on it. Also, a civic stage so close to the FBI and DOJ would be a security nightmare.

Name: Robyn Ball
Location: Washington
Date: April 27, 2022

Urban Capital seems to accomplish what is envisioned. I prefer the bike lanes on one side of the street as opposed to the center where it now exists.

Name: Peterson
Location: Washington DC
Date: April 27, 2022

I'm a lifetime resident of DC. This project focus should be about the flow of traffic not the glow of people

Name: Monal Patel
Location: WASHINGTON, the District of Columbia
Date: April 27, 2022

Dc needs to do this properly with the true innovative and intelligent planners bc you must realize increased spaces for venues or parks means you'll have out of towners who'll want to enjoy them. And that means cars. How do you think they get to dc??? And sorry but dc has done nothing to account for traffic i.e. parking spaces, increased door dasher cars stopping to pick up orders/ drop off, etc, which means congestion and don't get me started on these idiots on bikes and scooters who have no concept of rules of the road , sharing the road, obeying laws as if they are cars,etc. It's a s#itshow out there and the planners who planned how it currently is were clearly brain dead. Please for the love of God, use your heads! Wmata is a joke and an embarrassment. Car use isn't going to go down, no matter your Pollyanna views . So, plan this smart and soundly...or else, we ALL pay the price.

Name: meg

Location: Washington, DC!

Date: April 27, 2022

Please go with a car-free design! Our city needs fewer cars. The linear green would be incredible.

Name: Marina Smith

Location: Washington, DC

Date: April 28, 2022

Please don't change the bike lanes on Pennsylvania Ave. The protected bike lane in the middle seems safe, and it is one of the best (if not the best) designed bike lane in the District.

Name: Gretchen Obert

Location: Washington

Date: April 28, 2022

There are bike lanes already in the middle of Penn. Ave. for bikers and scooter riders to use. Unfortunately too many are up on the sidewalks barreling down on pedestrians. There is NO ENFORCEMENT of bikes/scooters being on the sidewalks in the Central Business District. People, young people especially, assume that everyone is capable of riding a bike so no cars should be allowed. What about families? Especially tourists. Also disabled people and elderly people who are not able to walk great distances. You need to BLEND the needs of all the people - old and young. Also consider able-bodied people or people who have difficulty in walking great distances. This should be the nation's capital with plans for all the people -- whatever their needs might be.

Name: Toly Siopsis

Location: Washington DC

Date: April 28, 2022

I think less cars and more public transportation is the way to go. The linear green is definitely the direction the city should be headed in.

I think the civic stage is the worst one. Why would you have pedestrians flanked by cars on either side??

Name: Kevin McMillen

Location: Washington, DC

Date: April 28, 2022

I like the Civic Stage concept. With the National Mall nearby, and various parks, I don't think we need as much new green space as Linear Green conceptualizes. I like the idea of being able to stroll down the middle of the avenue with a view of the Capitol in the distance. Currently tourists will stop in the crosswalk (or block a bike lane) to take pics of that view.

Name: Yvette Johnson

Location: Hyattsville

Date: April 28, 2022

The increase in foot traffic will necessitate additional, visible law enforcement. Who will have responsibility for ensuring safety and security (Metropolitan Police, Capital Police, etc.)? As shown by the chaos of 9-11 and if Pennsylvania Avenue cannot reasonably be used as part of DC overall emergency evacuation route(s) (east/west), what streets will become the new route(s) should another emergency occur? How will any of these spaces be of benefit to the residents of DC?

Name: JChristine Harris-Thomas

Location: Washington, DC

Date: April 28, 2022

I hope the Urban Rooms Concept will provide opportunities for economic growth, green initiatives, and stabilization of the "silver coast" neighborhoods that flank Pennsylvania Avenue as it stretches across the river to the DC border. The homes there are beautiful! And it would be lovely to have year-round lights in the trees that are planted on the median strips of Pennsylvania -- as travelers enter Washington, DC from Maryland down to Capital Hill.

[Attachment](#)

Name: Christopher Ellis

Location: Highland, MD

Date: April 28, 2022

I like the vision and three big ideas. My preference would be eliminating all vehicles except public transit.

My biggest fear is that the final designs will lack human scale detailing and the vision will not be explored beyond the monumental scale. This fear is prompted by the three perspective images that look like they were drawn in the 1960s and 70s when architectural butalism was cool. Your videos use New York's Highline as an example. That was designed by landscape architect James Corner who paid close attention to human scale detailing. I've seen attempts to copy the Highline by cities that did not pay attention to human scale detailing and those places are empty with very few visitors. Human scale detailing matters.

So Kudos to the team for great overall vision, but please add some reputable landscape architects to your team to be sure that the spaces are designed at a human scale that benefits the users. Not just the monumental scale.

Name: Aisaku Pradhan

Location: Washington, DC

Date: April 28, 2022

I am generally in favor of these proposals, but the big missing issue is parking. Proposals like these need to also include provisions force developers to build parking and delivery zones when they renovate spaces to move vehicles off the street and still insure access.

Name: David McCullough

Location: Washington, DC

Date: April 28, 2022

Leave Penn Ave the hell alone. Nothing is wrong with it now and it would have more traffic if the federal government didn't keep permanently closing off so many streets in the downtown core since 1993.

Name: Christopher Ledlow

Location: Washington, DC

Date: April 28, 2022

support Linear Green or Civic Stage, but do not support the tunneling of Constitution under Pennsylvania in the Civic Stage concept. As evidenced by other areas of the city with major thoroughfare tunnels (like North Capitol St), these tunnels create hostile environments, are unsightly, costly to maintain, and encouraging vehicular speeding on the tunneled thoroughfare. This also results in a large number of pedestrian injuries and fatalities as cars enter and exit the tunneled areas.

Name: Matt

Location: Georgetown

Date: April 28, 2022

Please don't destroy freedom plaza. The expanse of marble makes it the premier skate spot in the area. Many people congregate there. Please leave the marble alone and don't destroy the marble.

Name: Manuel Salgado

Location: Washington, DC

Date: April 29, 2022

Although I appreciate making spaces inclusive for many types of use, not every space we have needs to be inclusive. For instance, South of the mall we have softball fields that are only used for Softball. We don't have basketball games in these spaces. There's no need to use that space for a huge variety of different users. Freedom plaza is a space used by skaters and has been that for decades. Additionally, the space provides a gathering place for events such as protests. This space is already inclusive and serves communities that have taken advantage of this area for decades. Removing it and erasing the plaza's history and its historical importance to these communities would be wrong and should not be done.

Name: D-Todd

Location: Arlington, VA

Date: April 29, 2022

Freedom Plaza is a space already utilized by many and making significant alterations will limit the quality time it provides. I skate at Freedom Plaza with high school students that I mentor. Surrounded by others with the same passion for pursuit of success in the face of failure, kids open up to have very formative conversation about life. No space provides an equally safe, communal, and historical back drop for these moments like Freedom Plaza and it would be devastating to lose.

Name: Zachary Ferguson

Location: Washington, DC

Date: April 29, 2022

Hello, I actually commute across this area every work day from Penn Quarter to my job near L'Enfant Plaza. I would love to see the Linear Green option. I think far more people can enjoy this wonderful space if we make it car-free. I drive a car sometimes and have nothing against them, most cars are usually occupied by 1 person taking up a lot of space, and also aren't great for the environment/air quality. Embracing pedestrian modes, bikes, transit, and micro-mobility (scooters) allows far more people to enjoy this space and makes it a lower stress, less-polluted atmosphere.

Name: Jed DiLaura

Location: Washington, DC

Date: April 29, 2022

While I strongly support the addition of green space to my hometown and the reclamation of street space from cars, I vehemently oppose any plan that alters Freedom Plaza (Pulaski Plaza).

I was born in DC. I was educated here. I learned to skate here.

My friends and I spent our youth looking up to the older skaters at Freedom Plaza. They were our mentors and role models, as they have been for countless other young DC natives. They taught us the importance of courage, perseverance, and humility. They taught us to be patient, generous, and supportive.

We were able to learn these lessons because there was a place for us. We had a space, not fenced off or tucked away out of sight, but bright and open in the beating heart of our nation's seat of power.

Freedom Plaza is not merely, "an uninviting slab of concrete," as I have heard it described by supporters of this plan. It is an amphitheater. It is a community. It is a school. The edges of pale stone, ground smooth in such unique ways, serve as testaments to those who came before us. Our memories are etched in rock alongside the L'Enfant Plan. It is a legacy we inherit and build upon every time we step on a board. How dare anyone call it vandalism. How dare you endeavor to destroy it.

Name: Hunter Threadgill

Location: Washington, DC

Date: April 29, 2022

While I fully support repurposing Pennsylvania Avenue, I strongly believe that neither Freedom Plaza nor the WW1 should be touched. Pennsylvania Avenue should follow its current course.

WW1 memorial is self-explanatory. Freedom Plaza has been a meeting spot for protests, dancing, and skating for decades. It represents everything that America stands for: Freedom of speech, Freedom to assemble, Freedom in general. A location that has transformed the lives of millions should not be removed.

Name: John B Kelley

Location: Tysons, VA

Date: April 29, 2022

A greater transit and bike focused infrastructure would greatly entice to live and hangout more in DC. Specifically, I really like the idea of the Linear Green plan

Name: Eric

Location: Washington, DC

Date: April 30, 2022

Right sizing Pennsylvania Ave is long over due and removing car travel lanes would dramatically improve the street. All three proposals are dramatically better than the current set up but urban boulevard and linear green are the better choices. A key aspect of this project

will be the need to activate the spaces with restaurants or retail along the side and cafe style seating along the Ave.

Name: David Rosenberg
Location: Washington, DC
Date: April 30, 2022

I currently live in Penn Quarter in DC. I think all three of these concepts are great, but there is one element I think should exist no matter what, the vendors from Urban Capital. They would bring more life to the street when there isn't otherwise an event.

Name: Shannon Foster
Location: Washington, DC
Date: April 30, 2022

If it ain't broke, don't fix it. Put this funding towards something that will make an even greater impact, such housing the homeless, building affordable housing, making public transportation free, helping low income families, after school programs, etc. Please don't waste taxpayer on this. It's not necessary.

Name: Linda Baumann
Location: Washington, DC
Date: May 1, 2022

None of these concepts are necessary or at all desirable. The mall is one block away and provides more than adequate space for civic events and green space. Over 5 million people live and work in the DMV and they need the ability to get around to get to work, doctor's appointments, take children to school and pick up groceries. The existing bike lanes are grossly underutilized and there is absolutely no need to add more. Not everyone is able to bike; particularly in inclement weather etc.

Making it increasingly difficult to drive does not automatically get rid of pollution. In fact, many more cars end up idling for extended periods waiting to get through lights; spewing pollution into the air. The situation is further exacerbated by sidewalk extensions, only one lane of traffic in each direction (so someone turning left or doubling parking can back up traffic for multiple blocks), no turn on red regulations, speed limits decreased to the point of stalemate. The bicycle lobby may support these plans but I'm certain most DMV residents do not!

Name: Sara Vernon
Location: Washington, DC
Date: May 1, 2022

Before I moved to DC, something that struck me as odd was how car centric the tourist areas of the city was. Now that I live and commute here, I can confirm that what I initially suspected is true. Our city needs to be more accommodating to non-car transportation, and I firmly support redesigning one of my most frequent travel routes and one of the most tourist dense areas. Any of the presented concepts would be a huge improvement, but I most prefer Linear Green to extend the amount of usable pedestrian space beyond the National Mall. If Linear Green is not feasible, then my next preference is Civic Stage. My lowest preference is Urban Capital. I am appreciative for all of the hard work that has gone into this project and am eagerly awaiting the results!

Name: Gregory Barshocks

Location: 601 Pennsylvania Ave NW

Date: May 1, 2022

My concern with the increased emphasis on pedestrian and park spaces is the City's unwillingness to address homeless encampments in the city. John Marshall Park, Market Square, and the GAR memorial have become unsafe and dominated by homeless people. Until this is addressed, I wouldn't support any increase in public spaces.

Name: Jordan Baldwin

Location: Washington

Date: May 2, 2022

To whom it may concern,

I appreciate the efforts to reimagine a street based on other modes of transport. Cutting down the number of car lanes and providing protected biking and priority bus lanes is a great boon to residents, businesses, and tourists . While I normally would approve of a plan to add more green space, I do feel it's not needed here with its proximity to the national mall which already has ample green space. Therefore my support would go to option 1, expanding the sidewalks, or option 2 allowing a central pedestrian promenade. Instead of focusing on grass perhaps you could focus instead on providing small flower beds and trees surrounding permeable pavement that could provide opportunities for things like farmers markets and street festivals and other gatherings.

I was also very inspired by everyone's comments about preserving the plaza which is loved by skateboarders. I personally have no interest in skateboarding, but I have walked by that plaza many times and have always seen people skating there and have smiled to see them having fun and doing tricks and hanging out. Not many places in the city allow that anymore. With that in mind it would be cool to see the city embrace the skaters. With the new developments to the street is there a way to provide more recreation opportunities for skaters up and down the street as well? To extend the opportunities for the culture of skating that has naturally

congregated there and make it more welcoming. Perhaps providing additional restrooms and low concrete benches along the street that can accommodate both pedestrians sitting and skateboarders using it. Additionally bike parking, and skateboard parking if such a thing exists? It might be worthwhile contacting the skating community and seeing what additions to the street would also make it more welcoming to them.

Thanks for trying to make the street a better place to be.

Name: Dorothy P
Location: Washington, DC
Date: May 2, 2022

Please prioritize green spaces. DC needs more places to connect with nature and more trees to provide shade during the summer.

Name: Sara Bernard
Location: Washington, DC
Date: May 2, 2022

Of the three options presented, Linear Green and Urban Capital are preferred.

While I recognize that this is an opportunity to elevate the status of the Nation's Capital and make it easier to host events, I am truly disappointed that there is nothing on the horizon for the Pennsylvania AVE corridor on the Anacostia side of the river. The area requires significant investment to ease traffic and to bring businesses and much needed employment, particularly on Minnesota AVE SE and Pennsylvania AVE. This would assist in bringing crime down throughout the region (these new, improved areas provide great opportunities for petty theft if Wards 6,7, and 8 continue to be ignored) and improve the areas overall quality of living.

Name: Dylan Desjardins
Location: Washington DC
Date: May 3, 2022

While I do not skate, I love watching people skate at Freedom plaza-- it's such an organic and alive space. I would be deeply saddened by any redevelopment that eliminated this skating space in favor of more green area, which exists all over the city and is often left desolate or turned into tent cities. There are few spaces for skaters like this, I hope it doesn't get bulldozed in the name of this "vision."

Name: Nick Bernard
Location: Washington

Date: May 4, 2022

The Commission should choose either the Linear Green or Civic Stage concepts for Pennsylvania Avenue (or combine attributes of both). While the Urban Capital concept would certainly be an improvement over the existing Avenue, it would not be transformative in the manner of the other two concepts and would fail to meet the grand possibilities of the Avenue's redesign. Between climate change and pollution concerns, and the growing realization among planners that the prioritization of cars has damaged or destroyed street life, using this once-in-a-lifetime opportunity to do nothing more than add some trees and expand sidewalks a bit would be a mistake. Pennsylvania Avenue is the most recognizable street in the nation, connecting world-famous museums, monuments, and centers of power, and it should be the equal of La Rambla or the Royal Mile - not just a thoroughfare for commuters.

Between the Linear Green and the Civic Stage, I believe Linear Green does a better job of planning for the future by prioritizing transit, biking, and walking, and would be more useful on an everyday basis for District residents. However, the "urban rooms" envisioned in the Civic Stage concept--particularly the huge space created in the Eastern End by tunneling Constitution Avenue--would be transformative for events. I've attended several large events held in the area covered by the redesign, and providing room for attendees to spread out, sit, and explore would be a huge improvement over the current streetscape.

My personal preferences aside, either the Linear Green or Civic Stage concepts would do justice to Pennsylvania Avenue, and justify the investment made in the redesign. The Urban Capital concept would do neither.

Name: Robert and Susan Chang

Location: D.C. NW

Date: May 5, 2022

We live at a Pennsylvania Ave address within the proposed corridor.

We would ideally prefer the most pedestrian friendly (beauty of landscaping and traffic safety) of the 3 proposals. However, we are mindful of the need for street parking in the surrounding area as well as the need for cross traffic flow to allow access to Constitution and Independence Avenues.

Name: Karly Meyer

Location: Washington, DC

Date: May 12, 2022

I love the idea of an urban linear green park (NY highline-esque) that prioritizes pedestrians and cyclists and a car-free area in DC. We need more urban green spaces and urban nature in D.C. so I like that aspect of the linear green option. A two way, separated cycle track that is

separated from car traffic either through a curb or by the park would be ideal like in the Urban Capital option, especially since DC must continue to improve our bicycle infrastructure and bicycle urbanism. Since this would create a mile long public space, I think the majority of the street should have seating and a green area while a smaller section of the street could be more open (kind of like the civic stage). However, I strongly discourage transforming the entire street into the civic stage model as it would be one long, concrete hardscape that people simply walk/cycle through, instead of staying and enjoying the public space. People need green spaces which serve as inviting areas to picnic, to play, or as secondary seating in addition to traditional primary seating areas (benches, etc.).

Name: John Strylowski

Location: Washington, DC

Date: May 13, 2022

I urge you to adopt the linear green proposal for Pennsylvania Avenue. This is the best proposal for the following reasons:

- Linear green will facilitate using Pennsylvania Avenue for special events and festivals, greatly reducing the pressure on the National Mall. This will preserve the recent improvements to the Mall, while still allowing users to feature the iconic view of the Capitol as a backdrop to festivals and gatherings.
- This proposal will provide many opportunities for a living Avenue. It will encourage entrepreneurs to open cafes, eateries, shops, food trucks, and other pedestrian-oriented amenities. This will aid the local economy, enhance experiences for visitors and residents, and contribute to making the Avenue a vital center of urban street life.
- A pedestrian oasis will increase the attractiveness of redeveloping the FBI-Building site. Pedestrian-focused development and urban walkability are highly desirable attributes that will attract quality developers and result in a much-improved redevelopment.
- Pennsylvania Avenue is currently not used by many vehicles. Closing it to automobiles will not impose an undue hardship on drivers.
- Traffic fatalities in the District are increasing alarmingly. Making Pennsylvania Avenue into a pedestrian oasis will greatly contribute to pedestrian safety and contribute significantly to the Mayor's Vision Zero plan for reducing pedestrian and bicyclist fatalities.

While all of the proposals for the Avenue are good, linear green is superior for the reasons cited above. I urge you to adopt the linear green proposal. Thank you for your consideration.

[Attachment](#)

Name: Manuel Ochoa

Location: Chevy Chase, MD 20815

Date: May 15, 2022

To Whom It May Concern,

I hope you will accept this comments past the deadline. I remembered this weekend to submit my comments. I am pleased to see the effort that NCPC has put into the concepts designs and options.

Overall, I believe that the Civic State is the best options although I do like some of the features of the other options. Given the width of Pennsylvania Avenue, I believe that an open promenade for pedestrians would be a great feature foe pedestrians to enjoy similar to the tree-lined avenue envisioned by L'Enfant. This is reminiscent of Las Ramblas in Barcelona and the Prado in Madrid as well as similar promenades in France and elsewhere in Europe from where L'Enfant was inspired. Currently, the cycletrack in the middle of the avenue is unsightly although I appreciate the effort to create this amenity that was forward thinking when it was implemented.

I also understand there are security considerations and imagine that accommodating the Inaugural Parade will pose to be a challenge. I hope the wide promenade can accommodate this event.

I also support the concept of the "urban rooms" that will help to break up the long promenade especially in Freedom Plaza which is everyone agrees is a failed urban space.

I would encourage NCPC to recommend and consider additional space and recommend to the National Park Service and the District to ease any restrictions so that Pennsylvania Avenue will be able to include well-designed pushcarts, sidewalk cafes, and small pavilions in well placed locations with the ability to serve food, drink, and alcohol. This is what enliven Las Ramblas, El Prado, and other public spaces throughout Europe and other parts of the world. Many of these rules are a relic from the Prohibition Era and Puritanical roots and deadens public spaces. Many of these proscriptions can be still be reasonable allowed with existing regulations in the District.

So while it is important to improve the urban design of the Avenue, the activity along its length, including opportunities for retail are crucial to create a lively and memorable pedestrian and urban experience.

Thank you for your efforts.

Sincerely,

Manuel T. Ochoa, AICP

Former Staff at NCPC from 1995-1998

Name: Pauline Thorndike

Location: Washington, DC

Date: May 16, 2022

I walk thru the Western End, Market Square, and Eastern End locations twice daily on my way to & from daycare and work. My comments mainly concern the Western End. The Western End is a very unique and famous space for skateboarders across the US and world, and I would like to see that continue no matter what. It also has unique inscriptions & a marble DC map that I would not want impacted by any project. I also do not want the project to impact any MLK artifacts. I suppose planting some trees along the border would be OK, widening the sidewalk

at street level OK (but I don't know how that can be accomplished without taking away parking and/or road travel space), and fixing the fountain OK, but the Western End space as it currently exists is so unique that I would prefer no major changes be made to it.

As for the Market Square project it seems the key is getting surrounding businesses open again around that area. I've had lunch many times in Market Square and it seems fine as is (other than many of the surrounding businesses closed currently).

The Eastern End is a nice quiet getaway space away from much activity - I'm not sure what can be gained by doing much with that location.

I would prefer city resources be spent on addressing mental health issues, reducing homelessness, and improving law enforcement to make public spaces more inviting for businesses and people (I have personally had many run-ins with mentally ill people chasing me and/or screaming at me in Market Square and Eastern End - ironic considering how close the police dept is located to the Eastern End).

Name: Jacob Deering

Location: Washington

Date: May 17, 2022

I support the Linear Green concept. This option offers the best pedestrian-forward solution Pennsylvania Ave. Its a transformative vision that enhances safety and encourages new civic uses in a space otherwise dominated by cars in its current form. I especially support the elimination of individual cars from the road, leaving just bus and bike traffic. The new park space created is fantastic. The Urban Capital option is too meager of a change and too much continuation of status quo. Urban Capital imposes a nominal road diet which is needed, but the other options do so much more to repurpose the space in ways that mobilize civic and business opportunities. Thanks!

Name: Michelle Long

Location: Washington DC

Date: May 17, 2022

I live and work in DC and I offer my strongest support of redesigning Pennsylvania Ave. to be car-free. While I appreciate the protected bike lane and use it often, Pennsylvania feels like a highway and I'm always scared that one of the fast-traveling cars is going to go into the bike lane (intentionally or unintentionally) and hit me. I would love to see this street be free of cars and believe that would it would improve safety, security, and the environment as well as make that space more enjoyable for walkers. I hope that you will approve the Linear Green car-free concept. Thank you.

Name: Robert A. Rapanut

Location: Alexandria, VA

Date: May 17, 2022

I advocate for the civic stage as the most transformative solution if resources, time and space were not a substantial obstacles. This option focuses the promenade and streetscape on the US Capitol as a grand central street. This civic stage vision is also worthy of future comparisons to European capitals like Paris. If practicality (in limited resources or time), I would support urban capital option. It incrementally emphasizes pedestrian, transit and bike options over car uses.

Name: Rachel Ban Tonkin

Location: Laurel, Md

Date: May 19, 2022

I appreciate the vision for the avenue redevelopment. A Central Promenade has a good balance of allowing both transit and regular traffic while making the roadway less prominent. I am concerned that some of the drawings show a large stage in front of the Pennsylvania Avenue side of the National Archives. Unlike many of the large federal buildings along the avenue, the Archives uses the PA Avenue as a public entrance for users of the Archives. The Constitution side of the National Archives is the entrance for the museum portion of the building. The National Archives primary mission is the use of the records of the U.S. government, and this entrance should not be obscured by a stage, or have one's ability to enter the building during events complicated. The entrance has both security concerns, and needs to be welcoming to the American public. Finally, FDR's desk size memorial on the grounds of the Archives should not be enhanced in the design of the promenade / park / plaza.

Name: Joseph P

Location: Washington, DC

Date: May 20, 2022

Tearing up an iconic skateboarding destination like Freedom Plaza will rob the district of one of its most important cultural hubs. The designs that would replace Freedom Plaza are devoid of any character and would make this just another boring, lifeless place for tourists to get lost in.

Name: John Hedrick

Location: petworth

Date: May 20, 2022

The last thing DC needs is more construction especially on a busy street like Pennsylvania Avenue. There are plenty of venue spaces around other parts of DC as well and by adding venue spaces to Pennsylvania Avenue, you will be destroying the cultural hub that is Freedom Plaza. This plaza has a rich history not only for skaters but for non-skaters as well and destroying it will be a disservice to the community. Along with this, Freedom Plaza is already used as a venue space for events in the summer time. Removing it would be an immeasurable

mistake.

Name: Mike Nalls

Location: West End, Washington, DC, USA

Date: May 20, 2022

This project should take into account the skateboarding, music, activism and other local cultures that have gathered here for decades. Preserving the soul of DC skate culture is particularly important. The integration of skateboarding in plazas with common use is exemplified in Paris' recent remodel of Republic Plaza, where the skateboarding is now a center piece for the physical space and an attractive part of the locale for tourists and the neighborhood community.

Name: Steve Clancy

Location: MD

Date: May 21, 2022

Freedom Plaza is a monumental landmark in skateboarding culture. To make updates to the space is natural, but a complete overhaul would damage the skateboarding world. The mayor of Philly made a major mistake doing this same process to Love Park. Please don't follow in his footsteps.

Name: Kephren

Location: Washington, DC

Date: May 21, 2022

Growing up in DC I can tell you how iconic and historical Freedom Plaza's current structure is and that it would be such a disappointing shame to tear it down.

It is a staple in the increasing global skateboarding community and millions of people from all around the world know about this park through popular skateboarding videos that have been filmed here for decades.

There is no skatepark nor new plaza that could replace this one because of how original this place is and the cultural history it contains.

Currently it is a safe haven for kids and adults to get outside, skate, and it is responsible for forming countless strong friendships every year.

Architecturally, it perfectly complements the city's original design plan by Pierre L'Enfant by featuring an all marble plaza with a brilliant artistic take of DC's grid map that covers the ground at the raised center stage. It is one of the few special areas left of DC where you can stand and really feel like you are in DC.

It has quotes about the city carved into the stone, artistic floor plans of the White House and

Capitol, vintage plaques and emblems describing the history of the plaza and of the L'Enfant Plan.

Families, international tourists, photographers, and everyday passerby's visit here daily and can have a beautiful postcard view of Pennsylvania Ave and the Capitol because of the plaza's unique elevation from the street that you can't get anywhere else. It already has plenty public space to capitalize on any "spectacular events" claimed that a new design would help with. Concerts, World Cup watchings, salsa dances, countless international events and peaceful protests are perfectly making use of the space as is.

None of the 3 proposed design plans are as well thought out and artistic as the current one. Listen to the people who live around and don't tear down Freedom Plaza. It has too much sentimental value for its natives and the entire skate community around the world.

Name: Aiden
Location: Fredericksburg va
Date: May 22, 2022

I love the linear green concept

Name: Raymond Croxton
Location: Dumfries, VA
Date: May 24, 2022

This is absolutely foolish not that anyone in the DC political realm cares at all. This will have a severe negative impact to the VA and MD commuter coming into this area to work. To impact such a major artery in the city is irresponsible but since it harms non-residents DC government will not care at all. Since DC gov gave up on the payroll tax 10+ years ago and immediately jumped parking garage tax from 12% to 18%, they have gone after VA and MD commuters with electronic mparking meters, red light cameras, and speed cameras - all of which target VA and MD residents who work in the district.

Name: Diana W
Location: Virginia Beach
Date: May 25, 2022

I like the ideas shared and the idea of propelling DC into a new phase.
I also agree that there should be a combination of the different concepts as the spaces should remain mixed use where possible. The western end fits best with the urban capital to accommodate little change to Freedom Plaza. The Eastern end with a permanent closure in linear green. Replacing parking in the capital transition is a great idea in the civic stage plan, and the ability to showcase art and potential artists per theme with urban capital and civic

stage is great for Central corridor. The linear green plan is also best for market square. I selected these since they make great use of the space, still allow for programming and refuge/rest locations for tourists, and provide areas for workers and tourists to interact. It deprioritizes driving and allows for easy shifts between groups. Additionally, it allows for more vendors and potentially more experimentation with products.

Name: Ann DeSanctis

Location: Austin, TX

Date: May 27, 2022

As a former resident of DC and a frequent visitor, I fully support the Linear Green concept. The transition toward a people-focused environment that provides right-sized transportation options for this corridor is long overdue and would be a welcome change. The only aspect I would reconsider is that, if Constitution Ave is to remain in it's incredibly bloated form, that it is tunneled underneath Pennsylvania as shown in the Civic Stage proposal.

Name: David Alpert

Location: Washington, DC

Date: May 31, 2022

Thank you for your work on this project! I am excited by many of these concepts. I hope NCPC will prioritize the use of the space for people enjoying the space, for pedestrians, bicyclists, and transit over fast movement of motor vehicles.

I also hope NCPC will think more about how to make the spaces work well as urban public spaces both during special events such as marches (something you talk about a lot here, and an important use that needs space), but also everyday non-event usage. A big problem with Pennsylvania Avenue today - and many of the other federal reservations around the L'Enfant City - is that they aren't designed to really serve much function on an everyday basis. To make them succeed, they need to work for people on an everyday basis.

In other US and world cities with well functioning squares, there are often several elements. Some have moveable furniture so that people can sit without having to be side by side on a bench bolted next to a walkway. Some have water features, which have been a challenge for NPS to maintain. Some have street performers operating without permits, which might be challenged by DC's many police forces. I don't know what's right, but I worry that many of the drawings here show people sitting and standing but not apparently doing anything else, which isn't really what people do in these spaces.

Finally, many successful public squares of major world capitals have food establishments and other commerce, something federal agencies have been fearful of. I understand the desire to never have a repeat of "NFL Kickoff Live 2003 From the National Mall Presented by Pepsi

Vanilla," and that there is legislation prohibiting advertising signs on the National Mall - rightly, in my view. However, between that and the former, restrictive concession contracts NPS had, at times it seems our agencies have thus become so averse to even having the taint of any capitalism anywhere near public spaces, even if that means people getting ice cream.

Many DC streets have been enlivened by the addition of streeteries, which are giving space to restaurants but, at the same time, give space for people enjoying the outdoors and eating. I think NCPC can strike a good balance of not over-commercializing Pennsylvania Avenue with recognizing that it's an urban boulevard and one of the things that is most effective at activating an urban boulevard is outdoor eating of various kinds, or other appropriate, non-NFL activities which may involve some modest exchange of money for goods and services.

Ultimately, we need to figure out how these spaces will work both for events but also how to attract people to them every day, including with the range of weather we get in DC. As it happens, skateboarding is one thing that has activated Freedom Plaza to some extent, and while I'm not a skateboarder, I'd be happy to see that continue to be accommodated. Beyond that, though, I'd like to see people who go to Pennsylvania Avenue feel that it's more than a pretty bunch of trees and benches but that they can actually exist there, both in the "urban rooms" and the whole avenue in between.

Name: Brian Head

Location: Washington, DC

Date: June 3, 2022

LINEAR GREEN - get rid of cars in safe pedestrian spaces. Create a beautiful space for people to walk and feel safe in the city

Name: Tucker M

Location: Washington DC

Date: June 3, 2022

I strongly support any redesign here, in no small part because the size of the avenue as it stands works only to highlight how dead it is. I personally prefer the linear green approach, but note that Pennsylvania Avenue being such a prominent and popular location for protests and demonstrations leads to some potential maintenance problems, since Linear Green's setup as far as I can tell will be conducive to demonstrators walking over and damaging the green space without some way to direct and cordon people onto a more appropriate surface. Not sure if it's in the remit, but expanding total bike lane size and timing the lights to the speed of bikers rather than cars might slow traffic down somewhat, but would greatly increase the walkability, bikability, and overall usability of the space.

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Name: Aaron Sessions
Location: Washington, DC
Date: June 4, 2022

From a day-to-day perspective, I'm most excited about the Liner Green concept. I think this design would offer a more relaxed and authentic feel and as a secondary function could provide a 'green ribbon', incorporating native habitat for birds and butterflies.

From a public venue perspective, I think it's important that the redesign consider the role Penn Ave plays as a stage for public protest between the Capital building and the White House. Having participated in both the Women's March and BLM protests on the Ave, I know from conversations with fellow protesters that people travel from across the county to protest and walk down Penn Ave to advocate for change. The redesign should consider the movement of people at that scale and avoid hindering that symbolic march between the two government seats of power.

Name: Marietta Revesz
Location: Washington
Date: June 4, 2022

I prefer the ideas behind the Linear Green option. We need fewer cars downtown, while allowing for transit, biking, and walking. I like that the Linear Green option does not ask pedestrians to cross traffic to get to its main area. Civic Stage, on the other hand, would make pedestrians cross traffic to get to the center main area--definitely not friendly or appealing! Who wants to spend their time with vehicles rolling past on either side, even if you can cross to the middle safely?!

I can imagine enjoying the wide park-like sidewalks in Linear Green with my family-- young and old. I could imagine shaded benches with some areas that allow for play so that parents and grandparents would want to go with children on a pleasant walk. This concept would welcome people to get food and shop at stores along the route.

There is a square and pedestrian walking zone in Budapest that allows busses (a bollard drops to allow them, otherwise stays up to prevent cars from entering). There are water features, benches, public art, etc. and it is very well used. It would be a great model for Pennsylvania Ave. The space invites people to sit and talk and eat and shop.

Thanks for your consideration!

Name: Aidan Howard

Location: Washington D.C.

Date: June 5, 2022

I believe that Pennsylvania Avenue stands for more than just a retail front or a way to attract people to the city. I believe the entire avenue stands for the history of our nation. While I am a skater and freedom plaza is a sacred skating place for me, the plaza itself is a national monument to the history of the city and the country in addition to the rest of the avenue.

Name: Jaspreet Sidhu

Location: Washington

Date: June 5, 2022

Met Steven at the street festival yesterday 6/4. Was very impressed with the plan and I believe we need slow streets in order to revitalize our communities and bring them back together especially after a rough last few years.

Name: Brian Matt

Location: Washington DC

Date: June 5, 2022

The NCPC's new vision for Pennsylvania Ave. must consider the needs of those living and working in the Federal City everyday in prospective redevelopment of "America's Main Street".

I live in NoMa, the center of the city. I am within walking distance of five different metro stations. I do not commute into the city for work and became a one car household in the hopes of utilizing e-bikes for medium distance urban trips. While the notion of a greener city and inviting public spaces would seem initially enticing, the three proposed revisioning of Pennsylvania Ave. greatly concern me.

Firstly, there are transportation issues. Pennsylvania Ave. is one of three major means of traveling to Virginia, particularly Arlington and traveling westbound. Even though I live near the terminus of the 3rd St. tunnel to the 14th St. bridge. I studiously avoid that route during rush hour as it is always backed up due to congestion, accidents and construction. A scenic trip might be 4th St. to Independence which meanders into the Memorial Bridge or the T.R. Bridge, but that it two lanes and has lots of tourist slow downs. A more urban trek would be to aim for the Key Bridge, but that M St would take me thru downtown, the edge of Dupont, West End and main street of Georgetown. Taking K St. to the Whitehurst routes me thru the entirety of downtown and Foggy Bottom before the expressway. Currently, another option is Pennsylvania Ave. to the 14th St. Bridge. This route can be closed for special events but tends to move progressively with well timed lights.

It seems that all three NCPC's new visions reduce the number of usable lanes for motorists. The Urban Capital model is supposed to be closest the the current streetscape, except it takes away one lane for motorists (and eliminates street parking) in favor of a Bus lane. The National Stage paradigm further reduces motorists to one lane, with a dedicated bus lane and a bike lane. The Linear Green plan chucks cars for bike and bus lanes and a wide pedestrian promenade.

There are cities which have successfully taken central urban streets into a car-less zone. Times Square in Manhattan essentially has eliminated passenger cars. But their transit system is much more thorough and cars can route around Times Square efficiently, unlike Virginia bridge crossings. Boston's Big Dig reclaimed lots of precious urban space (at a cost of \$22 billion in 1982 dollars), but it buried the interstate to reclaim the topside property and included updated infrastructure. The NCPC's plans may have parks along with bike and bus lanes but it does not seem to address the ancillary effect on transportation for commuters or residents.

Inevitably there will be the argument of "Why not use public transit?" Well, WMATA can be slow (particularly on weekends) and has its share of safety issues. But more importantly, it is not extensive metro wide. The DC Metro system was constructed on a hub and spoke system, which is good if you are along a service line. But try using public transit to get from NoMa to Annandale. Or how about downtown Falls Church. Try North Arlington. Or even nearby Lyons Park. Taking public transportation for those trips would be an exasperating experience.

My households trips across the Potomac are often for retail purchases. When shopping at a Big Box store or for weekly groceries, it strains credulity to take Metro. Surely progressive planners would retort "So order online". I am a homeowner, so packages are not left with my apartment's doorman but are left on my doorstep, which is a prime target for urban porch pirates. And I do not simply shop for convenient delivery at any cost. Moreover, if f you are a parent chauffeuring a child to a function outside of DC , it is much more likely to go by car rather than public transit.

The proposals look enticing but they seem geared for tourists or national pride rather than helping families which are the backbone of the city. Granted the NCPC is planning a decade in the future and seems premised on reducing passenger car travel. This vision would be great for tourist and DINKS (dual income, no kids) living in apartments who have ditched cars and have lots of deliveries. But for much of “real Washington”, that hardly seems to comport with our reality.

Another aspect which I am chary about is upkeep. Median parks may provide greenery but often become havens for homeless encampments (e.g. Thomas Circle, Chinatown Park, New Jersey and 3rd NW). It become a much less inviting public space when vagrants claim it as their home, it is strewn with litter etc.). It is dubious that the Federal Government would let NCPC’s new visions become derelict like Pennsylvania Ave. prior to the the 1960s renovations. That being said, it would be a mile of park to patrol and keep clean.

Lastly, for whom is this NCPC New Vision of Pennsylvania Ave. intended? Tourists might love to take snapshots of the Capitol, but they can already do that now in the center of the street, which is taken by underutilized bike lanes. As for public spaces, there is Pershing Park, Freedom Plaza, the nearby Ronald Reagan Building plaza, Woodrow Wilson Plaza, Navy Memorial Plaza, and John Marshall Park. That doesn’t even include the Capitol Grounds or the nearby National Mall. So there’s no shortage of public space at present and a good amount of urban green space in the area.

There is practically no residential along the route, aside from some high end condos in the Penn Quarter. Government office workers would enjoy the broad shady promenades, but post pandemic it is questionable how many will actually report to their offices on a daily basis. For the rest of the city which relies on Pennsylvania Ave. as a means to get to Arlington by automobile, the reduced lanes would cause congestion there as well as other routes.

As a longtime resident of the District of Columbia who appreciates urban living, these plans seem like boondoggles which hurt residents of the city while “gilding the lily” on the Federal City portions of DC.

If increasing green space and improving resident’s lives are a priority, I urge the NCPC to put its resources to studying and constructing would be the North Capitol Deckover, which would utilize dead space above the underpass without significantly impacting commuter traffic while uniting blighted neighborhoods divided since the 1963 interstate spur expansion stalled.

Name: Alexis

Location: Washington, D.C.!

Date: June 12, 2022

Love the idea of mixing the linear green with the civic stage! As a bike rider in DC, I cannot say how we need more bike lanes and as a resident, we could always offer more events!

Name: Yuri Neves
Location: Washington, DC
Date: June 12, 2022

Linear green is the best choice for the climate, people of DC and to make the city more people friendly

Name: Adam boyd
Location: Washington DC
Date: June 12, 2022

Linear green appears to be the best for a safer, car free area with bus transit. No streetcars. We have a boondoggle on H street that has cars parking in front of it and it is sloooooow.

I would also focus on trees or shade in the sides and middle of the street wherever people are walking. Pride this year was ungodly hot in the sun and crowded.

Name: Zachary Shapiro
Location: Clarksburg, Maryland
Date: June 13, 2022

The linear green idea stands out to me as the most pedestrian friendly option here. The idea of a car free main avenue with dedicated spaces for biking, transit, and pedestrians is what a city center should be. Taking space back from cars will encourage the use of public transport along with leaving room for a mile long community space. A city is built for people, not cars. I believe that the linear green concept embraces this idea and centers the avenues purpose serving the public. The bike lanes are also a long awaited upgrade. Many people in DC get around by bike, and having dedicated bike lanes allows people to travel both faster and safer. Bikes are able to avoid pedestrians and vehicle traffic, streamlining the biking process and making biking more inviting.

The urban capital concept also has potential. Keeping streets for cars and general vehicle traffic, while not ideal for pedestrians, will keep much of what the avenue is used for today intact. However, car traffic becomes a secondary focus which I really like. The addition of bike lanes, transit, lanes, and spacious sidewalks encourages people to take transit and experience the city outside of a car. This concept, similar to the linear green concept, adds much needed public space built for people. This facilitates community and provides a safe area to gather, bike, and enjoy DC. A small addition that I think would be important would be raised crosswalks similar to those in Amsterdam. In concepts that involve cars like the Urban capital and Civic stage, having raised crosswalks would allow a safer crossing for pedestrians and make drivers more aware of where people walk and bike. These can also function similar to speed bumps, slowing drivers down near pedestrian activity.

Name: Nolan Leavitt

Location: Washington, DC

Date: June 13, 2022

As a long time resident of DC I welcome all efforts to make Penn Ave a more friendly place for citizens and events. The current alignment creates a hostile barrier between downtown and the mall that isn't even used by the cars it is designed for. My preferred concept is Linear Green, followed by Civic Stage. I dislike the Urban capital concept, as it just decorates the massive vehicle infrastructure already in place.

Name: Lucy Thomas

Location: Washington, DC (Brookland)

Date: June 14, 2022

I am very excited to support a car free Pennsylvania Av. I think we need more car free protected spaces in downtown D.C. that are accessible solely by public transit, bike lane and pedestrians.

DC is the perfect city to implement a central car free environment. We need more protected bike lanes, more pedestrian friendly streets, more public transportation options. DC should be leading the nation in implementing car free areas to bring America on par with Europe and reduce its car dependence. If cities are designed for walkers and bikers they are healthier for everyone, encouraging walking, reducing pollution, increasing safety.

Name: Kim Soffen

Location: Washington, DC

Date: June 15, 2022

I love the Linear Green concept; I urge its adoption and consideration of similar changes in other parts of DC. Our city should be designed for people, not cars.

Linear Green would carry many benefits, the most important of which is making us all safer. Pennsylvania Ave, despite the current cycletrack, is a dangerous place to be a bike/pedestrian. The width of the road makes the drivers think they can go very fast, and because drivers (esp tourists) aren't accustomed to a cycletrack in the middle of the road, they often don't look. As someone who bikes the full length of the Penn Ave cycletrack twice a day to go to work (I live in Columbia Heights and work in the Capitol), I see near misses far too often.

Additionally, as an urban environment, our physical space is limited and precious. A car takes up 90 sq ft on average -- just to move one person, or even worse, sit in a parking spot all day. A bicycle takes maybe 5 square feet for the same individual, and a bus seat or a walking person take even less. Filling Penn Ave with cars makes transit down this thoroughfare incredibly inefficient, and we should instead be prioritizing busses, pedestrians, and bikes to get people

where they need to go quickly. And I imagine this will have a spiral effect -- people tend to take cars because taking the bus is slow. But once cars are off the roads, it will be quicker to take a bus, so more people will be inclined to use transit in the first place. That's not to mention all the benefits to climate change/air quality from nudging people toward biking and public transit.

Linear Green would also provide a beautiful public space to help people spend more time outdoors. Pennsylvania Avenue at present is frankly one of the uglier parts of our city, with plain federal buildings far set back and little to no greenery. This lack of shade also makes the area unpleasant to navigate in the summer. Linear Green would fix this problem and make a beautiful area DC residents could be proud of and visitors could be inspired by.

Finally, I want to address some arguments that I imagine groups are making against Linear Green and similar changes. First, these activists often claim that bicyclists are "wealthy elitists" as compared to drivers, so we must not destroy parking for bike lanes from a social justice perspective. A very quick calculation renders this implausible. A membership to Cap Bike Share is a mere \$20/month; car insurance alone is far more than that, let alone parking, gas, and maintenance costs. I bought my bike brand new for \$700, and could have gotten a used one much cheaper (my roommate got hers for \$150). My annual maintenance costs are around \$80. The real "wealthy elite" are people who can afford a \$10,000+ car that requires hundreds or even thousands of dollars of maintenance each year. The reality is, if you look at the names behind these anti-bike comments (incl. the "DC Coalition on DDOT Bike Lanes") they tend to be wealthy homeowners in Northwest (esp. Dupont, Kalorama, Georgetown, Glover Park) who want to be able to park their car everywhere they go. That's not to discount their opinion, because everyone deserves a say, but rather to show that the "wealth" argument against bicyclists is an absurd tactic to win progressive support.

I've also seen critiques that limiting car traffic is harmful for people with disabilities, who have a harder time using other transit options. This is an important consideration, but WMATA has options for people with disabilities; all busses and metro stations are accessible, save for the occasional elevator outage, and there's additional vans solely dedicated to helping people with disabilities get around, which would still operate in Linear Green. Second, as Linear Green would only include one street, people who really wanted to use a car to get somewhere would still have options via alternate routes.

Name: Kris Pittard

Location: Washington, DC

Date: June 16, 2022

As someone who lives in DC, works in the Capitol, and often walks along Pennsylvania from the Capitol to the Archives Green/Yellow Metrorail stop, I think the "Linear Green" concept is far and away the best proposal.

As it stands right now, Pennsylvania Ave is unsafe. I do not feel comfortable biking in the bike lanes placed in the center of the roadway, and it feels like drivers are not used to having bikes located there and can engage in unpredictable behaviors. The angle at which Pennsylvania Ave intersects most roads also makes many of the turns awkward. Finally, because the street is so wide and straight, cars often speed down the road and blow past the speed limit, endangering pedestrians, cyclists, and drivers alike. Even as a pedestrian, the street feels unsafe, with the long distances that you have to cross at certain intersections leaving me feeling exposed to cars, which will often be driving fast and try to take a quick right turn and not slow down enough to process that there's someone trying to cross. Finally, safety concerns aside, the street as it exists right now is downright uncomfortable, especially during the summer months - it's far too wide, the building setbacks are too long, so there's never any useful shade to stay cool.

The "Linear Green" proposal seems to tackle these issues head-on most effectively. I genuinely doubt there is a safe way to open Pennsylvania Ave to cars - it's simply too straight, and cars will inevitably speed down it. Closing it off to drivers wouldn't cause too much traffic or gridlock - there's a lot more ways to drive to where they need to go than just Pennsylvania. If we want people to enjoy the event staging areas, they need to feel safe getting there - and a large, pedestrian and bike-friendly promenade is the best way to do that.

Finally, despite the National Mall existing right to the south of Pennsylvania Ave, as a DC resident, I don't view it as useful park space. The lack of trees there make the middle of the mall effectively unusable during the summer, and downtown DC desperately needs green parkspace that isn't the National Mall. The "Linear Green" proposal would be perfect for that - introducing green space that's easily accessible from metrorail lines.

From the perspective of a DC resident, the "Linear Green" proposal would represent a wonderful urban innovation for a corridor that currently feels like it takes up too much space in the city and offers too little. From the perspective of a US citizen, the "Linear Green" proposal would be a fantastic 21st century counterpart to the National Mall, would offer tourists a beautiful walkway from the US Capitol to the White House, and would be a spectacular addition to our nation's capital.

Name: Eddie Whitehurst

Location: Crystal City

Date: June 17, 2022

The Urban Capital for me is the best option. Keeping Penn Ave as a street but improving the surrounding areas and providing green space on the edges including shade and sitting areas. I do think Freedom Plaza needs to be updated to a more green space and civic stage area. Keeping bike lanes, places for cafes, vendors, bathrooms and space for events is key. The civic space at 8th street and the National Gallery should be included in the Urban Capital design and to

continue to the reflecting pool at the capitol.

Name: Rachel Rodgers

Location: Washington, DC

Date: June 17, 2022

As a DC resident who spends a lot of time in this area, I VERY MUCH support this vision. I personally would prioritize the Linear Green concept. Having lived in Paris previously, I have greatly benefitted from an urban linear park. DC has become overrun with cars. The Linear Green model would still allow transit (and allow it to move more effectively, given that it's not competing with cars), as well as movement via biking and walking, but would 100% prioritize people over cars. Additionally, the lack of curbs might help make it more accessible to people with mobility issues. I very strongly urge the Linear Green model.

Name: William Redmond

Location: Washington, DC

Date: June 17, 2022

Linear Green offers by far the best model for building a vibrant downtown and setting a model for how best to reimagine pedestrian-oriented cities for the twenty-first centuries.

Name: Benjamin S

Location: Washington, DC

Date: June 17, 2022

Linear Green or Civic Stage are clearly best for improving this space and making it a place for people to gather, with Linear Green slightly better. Urban freeways divide communities through seas of asphalt, and contribute to stifling heat island effects. Penn Ave is essentially an urban freeway right now, and Urban Capital would retain many of the characteristics that currently make Penn Ave a dead place. The other two options would provide space for people, not just cars. This is a lay-up — please don't mess it up.

Name: G. Davis

Location: Washington, D.C. (Southwest)

Date: June 19, 2022

D.C. native and SW resident here: I strongly support the "Civic Stage" option for Pennsylvania Ave. It activates the street and creates a true promenade without foreclosing its usefulness for cars, particularly those going to Union Station or the Capitol. The other options have too little going on and risk either lacking a unified central space where people can DO things (option 1) or don't have enough movement and risks creating a big, empty park with very little to draw

people in (think the L'Enfant Promenade with a few more trees). The space has to have a draw beyond some nice trees and benches. Freedom Plaza has been awful—nothing to do and no reason to go. Remember that there is NOTHING other than the museums on either side of the avenue to make people want to hang out anywhere near it. And, as someone who drives, bikes, Metros, and walks in DC about equally, I know cars sometimes need a place too. (I'm thinking of my elderly and disabled family members and friends who can't do transit or need to be dropped off close to an event, or those runs from Southwest to Union Station with luggage.) Thanks for the opportunity to comment.

Name: Carl Kerchmar

Location: 420 7th St NW, Washington DC

Date: June 20, 2022

Civic Stage please :)

In thinking about Urban development lets consider Strong Towns "A bottom-up revolution to rebuild American prosperity" to ensure profitable revenue for the city whilst creating the economic incentives for commercial, cultural and artistic actors.

We can also look to other Civic oriented avenues in Europe like the Ramblas, Barcelona and Champs Elysees, Paris.

Name: Marc Shaffer

Location: Washington, DC

Date: June 21, 2022

I am very excited about the changes proposed here! I am very in favor of the Linear Green with elements of the Civic Stage included. A mix of green space and event space with no car transportation would be a great addition to the city.

Name: mathew tinsley

Location: Washington, dc

Date: June 21, 2022

DC has plenty of areas that already mimic and fill the role of all 3 purposed plans. There are dozens upon dozens of parks all around the city and countless quiet areas to sit down in and relax. In fact, go any direction for the plaza for a block or two and you'll hit a park. What DC needs is a new unique area that makes that plaza and the city something to come see. And most importantly it should be a place for locals. So often, DC is focused on amusing tourists and outsiders that it can feel like residents of the city are least at home in it. Take the entire area and make it a real fleshed out skate park. There can be some sitting areas, as the skaters would need to take a break, but really focus the space on giving locals a unique place to be in. Few cities can say they have such an attraction; let DC be one of those few. It's unique, it's useful, it attracts locals to come engage, and it would give the city something it doesn't already

have.

Name: Lauren

Location: Trinidad, Washington DC

Date: June 22, 2022

I would be in favor of any of these concepts. Give America a truly walkable main-street, not a stroad!

Name: Sam Collins

Location: DC

Date: June 22, 2022

Linear Green gets my enthusiastic support. Of the three it's the one that is most beautiful and will be such an asset to this central, essential part of DC. But more important to me is how Linear Green will advance safety for pedestrians, users of mass transit, and bicycles. The city faces truly terrible figures for deaths inflicted by private cars and to my mind it's essential for the safety of all road users that currently car-centric streets like Pennsylvania Ave be made safer for those of us who routinely do not use private cars to get around the city. I strongly urge the National Capital Planning Commission to move forward with the Linear Green proposal and make this iconic street a worthy central artery of the nation's capital.

Name: Akshay Joshi Delity

Location: Washington, DC

Date: June 22, 2022

Pennsylvania Ave is a prominent part of our capital and should reflect our nation's values. A linear green approach will show the world and the residents of DC we value PEOPLE, not hunks of metal. It would promote mental and physical health and serve as a major boon for businesses along Penn Ave with the increased foot traffic from residents and tourists. This city already has too many roads inaccessible by any other means than cars- make this city one where people can live car free, rely on public transportation and access green space readily.

Name: Tom

Location: Washington, DC

Date: June 22, 2022

I love the Linear Green concept; I urge its adoption and consideration of similar changes in other parts of DC. Our city should be designed for people, not cars.

Linear Green would not only make the Penn Ave area more beautiful, it would make us all

safer. Pennsylvania Ave, despite the current cycletrack, is a dangerous place to be a bike/pedestrian. The width of the road makes the drivers think they can go very fast, and because drivers (esp tourists) aren't accustomed to a cycletrack in the middle of the road, they often don't look. As someone who frequents this cycletrack, I see near misses far too often.

Additionally, as an urban environment, our physical space is limited and precious. A car takes up 90 sq ft on average -- just to move one person, or even worse, sit in a parking spot all day. A bicycle takes maybe 5 square feet for the same individual, and a bus seat or a walking person take even less. Filling Penn Ave with cars makes transit down this major thoroughfare incredibly inefficient, and we should instead be prioritizing busses, pedestrians, and bikes to get people where they need to go quickly. And I imagine this will have a spiral effect -- people tend to take cars because taking the bus is slow. But once cars are off the roads, it will be quicker to take a bus, so more people will be inclined to use transit in the first place. That's not to mention all the benefits to climate change/air quality from nudging people toward biking and public transit.

Finally, I want to address some arguments that I imagine groups (incl. the "DC Coalition on DDOT Bike Lanes") are making against Linear Green and similar changes. First, these activists often claim that bicyclists are "wealthy elitists" as compared to drivers, so we must not destroy parking for bike lanes from a social justice perspective. A very quick calculation renders this implausible. A membership to Cap Bike Share is a mere \$95/year; car insurance alone is far more than that, let alone parking, gas, and maintenance costs. A decent bike can be bought new for \$500-700 and used for \$150-300, and maintenance is usually under \$100 per year. The real "wealthy elite" are people who can afford a \$10,000+ car that requires hundreds or even thousands of dollars of maintenance each year. The reality is, if you look at the names behind these anti-bike comments they tend to be wealthy homeowners in Northwest (most concentrated in Dupont, Kalorama, Georgetown, Glover Park) who want to be able to park their car everywhere they go. That's not to discount their opinion, because everyone deserves a say, but rather to show that the "wealth" argument against bicyclists is an absurd tactic to win progressive support.

I've also seen critiques that limiting car traffic is harmful for people with disabilities, who have a harder time using other transit options. This is an important consideration, but WMATA has options for people with disabilities; all busses and metro stations are accessible, save for the occasional elevator outage, and there's additional vans solely dedicated to helping people with disabilities get around, which would still operate in Linear Green. Second, as Linear Green would only include one street, people who really wanted to use a car to get somewhere would still have options via alternate routes.

Name: Alexander Terango
Location: White (Not Hispanic or Latino)
Date: June 22, 2022

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Name: Sharat Ganapati
Location: Washington D.C.
Date: June 22, 2022

I think the Linear Green is a wonderful idea, especially since most commuters and cars use other streets. This would make a great and safe 'living room' for DC, as it would be essentially a park that is free of truck and automotive traffic. While the Mall is fine, this would be much more intimate and welcoming. It would be great if you could incorporate the existing Freedom Plaza in with this design.

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Date: June 22, 2022

I think the Linear Green is a wonderful idea, especially since most commuters and cars use other streets. This would be a boon for pedestrians and families, who now won't have to worry if their kids get loose and run into traffic. This would make a great and safe 'living room' for DC, as it would be essentially a park that is free of truck and automotive traffic. While the Mall is fine, this would be much more intimate and welcoming. It would be great if you could incorporate the existing Freedom Plaza in with this design.

Name: Eliana Johnson
Location: Arlington, VA
Date: June 22, 2022

I love the Linear Green concept- I am strongly in favor of and encourage its adoption, as well as consideration of similar changes in other parts of DC. Though I live in Arlington, I am frequently in DC and work in DC. Our city should be designed for people, not cars.

Name: Dennis Goodman
Location: Washington, D.C.
Date: June 22, 2022

I absolutely love the "Linear Green" concept. I can't afford to buy a car in DC and also pay my rent, so having a space that's actually safe to bike/scooter/ride a wheelchair down would be awesome. Leaving the cars out also opens the door for restaurants to have safe outdoor seating -- note cars have crashed into outdoors spaces in Adams Morgan and Navy Yard within the past six months alone.

The only one I'd be adamantly opposed to is the "Urban Capital" option. Complete streets to me mostly means a car street with a halfway decent sidewalk. DC drivers are already insane enough and I could easily see someone crashing over in to the bike lane.

Name: Matias Hahn

Location: Washington, DC

Date: June 22, 2022

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occasional elevator outage, and there's additional vans solely dedicated to helping people with disabilities get around, which would still operate in Linear Green. Second, as Linear Green would only include one street, people who really wanted to use a car to get somewhere would still have options via alternate routes.

Name: Timothy May

Location: Washington, DC

Date: June 22, 2022

I bike that route for my commute five times a day. It's a nightmare for cars as it is. I am never going slower than bumper-to-bumper traffic. The signs and where you can or have to turn left or right from any given lane are confusing. No one seems to understand it and one person making a mistake means about 3 people get to pass at any given green light.

The place is already a nightmare for traffic. People having to choose alternate driving routes would ultimately only be good for drivers. Let this avenue be a shining beacon for how the heart of our Nation's Capitol can encourage people to walk, to bike, to interact, to enjoy the beauty around them. Instead of a clogged artery belching fumes and making everyone who drives down it miserable every day.

Name: Ryan Mills

Location: Arlington, VA

Date: June 22, 2022

I'm happy to see an initiative like this underway! I believe that our capital, especially downtown, should be built for people not for cars. It would be great to see the stretch of Pennsylvania Ave be open to more multipurpose shops and pedestrians as a true city center like in many other countries around the world. The farmer's/community market in the plaza at the Reagan center is something I believe can be expanded and held daily throughout that stretch of road. The bike lanes are great, but that part of the downtown area is completely dead after 6pm during the week and entirely during weekends. It should be nurtured more than it has been as a stretch of road that can serve the community and tourists alike because it is so beautiful and that beauty should be more interactive.

Name: Michelle Stephens

Location: Reston, VA

Date: June 22, 2022

Leave a public comment in favor of a car-free Pennsylvania Ave btwn Cap and WH! (incl sample comment if you want to copy/paste)

While I live in Reston, I frequent DC, and use exclusively public transit, walking, or cycling to

see the city. The comment below was not written by me, but I strongly agree with it and couldn't express myself so eloquently. To add to it, DC is our nation's capital: surely it should lead the way into a future of cities designed and planned around people rather than cars, with less congestion, pollution, and without the safety hazards of large vehicles mixing with urban life. I applaud DC planners for bringing these concepts to the table, and very much hope to see their adoption and expansion.

I love the Linear Green concept; I urge its adoption and consideration of similar changes in other parts of DC. Our city should be designed for people, not cars.

Linear Green would not only make the Penn Ave area more beautiful, it would make us all safer. Pennsylvania Ave, despite the current cycletrack, is a dangerous place to be a bike/pedestrian. The width of the road makes the drivers think they can go very fast, and because drivers (esp tourists) aren't accustomed to a cycletrack in the middle of the road, they often don't look. As someone who frequents this cycletrack, I see near misses far too often.

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Name: CW

Location: Capitol Hill - Washington, DC

Date: June 22, 2022

This pedestrian and cyclist thoroughfare would improve my work commute time and safety. It's a beautiful part of the city that would be much better without cars

Name: Michael Carabello

Location: Washington, DC

Date: June 22, 2022

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Name: John Brandt
Location: Washington DC
Date: June 22, 2022

Linear Green is the best plan to enhance quality of life for DC residents by reducing out of town car traffic. This model can serve as an inspiration to other cities looking to enhance civic engagement and reduce their carbon footprint. As a bike commuter, this style would make me feel much safer than any plan that still allows private cars/trucks on PA Ave.

Name: Paul Fisher
Location: Logan Circle, DC
Date: June 22, 2022

They clearly superior option is Linear Green as it fully eliminates private automobiles.

Washington DC is (sadly) one of the few places where one can live without needing to own a car. Car ownership cost much more than a bike (\$500-\$700 to purchase and ~200 a year for repairs/care), transit (~850 for annual unlimited pass), with a cheap car costs about 7k (2k purchase spread out over 10 years + 1k insurance + 2k parking + 1k repairs/care + 1.3k gas for 10k miles). This makes car infrastructure more likely to benefit the wealthy at the expense of local residents, poor, and disabled folks (as most blind or deaf people are unable to safely drive) who depend on transit. Allowing cars here would encourage the use of vehicles that kill 40 plus people every year in crashes and kill many more through pollution/poor air quality.

As the goal of this project is to create an urban park, allowing the loud noises of horns honking, tires screeching, and vrooming engines along with the associated noxious fumes from cars would greatly hinder people's use and enjoyment of this park. There are thousands of apartments, 3-4 metrorail stations within a 5 minute walk of the park, multiple bike routes, and countless bus lines with stops nearby that ensure that private cars are not needed for the people to access and use this park.

Maintaining Pennsylvania avenue for transit and bike users will improve travel times and safety for both groups without generating much noise or danger to pedestrians allowing for a reduction in car use to help reduce both local pollution and carbon emissions.

The bottom line is that linear green will make Pennsylvania Avenue an example of a 21st century city to serve as a model in our nation's capital. It rejects the 20th century car-centric city built on pollution, segregation, and cars to instead put the people first in the 21st century.

People first cars last.

Name: Jeremy

Location: Alexandria, VA

Date: June 22, 2022

Leave a public comment in favor of a car-free Pennsylvania Ave btwn Cap and WH! (incl sample comment if you want to copy/paste

The portal for the Penn Ave

redesign: <https://www.ncpc.gov/initiatives/pennave/>. Under "Proposed vision" there's a button that says "Vision & Comment". If you click that button, a text box will pop up to make a comment. Comments are due 7/13. I wrote up a sample comment below, which you can feel free to use any part of.

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Name: Bradley Have

Location: Arlington, VA

Date: June 22, 2022

I strongly support the Linear Green concept - Pennsylvania Avenue as a transit-only green space will transform the area for the better, improve safety and health, cut down on congestion in the urban core, and revitalize an area that is currently dominated by cars. Increased green space provides a variety of environmental benefits, including undercutting the heat island effect, encouraging transit and cycling rather than private vehicles, and increasing biodiversity in the area.

Name: Joey Scully
Location: Washington, D.C.
Date: June 22, 2022

I strongly support the "Linear Green" concept. This seems like a great concept to make this central location used by both locals and tourists. Additionally, thank you for keeping pedestrians and protected bike lanes in mind for all three plans.

Name: Thomas Snerdley
Location: Washington DC
Date: June 22, 2022

Linear Green all the way! No cars ever, for any reason. Let's put NYC's High Line to shame with a glorious green walkway off limits to cars and trucks.

Name: Michael Theis
Location: Washington, D.C. Ward 5
Date: June 22, 2022

I am writing to strongly support the "Linear Green" concept.

Name: Christian Peyton
Location: Washington D.C.
Date: June 22, 2022

Each of the designs will be a vast improvement over the status quo. However, I prefer the Civic Stage or Linear Green Concepts. Each will encourage pedestrians and cyclists, while limiting automobiles, and enable better use of the space for events.

Name: Max
Location: Washington, DC.
Date: June 22, 2022

I ride my bike on PA Avenue and very often cars are not even driving on it. The linear green concept would provide beautiful public space and allow buses to flow freely without much harm. My only addition is that the skateboarders should be allowed to design a space for themselves. They made a home at freedom plaza and yall are taking that away from them.

Name: Tripp Camp
Location: Washington, DC
Date: June 22, 2022

I live 5 blocks from Penn Ave and use it all the time for commuting and riding around town. We NEED the linear green model to promote businesses moving into the area with increased foot traffic, as well as increasing quality of life for those living in the surrounding area. No more cars please!

Name: Alberto valverde
Location: Washington DC
Date: June 22, 2022

I support the linear green vision because there are enough other streets nearby, Penn Ave doesn't connect anything you'd drive to, and a park surrounded by traffic and streets is less appealing and likely to be used.

Name: Christian Hunter
Location: Washington, DC
Date: June 22, 2022

I strongly prefer the Linear Green concept. Pennsylvania Avenue needs to be a destination, not a highway. When I bike through the area the street is an empty asphalt desert, even during rush hour. Cities are for people, not cars, and removing all private vehicles from the road would hardly inconvenience anyone. Constitution Avenue can more than accommodate any diverted traffic. According to DDOT's AADT estimates, on an average 2019 day 13,000 vehicles used Pennsylvania Avenue between 7th and 9th Streets NW, while 27,000 traveled on Constitution Avenue daily between the same cross streets. Assuming every single vehicle displaced from Pennsylvania Avenue used Constitution instead, the new AADT of 40,000 would be well below the 55,300 daily vehicles the Highway Capacity Manual suggests can be accommodated by a six-lane road with a center turn lane at a level of service D. Furthermore, a transit lane or a bike lane can carry far more people per hour than a normal lane since their travelers are much more space efficient than the multi-ton deadly weapons we call cars. That first paragraph was simply to assuage your fears that reducing general purpose lanes will not cause gridlock. It could have been done with 2019 traffic volumes, and it certainly can be done in 2022 after the increase in remote working. A street as important and iconic as Pennsylvania Avenue shouldn't serve to shuttle a small number of vehicles at peak hours and then sit empty the rest of the day and on weekends.

Having addressed the number of lanes (which should be at most one in each direction, even in the Urban Capital and Civic Stage concepts, since if it's feasible in one proposal why was it not proposed in all three?), my other concerns are about the pedestrian and bicycle experience. From my years of biking, I have found that placing a good protected bicycle path (which doesn't mean just putting up some plastic poles or a few concrete parking space barriers but actual curbs and placing the bike lanes above the level of the roadway as done in the Netherlands and Denmark) on each side of the road is superior to a two-way path on one side of the road or in the center. When placed all on one side or in the center, bikes have to stop

and wait for left turning vehicles, which also have to wait for their own protected turn phase instead of simply yielding to conflicting traffic. In addition, the Linear Green places two large, shaded pedestrian promenades across a narrow, easily-crossable street as opposed to splitting the pedestrian areas into smaller chunks broken up by four- or six-lane roads.

The reduced greenery in the Urban Capital and Civic Stage concepts is also confusing. If the Linear Park concept is built, in 10 years no one will say "I wish there were a wide paved plaza/6 car lanes along the entire center of this street." See the attached screenshot of the planning commission presentation to get an idea of how much hot, uncovered area is left by those two proposals.

Finally, the Constitution Avenue tunnel in the Civic Stage seems extremely overbuilt and expensive. All that's needed there is some traffic calming like speed tables across the road and reasonable pedestrian wait times to disincentivize jaywalking. However, if the tunnel is built, there's no reason it couldn't be part of the Linear Green concept as well. All in all, I hope that the needs and concerns of everyday residents of DC like me take priority over festivals and parades for out-of-towners and that the design isn't compromised to provide a huge paved surface to march down or throw concerts on. Constitution Ave or The Mall will be just fine for that. We just need a safe way to travel and relax without worrying about noisy and dangerous cars.

[Attachment](#)

Name: Lincoln
Location: DC
Date: June 22, 2022

Linear green

Name: J Javier Santos
Location: Alexandria, VA
Date: June 23, 2022

I urge you to adopt the linear green concept. It's the more balanced approach and better promotes public transportation, walking and bike use as alternatives to car use and traffic.

Name: Benedict Bernstein
Location: WASHINGTON, DC
Date: June 23, 2022

I bike to and from work between Navy Yard and Metro Center every weekday and I am strongly in favor of a car-free Pennsylvania Avenue. Any solution needs to make sure that bikers are protected from motorists AND unaware pedestrians. Thank you!

Name: Scott Panitz

Location: Washington, DC

Date: June 23, 2022

I love the Linear Green concept; I urge its adoption and consideration of similar changes in other parts of DC. Our city should be designed for people, not cars.

Linear Green would not only make the Penn Ave area more beautiful, it would make us all safer. Pennsylvania Ave, despite the current cycletrack, is a dangerous place to be a bike/pedestrian. The width of the road makes the drivers think they can go very fast, and because drivers (especially tourists) aren't accustomed to a cycletrack in the middle of the road, they often don't look. As someone who frequents this cycletrack, I see near misses far too often.

Additionally, as an urban environment, our physical space is limited and precious. A car takes up 90 sq ft on average -- just to move one person, or even worse, sit in a parking spot all day. A bicycle takes maybe 5 square feet for the same individual, and a bus seat or a walking person take even less. Filling Penn Ave with cars makes transit down this major thoroughfare incredibly inefficient, and we should instead be prioritizing busses, pedestrians, and bikes to get people where they need to go quickly. And I imagine this will have a spiral effect -- people tend to take cars because taking the bus is slow. But once cars are off the roads, it will be quicker to take a bus, so more people will be inclined to use transit in the first place. That's not to mention all the benefits to climate change/air quality from nudging people toward biking and public transit.

Finally, I want to address some arguments that I imagine groups (incl. the "DC Coalition on DDOT Bike Lanes") are making against Linear Green and similar changes. First, these activists often claim that bicyclists are "wealthy elitists" as compared to drivers, so we must not destroy parking for bike lanes from a social justice perspective. A very quick calculation renders this implausible. A membership to Cap Bike Share is a mere \$95/year; car insurance alone is far more than that, let alone parking, gas, and maintenance costs. A decent bike can be bought new for \$500-700 and used for \$150-300, and maintenance is usually under \$100 per year. The real "wealthy elite" are people who can afford a \$10,000+ car that requires hundreds or even thousands of dollars of maintenance each year. The reality is, if you look at the names behind these anti-bike comments they tend to be wealthy homeowners in Northwest (most concentrated in Dupont, Kalorama, Georgetown, Glover Park) who want to be able to park their car everywhere they go. That's not to discount their opinion, because everyone deserves a say, but rather to show that the "wealth" argument against bicyclists is an absurd tactic to win progressive support.

I've also seen critiques that limiting car traffic is harmful for people with disabilities, who have a harder time using other transit options. This is an important consideration, but WMATA has options for people with disabilities; all busses and metro stations are accessible, save for the occasional elevator outage, and there's additional vans solely dedicated to helping people with

disabilities get around, which would still operate in Linear Green. Second, as Linear Green would only include one street, people who really wanted to use a car to get somewhere would still have options via alternate routes.

Name: Danny

Location: Tenleytown, Washington DC

Date: June 23, 2022

I'm in big support of this initiative. Not just for us DC residents, but to set an example as role models for the world. Green space in cities is not just possible, but makes for a better world for us all.

Name: Justin

Location: Washington DC

Date: June 23, 2022

I love the Linear Green concept; I urge its adoption and consideration of similar changes in other parts of DC. Our city should be designed for people, not cars.

Name: Alexander Harris

Location: Washington, DC

Date: June 23, 2022

Please move ahead with the linear green space. While DC has lots of green space, having a car free section downtown will not only make this area more appealing for locals but showcase the possibilities of what a city could look like and how it could operate without being car dependent. In short, I will be on Pennsylvania more often if it looked like the linear green option.

Name: Alyssa Proudfoot

Location: Washington, DC

Date: June 23, 2022

Linear Green is the way to go-- this is how we lead as a city and pave the way for cities that are built around people, not cars. This is truly the way towards a safer DC with happier, healthier people.

Name: Christopher James Wilcox

Location: Quantico, VA

Date: June 23, 2022

I love this idea. I have seen other people be nearly killed in DC from cars and would like to see more development focused on transit and biking. Although I do not live in the city, I frequent the city as a visitor by parking my car at the yellow line at Huntington Station because the VRE does not run on the weekends.

Name: Joshua Woodyard

Location: Ashburn, VA

Date: June 23, 2022

I vote for Linear Green.

Name: Sam Harmic

Location: Alexandria, VA

Date: June 25, 2022

I'm really in favor of the Linear Green. I'd prefer more green space over less even if it's discontinuous. Civic stage would be my 2nd pick. Adding more green space and prioritizing transit, bikes, and pedestrians shows a dedication to creating a better future in terms of climate and urban design. Additionally it just seems the nicest, and really looks like somewhere I'd like to be.

Name: Hailey Markt

Location: Washington, DC

Date: June 25, 2022

I live in the Lexington on Market Square, within the zone. My preferences would be the Civic Stage, Linear Green, and Urban Capital plans in that order.

I prefer the Civic Stage option because of its ability to easily be created into spaces to have concerts, festivals, etc. (many of which we already have now, just on the hot asphalt). I particularly liked the idea described in the public meeting of having many plazas/zones where it would be easy to set up and tear down activities with minimal disruption. My only complaint with the Civic Stage option is the lack of additional green space added. Although it seems like there would be an opportunity for some green spaces, it looks like most of the gained space would be added through some dirt material. Although I understand that this is preferable for the event spaces it is trying to accommodate, I think there may be a balance in the accommodation of the event space, making it more attractive for the average daily user. Thus, I would modify it slightly to have some pockets of green spaces on the edges or in zones that would be easiest based on maintaining the need for event space.

Although I like the Linear Green idea and the opportunity for it to have a park-like setting, it seems unlikely to me that the community at large would be for a car-free Penn. Although I

don't have a problem with this, it just seems like it may not be sustainable long-term as people wish that some cars could travel through the area (yes, this is strategic voting). I fear that in 10 years, when we forgot what it was like to have what we do now, we would have to have more conversations about re-evaluating the space to allow for traffic, and the park-like space would be disturbed by cars but not accommodate the event space that we gain in the Civic Stage option. Additionally, I would hope that with the change of Penn to the Civic Stage plan, the damage to the Mall from events that trample the grass would be minimized if we moved those things to Penn. Then, The Mall can serve as the luscious, green, park-like space we desire in the Linear Green. This transferred use seems most realistic to me and ideal so that we can have two areas that serve distinct purposes yet are close to one another.

Of course, the Urban Capital space is better than we currently have. However, I desire a more drastic change that transforms the space into something that functions more for community events and less for traffic. If the Urban Capital were the chosen plan, I think it would be good to try converting as much space into green, park-like, or easily transformed civic space.

Thank you for your hard work on this project and for seeking community input. I am excited to see the eventual change that will happen!

Name: Leslie O'Shaughnessy

Location: Florida

Date: June 27, 2022

ExteNet Systems commends the vision of NCPC and the interagency delegation to amplify and elevate an inclusive public realm for universal enjoyment through "The Pennsylvania Avenue Initiative".

Washington, DC is home to our most treasured streets and public spaces which includes national legacy buildings, memorials, and parks with visitation of millions of people every year. This initiative provides a strategic opportunity to modernize infrastructure including enhancing the wireless and cellular connectivity in downtown Washington, DC and the Monumental Core. ExteNet would like to encourage meaningful consideration of establishing critical communications, infrastructure services and capacity to provide increased public safety coordination of the public spaces. Infrastructure modernization will protect citizens and visitors while providing support to events and enhancing visitor experiences and needs. ExteNet Systems takes great pride in our care of Washington, DC's historic and iconic legacy buildings and properties. Our objective is to share in the support for The Pennsylvania Avenue Initiative Vision of America's stage.

Sincerely,

Leslie O'Shaughnessy

ExteNet Systems, LLC

Name: Ashley Harris

Location: Washington, DC 20008

Date: June 27, 2022

Linear Green is the best option. There are plenty of roads for cars and not enough dedicated car free areas for pedestrians. Linear Green will promote community and civic well Being.

Name: William Cline

Location: Pennsylvania Ave, Washington DC

Date: June 28, 2022

The only residents in the area considered for development are at Market Square in the 700 and 800 blocks of Penn Ave. I live there and have 2 major concerns: 1. As part of a continuing war on cars in downtown DC, eliminating all traffic from Penn Ave would probably make center DC congestion much worse in the area--Penn Ave currently is a major commute street--used even by Presidents in their caravans. 2. Festivals on Penn Ave are fine, but if one of their enlarged spaces is by the Navy Memorial, generated loud noise disturbing residents should be considered--currently Penn Ave bandstands almost always blast music at over 100 db (an ear damaging level) and if they moved from the typical 4th & Penn to 8th & Penn, the racket would be extremely disturbing to residents. Bottom line: as a resident directly affected by these plans, I support "Urban Capital," then "Civic Stage," but not at all the car-prohibited "Linear Green."

Name: JW Wiggins

Location: Washington, DC

Date: June 28, 2022

I enjoyed reading about this project idea. There are a lot of things I think will be really beneficial and hope that similar projects take place in other parts of the city. Pennsylvania Ave's infrastructure is incredibly car-centric even though many more pedestrians use it every day especially since there are so many metro stops and bike share services available. There are a few issues that I have that I want to mention here:

1) Make sure you are connecting with community leaders in all parts of DC to be cautious of the history of the spaces you are altering. Don't do this project so that "American" history is preserved, but to ensure that DC History is Preserved. There are many important locations to DC residents along Pennsylvania Avenue (including Freedom Plaza) and residents should have a say on the historically-beloved sites.

2) This is an opportunity to highlight environmentally-conscious and sustainable practices here in the city. The program should ensure that anything that requires electricity is run off of renewable resources including solar and wind power. Additionally, there should be a farmers market here, hopefully one of the largest in the city. Additionally, make sure there is charging

infrastructure for personal electric bikes and e-scooters as well as lots of space for residents to ride. Ensure that cars move slowly when riding through here and that pedestrians are aware they can move freely on the street without free of being run over. Additionally, there is an opportunity to place a large urban garden in the center of the city. This way residents come obtain locally sourced foods in the areas. As part of this, instead of planting for purely aesthetic value, use native plants and plants that provide food, lots of shade and other ecosystem services. DO NOT make this another overly manicured lawn - implement biodiversity and FREE and beneficial ecosystem services. Please ensure that environmental planners are involved in this project.

3) Ensure you work with local small businesses (prioritize business owned by people of color) in the area so they will have opportunities to highlight and sell their products and service in this space as well. Please do not rely on large multi-million dollar corporations for this project.

4) Please work closely with the Metro system on this project. In my opinion, public transportation is one of the most important parts of this project and plays a large role in ensuring spaces are walkable. Work with metro to minimize the impact on bus and train routes during construction and ensure they have a voice on the planning committee to ensure that any existing bus routes are maintained and run smoothly. Additionally, work with Metro to ensure that people that usually depend on cars have good incentives for not using their cars and taking public transportation because there will be A LOT of resistance to these changes, but I believe it will make for a healthier future for the planet and the people, animal, plants, and other life that resides there.

5) I foresee DC's rodent problem having an impact on how aesthetically pleasing this location is. I'm not sure how to address this problem but there are definitely solutions in the works around the globe, please do the research necessary to mitigate this issue.

6) Finally, make sure this is only the beginning of projects like this. There should be more public spaces in the rest of DC as well, and if these project do extend there it is incredibly important the people of color and low-income households are not gentrified. We need to protect and install affordable housing in DC.

I would love to be involved in this project going forward. I don't have any planning expertise but I want to learn more about how projects like this come about and how to operate them around the city.

Name: Neville

Location: DC

Date: June 29, 2022

The overarching goals here should be to promote active forms of transport, human scale infrastructure, and the environment, all while protecting local usage of the space. Therefore,

Urban Capital appears to be the least likely to accomplish this as it keeps too much private vehicle infrastructure. I think Civic Stage would be problematic in that the island in the middle will require people to cross the street and result in the public space being "sandwiched" by vehicle traffic. Linear Green seems to be the best framework to create a human scale street that also prioritizes active transport and the environment.

Overall this is an exciting opportunity to create a much improved public space that can be enjoyed by locals and visitors from across the US and globe.

Is there a way to implement linear green while keeping Freedom Plaza? There seems to be very strong support for the plaza in the comments and I don't think that the linear green concept has to necessarily eliminate it.

Name: Yazan Hanouneh
Location: Washington, DC (Adams Morgan)
Date: June 29, 2022

The Linear Green option is far and wide the best option here. It would serve a wide range of District residents while prioritizing climate change, beauty, accessibility, and small business development alongside a landmark community hub for the city. Choosing Linear Green would pave the way for DC to serve as a model for a green, sustainable, affordable, and accessible city designs as is warranted on such a historic pathway.

Name: Angela Nelson
Location: Cottage City, MD
Date: June 30, 2022

I fully support remaking Pennsylvania Avenue into a place for people before cars. This is why my strong preference is for the Linear Green concept, a car-free concept that truly puts the health, safety, joy, and well-being of people before the movement of cars. The traffic volume on Pennsylvania Ave is almost always low, it's often closed down and car-free anyway, and it's the gateway to the National Mall (which should also be car-free, in my opinion). DC sees so much tourism on foot, and this is a great opportunity to allow people the same freedom of movement as the Mall allows. The other two concepts are preferable to the current conditions; however, they keep the majority of the pavement, and as climate change ramps up, more green spaces are IMPERATIVE to keeping the heat island effect low, as well as soaking up water when we get increasingly powerful rainstorms and flooding. Perhaps the transit corridor can be like the corridor in Denver's 16th street mall, which provides free transit along the length of the mall. If this were ranked choice voting, my second choice would be the Civic Stage, especially for hosting first amendment activities and encouraging life and activity near the Mall. The Urban Capital concept is my least favorite.

Thank you for your attention to this matter, and for providing space for bikes and transit in each concept. Downtown DC is even more beautiful without the noise and pollution of traffic, and I see this as a strong step in that direction.

Name: Xavier Equihua

Location: Washington, DC

Date: July 2, 2022

Hello I am respectfully not in favor of making a historic street - indeed the most in our nation and hence why its called "America's Main Street" into a promenade. Furthermore we already have one of the most extensive promenades in the US a block away: The Mall. Thanks and trust you will put to rest a bad idea that would kill "America's Main Street."

Name: Xavier Equihua

Location: Washington, DC

Date: July 3, 2022

Hello The concept is a good one but perplex by the reasons and examples given to support making Penn Ave a more usable space when the root to the problem with Main Street USA is that the street is full of public buildings. The proponents of the proposal give as an example The Mall in London, which is even less public space friendly than Penn Ave. Indeed, The Mall is just a street bordering to the right a park and to the left government and private club buildings located on Pall Mall.

We already have wide streets so not sure how much wider you need them to be. If the proponents want to bring more foot traffic to the street, then you need to start by converting the public buildings into commercial buildings as there is not much public spaces on Penn Ave aside from the two hotels at the start of the street and a couple of private spaces for restaurants.

Furthermore, we already have one of the most extensive promenades in the US a block away from Penn Ave: The Mall. Thanks, and trust you will put to rest ideas that could kill not only "America's Main Street" but also our most historical street.

Name: Joe Sheehan

Location: Washington DC. E Street between 6th and 7th.

Date: July 4, 2022

I have lived on E Street near Market Square for some years and am excited by these initiatives. Here are my thoughts and comments.

1) I can see the need for public transit and other modes but not cars on the avenue so long as the major cross streets plus Constitution and E are left open. Crossing Pennsylvania during the pandemic was more achievable when the cars were not rolling during the past few years. By

cross streets, I am talking about 9th and 12th and less about 7th and 14th.

2) As you may surmise, I see a lot of benefits in the Linear Green concept with elements of the Civic State concept thrown in. My least favorite option is the Urban Capital option.

3) Thought should be given to residents such as myself who still require some basic retail to sustain livability. Downtown is somewhat of a food desert - no supermarkets within walkable distance, for instance. There are plenty of restaurants, but thought could be given to some kind of opening for retail between Market Square and Freedom Plaza or on adjacent streets.

4) Thought should also be given to visitors who may want to visit but not by public transit so are the current parking options adequate for those who need to travel in by personal vehicles? I'm thinking ADA and other needs.

5) The Mall finally opened up to me during the pandemic when traffic dropped markedly but I concede that major through routes such as 9th etc. need to be kept open and well planned. Greening Penn Ave would open accessibility from such areas as Gallery Place and the Western end.

6) Freedom Plaza has been co-opted by skateboarders making the area unusable for anyone else. At the same time, we may not want to banish these young people altogether and perhaps a dedicated space for them can be accommodated somewhere.

7) Please get rid of the car park east of 3rd street :-)

Name: Andrew Pribulka

Location: Silver Spring, Maryland

Date: July 4, 2022

After reviewing the proposed concepts, I really like what's potentially in store for Market Square and Eastern End. Those spaces have been underutilized for a long time, and it's great to see an organized effort to make those areas more appealing to the public.

I don't feel the same way about what's been drafted for Western End. On paper, the current state of all three areas do not provide the inclusive design sought by the redesign. However, Western End is different from Market Square and Eastern End in that the community evolved and adapted to embrace the WE space as-is.

Freedom Plaza's hardscape is ideal for concerts, peaceful protest, dance classes, performance art, art exhibits, skateboarding, movie nights, and much more. All of the activities I just listed involve a mix of cultures, races and backgrounds. Some of them are organized and sanctioned through official channels, but many of them are not - and have been going on for decades, practically since the park's groundbreaking. Turning Freedom Plaza into a grassy field would make a lot of those activities difficult, if not impossible. Ever tried to teach the tango or set up a booth in a muddy field?

This city becomes a little bit more cookie cutter every day. Please don't let our parks follow the same path as some of the commercial corridors by turning them into more playgrounds for rich people. With all of the available parcels to work with in this project, I believe there is room to

makeover Market Square and Eastern End, while Freedom Plaza as-is. Thank you for the opportunity to provide feedback.

Name: Steve Hill

Location: Washington DC

Date: July 4, 2022

The Civic Stage has the greatest potential usefulness, especially if there are places to plug in jumbo trons.

Name: Kareen El Beyrouty

Location: Washington DC

Date: July 4, 2022

As a regular Argentine tango dancer in DC's dance community, I especially treasure the civic space currently at Freedom Plaza, which has a stone floor over a large surface area that allows us to dance with gorgeous views of the capital. In fact, this is how I met my fiancé 3 years ago! I also think it's a wonderful space for skaters. After all, DC is not just a place for national events and tourists, but also a city for its very own residents. We have had a surge of gun violence in DC since the pandemic, and the city should provide more outlets and space for local residents to participate together in community life and activities. Out of the three concepts, I prefer the Civic Stage approach, which maximizes event space, but also provides great seating areas up and down the corridor. This is important, as they are deserted spaces on most weekends. As the post-pandemic era arrives, with downtown DC increasingly less for office workers commuting in from the suburbs, we must re-imagine a vibrant urban space for residents and tourists that will fill this void and provide foot traffic for downtown businesses.

Name: Brian Byrd

Location: Washington DC

Date: July 5, 2022

I work in urban planning so here is a hodge podge of thoughts. I recommend you consider looking at Precedent including La Rambla in Barcelona or Kensington High Street in London. There needs to be more thought into not only the street itself (this is not a roadway. A road goes from point A to point B. A street can be a Place) and the adjacent land use. Just because you build a place for people if there is nothing nearby for people they will not come. Also please think about who this street is for. Is it for local DC residents, tourists, or both? The City of DC is already a NACTO City so also consider looking at those standards as well. They exist for a reason and there is no reason to re-invent the wheel. If you do go with keeping the streets at minimum travel lanes no wider than 10', ideally 9'. A hybrid of Linear Green and Civic Stage could be doable. The "Linear Green" appears to function like a pedestrian mall. Cities

across the US have experimented with carless streets in the form of Pedestrian Malls but other than a few examples in Santa Monica and a handful of college towns they were a failure of 1980s planning. A hybrid of both “Linear Green” and “Civic Stage” could mean an actual “shared space” which like a woonerf would be mostly for pedestrians and transit but vehicular traffic would be allowed too. If you ensure the space is curbless and there is no segregation of users (i.e. pedestrian, bicycles, and cars) you can have a shared space concept where cars go a max of 15-20 miles per hour. The basis behind shared space is the concept of “Risk Perception Theory”, which means that if you design the place to feel less safe for all users, in particular drivers they will approach the place more cautiously. Although cars would go slower (lower max speed) their average speed would be higher especially if you removed all streetlights and incorporate roundabouts at each intersection (look at Seven Dials in London or Market Square in Pittsburgh). To facilitate the shared space provided a gateway or paving that demarks you are in the shared space is key. I completed my Graduate Research in the Netherlands and the UK looking at “shared space” case studies. I recommend you look at places like Groningen, Sneed, and Leeuwarden in the Netherlands and in the UK Kensington High Street. Groups like Mobycon out of Delft, NE and Urban Design London I am sure would be willing to talk with you. As the closest street to our Nation's Capital this needs to be good. There is also a unique opportunity to experiment with this space with cans of paint. Consider looking at options to make this a laboratory using tactical urbanism. You'd be amazed at what you can do with a can of paint and some planters. You could talk to places like Street Plans and Build a Better Block who could help enliven the space before any construction occurs to show what it could be. Also, what about programming like I mentioned earlier there needs to be a synergy between the Streets itself and the adjacent land use in order of this to be a great street. Consider collaborating with DCOP/DDOT/UDF, the Smithsonian, WABA, etc. Programming and wayfinding will be key too. Good luck and hopefully this will be our Nation's Main Street. Whatever concept is chosen please consider that passive traffic calming (on street parking, tree canopy, pavers, etc.) and right sized streets (narrow travel lanes) are the key to obtaining a truly great street the support vision zero principles and a Main Street feel. Freeway design standards that are ubiquitous throughout the District and National Mall have no place here. Take a look at Strong Towns and all the great work they do on advocating for great streets. Please contact me if you would like to discuss more. I am very excited for this project. Thank you!

Name: Elizabeth Falk

Location: DC

Date: July 7, 2022

Whichever design you choose, please be sure to include wide sidewalks that are separated from the bike lanes by barriers that prevent pedestrians from casually shifting into the bike lanes mid-block.

On the Southwest Waterfront, the bike lanes abut a narrower sidewalk with little to differentiate the spaces. Because it's a popular, heavily trafficked area, there are always lots of

pedestrians in the bike lanes. This is unsafe for everyone and in some cases causes cyclists to go out into the busy streets, which then introduces more chaos and unsafe roadways.

A 3.5 foot-high fence or other barrier between the sidewalk / park area/ civic stage and the bike lanes would help reduce the number of people casually stepping out into traffic. Paint is not enough. Paint does not protect people. In an area full of tourists who are distracted, walking in large groups, unfamiliar with the landscape or infrastructure, it's important to build in ways that ensure the space can be used as intended. If the bike lanes look like sidewalk and are not meaningfully separated from the other use spaces, they will become pedestrian paths.

If Pennsylvania Ave becomes hard to navigate by bike because the new design fills bike lanes with people standing and walking, many cyclists will shift to the busy car-clogged north-south and east-west streets.

Let's please learn from the good intentions and poor outcomes of the Southwest Waterfront and plan for spaces that reflect how people actually behave, rather than how we hope they will behave.

Name: jared green
Location: washington dc
Date: July 8, 2022

The linear park idea is the best if the goal is to draw more people to the avenue.

Be sure to create a space for the skateboarders and co-design the space with them. Time for DC to be innovative! They enliven spaces during the day, bring economic benefits. Many skateboarders travel far from DC to check out Freedom Plaza. They are a diverse community.

Name: Diane K Troum
Location: Washington
Date: July 8, 2022

I'm totally against Linear Clear. We NEED traffic lanes on Pennsylvania Ave.!!! We need them for commercial use, residential and for tourists.
Reducing the lanes is something I would consider.

Name: Hara Kumar
Location: Washington, DC
Date: July 8, 2022

I like how the road way is divided into two one way sections in the Civic Stage design. People feel comfortable walking across two lane roads as opposed to a six lane road. This is what I

dislike most about the urban capital model, which I don't consider to be pedestrian friendly despite the new crossing designs. If pressure to keep car lanes forces 3 lanes of road each way (one for bus, two for cars) like in the urban capital design, I ask that the travel lanes still be split across a large central median (larger than they are now, elevated, and with some nicer looking barriers [shrubs, artwork] that visually partitions the road).

I also like the Civic Stage design for the promenade, which will provide an excellent path for the presidential inauguration, parades, and other events. I will opt for the urban park design next. I would be more than happy either way.

My main concern is about all the intersections the new penn ave will be crossing. Many of these (like 7th street or 14th street) are six lanes wide and have narrow / no median. This will have a huge negative effect on the feel of penn ave, which will feel segmented along these roads. My recommendation is to narrow these roads to 4 lanes, and convert the center two lanes into a large green median or pomade just like your designs for penn ave itself. Your initiative boundary lines seems to make this possible. Focusing solely on penn ave itself will not be enough to make a linear green or civic stage.

I wish you success on this initiative and hope that results from this development can be used to develop other streets in the DC area.

Name: Cheryl Cort

Location: Washington, DC

Date: July 9, 2022

On behalf of the Coalition for Smarter Growth, we wish to express our support for the direction of this effort, and urge the Commission to continue to focus on the pedestrian experience, along with transit priority and bicycle access. As the design concepts evolve, we suggest the Commission keep four goals in mind:

1. Design to support civic programming, which is overseen by the stewardship needed to ensure the public space is maintained and sustainably programmed;
2. Prioritize the pedestrian experience of the grand corridor, with quality transit and bike access;
3. Serve all modes;
4. Ensure the space is worthy of the federal city and the District, as America's main street, which can host grand civic experiences throughout the year.

Thank you for your efforts to create a thorough, public process.

We look forward to staying involved.

Name: Brian Goggin

Location: Washington, DC

Date: July 9, 2022

Dear NCPC,

I am a resident of DC living in Ward 6 and an frequent user of Pennsylvania Avenue between the White House and the Capitol building, as a pedestrian, cyclist, and bus rider. I congratulate you on the new vision for a transformed Pennsylvania Avenue, as all three concepts would be much-needed improvements on the current state of the avenue. Of the concepts, I believe that the Linear Green concept is best, because it would most effectively put people first, creating a diverse and vibrant avenue for everyone, not just single-occupancy vehicles. I believe that central-running bus lanes with their own right of way would greatly improve the rider experience by taking away the necessity of pulling over to let out riders or navigate around parked cars. Furthermore, this scenario preserves a bi-directional bike lane and would enhance the pedestrian experience. I believe that it would also lead to less conflicts between cyclists and pedestrians than if there were a central-running pedestrian avenue that the Civic Stage concept proposes.

This is perhaps the most public-facing road in all of the United States and so should maximize the greatest good for the greatest number of people. The best way to do that is to give more dedicated right of way space to buses, bikes, and pedestrians. Our future generations will thank you for showing ambition here by making that happen. Thank you for putting people first.

Name: Neil Flanagan

Location: DC

Date: July 10, 2022

I applaud the development of all three schemes in this initiative. They represent adaptations of global best practices and are a dramatic improvement over the designs considered in 2016. That said, the current design lasted 50 years, and the Commission should proceed thinking of a design that will be adequate in 2070.

I feel that with that horizon in mind, the best approach would be a hybrid of the Urban Green and Civic Stage designs - creating a formal walking street buffered by informal spaces that can accommodate active programming. Either scheme by itself has deficiencies in terms of daily activation and maximizing value for large events, caused by too much consideration for through-traffic.

Accommodating vehicular traffic for the Civic Stage design, for example, seems to result in narrow sidewalks where the 1793 streetwallls are maintained (and future construction should return to these lines). Yet this section of Pennsylvania is no longer a major traffic route and loading/PUDO has long been relocated to the grid streets by the PADC. The center promenade, likewise is narrower, less shaded, and separated from private areas of activity by the side roads. In fact, of all three options its section has the highest proportion of buffer spaces that add little to the activation of the street.

The Urban Green design likewise is weakened by centering the road on transit lanes. The existing bus routes on the avenue are relics of old streetcar routes that predate current job patterns and security cordons. Expert opinion is that on a bus, every turn slows the route and reduces occupant comfort. Because of road closures on either end, it is impossible to use this section of Pennsylvania Avenue as a transit route without introducing more acute turns than would be required for similar parallel routes, such as passing north/south through the area before turning into the dedicated ROWs on H, I, or K streets. Metrobus is long overdue for a systematic redesign, and we should not be making major capital designs based on route maps that will change in the much shorter term than the life of this road.

Likewise, with the busway, buffers, and bike lanes in the middle, the south side will likely not benefit from the activity the north will have. At the same time, the potential for the narrow busway space to be closed and used for large events is much lower than the other schemes. Say what you want about the wide expanse of asphalt that's there now, its size and low traffic volumes make it a great space to site festivals. The Urban Green would lose this function, depending instead on the "urban rooms" to serve this function.

Allowing the deep, informal spaces for routine programming to directly blend into a hardscaped pedestrian promenade like the one envisioned in the Civic Stage design would balance the daily and major intermittent uses. Similarly, this approach has a strong potential to build on the existing culturally significant design for the street's sidewalks and major spaces, particularly Freedom Plaza. Politically, replacing these designs will be challenging. Ecologically, destroying these landscapes would be a waste of energy and materials. The problems with these spaces largely stem from allocating too much of the right of way to vehicular traffic. If that space is reclaimed for the public realm, the former cartway would become a canvas for strategic interventions, rather than wholesale replacement.

Finally, essential to the success of any renovation is the establishment of a new Pennsylvania Avenue Development corporation, responsible for implementation, maintenance, and programming of the corridor. The Downtown BID is not accountable to the public, and the 1996 MOA is not effective, delegating responsibility of these tasks to agencies for which they are not a priority. The failure of Pershing Park was the most acute symptom of this, where operational issues led to an expensive capital project that left the space more dead than before.

Name: Michael Del Giudice

Location: Miami, FL (formerly DC)

Date: July 11, 2022

I believe the first concept urban capital provides the best of all worlds for residents and visitors. It balances pedestrian and vehicular access needs well.

Name: Elwyn

Location: Washington, DC

Date: July 11, 2022

Greetings, thank you for allowing the public to provide comments on the potential, once in a generation changes to Pennsylvania Avenue. As a Washingtonian living in the Edgewood neighborhood in Northeast DC, I am a frequent bicycle rider along the corridor when I attend events downtown or visit friends in Georgetown given how convenient the route is for east-to-west travel. It is also a lovely way for us locals to get through the historic Penn Quarter without having to resort to traveling along Constitution Avenue (which can be terrifying for everyone not in a car). I appreciate the level of work put into the concepts and the public engagement throughout the past few months. I would have to say a mixture of the "Linear Green" and "Urban Capital" concepts would provide the greatest lasting value, not just for people traveling along the corridor but for revitalizing the adjacent land uses. While I acknowledge that the NCPC has limited control over the land uses, it is critical to set the stage for the evolving urban setting, particularly with Johns Hopkins University's repurposing of the Newseum building and whatever ultimately happens with the FBI property. I also echo other commentators' concerns about potential changes to Freedom Plaza - the space already does a phenomenal job at bringing residents to the neighborhood. It puts the "public" in the "public space." The space provides teenagers the opportunity to skate and exercise while also creating a place of frequent markets, music and dancing for Black Washingtonians, and as well as serving as a gathering place for protests. I support changes to the overall corridor but please leave Freedom Plaza the way it is, it is already cherished by each of us in the District for various reasons. Overall, Pennsylvania Avenue has long been "over-engineered" for cars and it is time for space to be repurposed for bus lanes, protected bicycle lanes, wider spaces for people to walk and relax in, and for canopy shade trees. I would like to submit a photo of the Gran Via de les Corts Catalanes from my recent trip to Barcelona that NCPC could use as inspiration for what Pennsylvania Avenue could look like in the future. Thank you!

[Attachment](#)

Name: Adam Talbot

Location: Washington D.C.

Date: July 11, 2022

I love the creative thinking behind the Linear Green and Civic Stage proposals, and support

any combination of the two as long as it: significantly reduces automobile travel lanes and throughput, significantly expands dedicated transitways and includes fully protected and high capacity cycling infrastructure. I hope you will not be swayed by a noisy minority with a vested interest in the status quo and instead will be motivated to select a maximally ambitious reimagining of this corridor that reflects the diverse ways that people can and should navigate cities.

Name: Ryan Canavan

Location: Washington, DC

Date: July 11, 2022

I really like the thinking in both Linear Green and Civic Stage, in that they make people the central focus of Pennsylvania Ave road design rather than cars, improve safety for pedestrians and cyclists with spacious separated/protected facilities, and increase shade and tree cover. I remain skeptical that this space can truly be activated without more (and more diverse options for) shopping and dining along Pennsylvania Ave, but at least the urban design proposed in Linear Green and Civic Stage could help get us closer to a vibrant public space there that is safer and more pleasant for pedestrians and cyclists.

Name: Preston Kemp

Location: Washington, DC

Date: July 11, 2022

I love the Linear Green concept; I urge its adoption and consideration of similar changes in other parts of DC. Our city should be designed for people, not cars.

Linear Green would not only make the Penn Ave area more beautiful, it would make us all safer. Pennsylvania Ave, despite the current cycletrack, is a dangerous place to be a bike/pedestrian. The width of the road makes the drivers think they can go very fast, and because drivers (esp tourists) aren't accustomed to a cycletrack in the middle of the road, they often don't look. As someone who frequents this cycletrack, I see near misses far too often.

Additionally, as an urban environment, our physical space is limited and precious. A car takes up 90 sq ft on average - just to move one person, or even worse, sit in a parking spot all day. A bicycle takes maybe 5 square feet for the same individual, and a bus seat or a walking person take even less. Filling Penn Ave with cars makes transit down this major thoroughfare incredibly inefficient, and we should instead be prioritizing busses, pedestrians, and bikes to get people where they need to go quickly. And I imagine this will have a spiral effect - people tend to take cars because taking the bus is slow. But once cars are off the roads, it will be quicker to take a bus, so more people will be inclined to use transit in the first place. That's not to mention all the benefits to climate change/air quality from nudging people toward biking and public transit.

Finally, I want to address some arguments that I imagine groups (incl. the “DC Coalition on DDOT Bike Lanes”) are making against Linear Green and similar changes. First, these activists often claim that bicyclists are “wealthy elitists” as compared to drivers, so we must not destroy parking for bike lanes from a social justice perspective. A very quick calculation renders this implausible. A membership to Cap Bike Share is a mere \$95/year; car insurance alone is far more than that, let alone parking, gas, and maintenance costs. A decent bike can be bought new for \$500-700 and used for \$150-300, and maintenance is usually under \$100 per year. The real “wealthy elite” are people who can afford a \$10,000+ car that requires hundreds or even thousands of dollars of maintenance each year. The reality is, if you look at the names behind these anti-bike comments they tend to be wealthy homeowners in Northwest (most concentrated in Dupont, Kalorama, Georgetown, Glover Park) who want to be able to park their car everywhere they go. That’s not to discount their opinion, because everyone deserves a say, but rather to show that the “wealth” argument against bicyclists is an absurd tactic to win progressive support.

I’ve also seen critiques that limiting car traffic is harmful for people with disabilities, who have a harder time using other transit options. This is an important consideration, but WMATA has options for people with disabilities; all busses and metro stations are accessible, save for the occasional elevator outage, and there’s additional vans solely dedicated to helping people with disabilities get around, which would still operate in Linear Green. Second, as Linear Green would only include one street, people who really wanted to use a car to get somewhere would still have options via alternate routes.

Name: Samuel Brummitt
Location: Washington, DC
Date: July 12, 2022

I commute from NE DC to an office on Pennsylvania Ave, NW by bike or bus. I support turning Pennsylvania Ave NW into a street that is focused on pedestrians, cyclists and riders of all one- and two-wheeled vehicles, and transit riders. Pennsylvania Ave NW links the Capitol Building and the White House along with important museums, squares and government buildings. This street should be the nation’s promenade — a beautiful tree lined park with paths for pedestrians and cyclists, built around people and not vehicles, with spaces for tourists and office workers to stroll and eat outside, for public events, and a break from the traffic heavy corridors nearby (K Street, Constitution Ave). I support the Linear Green plan for Pennsylvania Ave.

Name: Mark Joseph Stern
Location: Washington, DC
Date: July 12, 2022

I admire the thinking behind these proposals and favor Linear Green and Urban Capital over

Civic Stage. Ultimately, though, I would be happy with any design that:

- reduces car lines and vehicular traffic
- preserves/expands protected bike lines and creates dedicated transit lanes, like a bus lane
- creates spaces where people would actually want to hang out, like parks or green spaces with ample shade
- promotes mixed use development, including restaurants and shops

The fundamental problem with Pennsylvania Ave is that it is used almost exclusively by cars 99 percent of the time. The rest of the time, it's a parade or demonstration route—which is great, but we can preserve that function while making it much more transit and pedestrian-friendly, and revitalizing the surrounding area. Please do not overvalue the comments of an angry, loud minority who want to preserve this grand boulevard for ceaseless car traffic. They do not speak for a majority of DC residents.

Name: Karen Oehme
Location: 17th St. NW
Date: July 12, 2022

What we are interested in is whatever plan most reduces car traffic; increases bike, bus, and transit lanes; and creates ample space for pedestrians. We are property owners on 17th St. NW.

Name: Courtney Vander Poel
Location: Washington, DC
Date: July 12, 2022

Glad to see these ideas for making Pennsylvania Avenue more of a welcoming public space! Any modifications to the Avenue should prioritize the safety of pedestrians, cyclists, and anyone who is not in a personal motorized vehicle. Linear Green and Civic Stage both accomplish this to some extent, and should include solid barriers to fully protect pedestrians and bike lanes from vehicle lanes (more than just paint or flex posts). Vehicle lanes should prioritize buses over cars for travel, and should include speed moderators (like raised pedestrian walkways or speed humps). Linear Green also has great additional trees and greenery, which is one thing that makes DC such a good walking city. And the idea of tunneling Constitution Avenue is a good one as well.

Name: Holly Price
Location: Washington DC
Date: July 12, 2022

I welcome this initiative to repurpose and revitalize Pennsylvania Avenue. As a resident on the

Avenue I can see first hand that it has lots of underutilized lanes for cars, and sadly has lost a lot of the vitality that pedestrians can bring to this iconic location.

All the proposals provide additional and improved pedestrian walkways. However in heat of the summer, I am concerned that the central promenade of civic stage will be very hot, and people will mostly want to walk on the sides under shade. Main walking areas need shade, and best if they are along sides adjacent to cafes, art, educational kiosks, etc.

We regularly use the bike lanes, but would welcome a design that moves them out of the middle of traffic

Eastern End - I support the concept of reducing the parking lot and improving pedestrian access from Pennsylvania Ave. to the capitol - quite awkward and dangerous access now.

Market Square - this is a great location but really needs a revitalization, sad to see that nearly all the ground floor restaurants there are empty and minimal pedestrians are drawn to the plaza. Support creating direct pedestrian connection to the Archives, seating, shade and kiosks and creating a broader location for temporary events. As a resident of Market Square, I'd like to see that event planning fully considers the needs for noise limits and adequate cleanup, keeping in mind the needs of adjacent residents.

West end -I support retaining some elements of Freedom Plaza like the L'Enfant map. Area would benefit from more trees, and consider including a specially designed area for skateboarders there- something for them but that would also create a more welcoming location in the rest of the plaza

Make sure any revisions to develop the "Urban Rooms" include plenty of greenery - want to avoid the sterile concrete expanses like L'Enfant plaza

Thank you for all the work you have put into these designs

Name: L W

Location: Washington, DC

Date: July 12, 2022

COVID showed us how important it is to have easy to access and restorative green spaces near us. Employees will be more inclined to return to the office if it's not a concrete jungle, but has some of the greenery they may have at home. However, Penn & the Mall currently lack sufficient tree cover, shade for pedestrians, or pleasant outdoor spaces for office workers to gather in. A greener streetscape would entice people to spend more time in this neighborhood and make DC as a whole a more inviting space to live, work, and play.

The Linear Green proposal would encourage people to use this space even when no events are planned, unlike the alternative proposals. It will also promote more cycling and micro-mobility,

reduce traffic and carbon emissions, and more exercise for travelers.

Penn doesn't need more sidewalk or pedestrian promenade. There simply aren't enough pedestrians or office workers using the street as it is, and these people aren't coming back unless we make the on-site experience more pleasant. So the most critical design change is to attract more people to the space, more use of the space in everyday life (outside of planned events), and something that will encourage use both during and outside of office hours. What the downtown area is severely lacking is shaded green park space away from the sights and sounds of cars, a reprieve from the heavily concrete and hot city.

Name: Savannah

Location: Washington, DC

Date: July 12, 2022

I live on Pennsylvania Ave. and welcome this idea to help revitalize downtown, especially after the impacts of COVID. It would be great to find a way to bring more people and businesses back to the area, year-round. I like the urban capital and linear green concepts that add some greenery to the street. In particular, in terms of access, there seems to be a lot of underutilized space near the Capitol and I wish it was easier to go all the way down Pennsylvania to get to the Capitol. I also like to run and take walks along Pennsylvania and am looking forward to being able to do this more easily, in a more welcoming space.

Name: David J Goodman

Location: Arlington, VA

Date: July 13, 2022

First let me start by saying, any of these three options would be a vast improvement over the current condition. That said, I strongly believe that the "Civic Stage" is the most appropriate vision for Pennsylvania Avenue of the three. (With some caveats, to follow.)

The "Urban Capital" vision is basically an improved version of the current configuration, just with more room for pedestrians. It's OK, but won't be the bold change that the NCPC is looking for.

The "Linear Green" would be a lovely design for another city. One that's starved for public green spaces, for instance. Or one that isn't filled with bold architecture and strong, terminated vistas. I worry that most of the general public will prefer this one, because most Americans - with very little true urbanism in their lives beyond the occasional foray into "the City" for special events - seem to think that public spaces must always be park-like. The more green the better. This is the 19th Century Olmsted vision of imagined rustic countryside that he borrowed from English country estates. But the whole reason behind the McMillan plan was to strip away the green veneer of the Downing plan to restore the strength of the L'Enfant plan. Do not let Pennsylvania Avenue fall back on knee-jerk nostalgic pastoralism. Fortunately, DC has plenty of options for that kind of experience. Pennsylvania Avenue is not that place.

The "Civic Stage" on the other hand, captures those vistas and merges them with the great promenade streets, like the Ramblas in Barcelona or Kurfürstendamm in Berlin. The only challenge here is that Pennsylvania lacks the commercial vibrancy of those streets. But what's great about central pedestrian corridors of that type is they can serve multiple uses. They can be monumental when they need to be for parades and such. And they can be casual places to stroll other times. And for those who really liked the idea of the little offshoots and eddies of the Linear Green approach, you can still create those intimate spaces along the sides while still keeping the strength of the Civic Stage vision. They just won't be made up of random curves and blobs the way most "organic" public spaces are laid out these days.

The one part of the Civic Stage I don't support is the idea of running Constitution Avenue under Pennsylvania near the eastern end. That's never going to be a pleasant environment to experience. And with storm surges and rising sea levels, it actually sounds like a reckless idea. Fortunately, it's also totally unnecessary! I believe it is quite possible to carry the civic stage idea through a regular at-grade intersection as was done with the other two schemes.

I also strongly support extending the Civic Stage concept all the way into the Capitol parking lot, as shown. Similar to my thoughts on the Linear Green elsewhere, please do not fall into the vapid landscaping trap. Removing cars to create a pedestrian only green space CAN work in the right place. But again, in a city full of large green spaces - including the Mall just a few blocks away - making this a green space to the exclusion of everything else will just create yet another unloved, forgotten space for the NPS to keep clean. A squandered opportunity to activate it with real human activity.

Name: Matthew

Location: Washington DC

Date: July 13, 2022

While I appreciate all the effort and resources that have gone into creating well-intentioned plans like these to make the Pennsylvania Avenue corridor a better place to live, work, and visit, I believe these concepts fall short of the mark and contain fatal flaws. I live in Penn Quarter at 7th and D and am happy with Pennsylvania Ave as it is. These concepts, to me, are a solution in search of a problem. Let me explain.

First, in my opinion, there is no problem with the existing street configuration. The existing sidewalks offer generous, above-average pedestrian space. (I should know—I use them to walk to the Post Office and Mall-area attractions on a regular basis from my home.) The traffic counts are sufficiently low that dedicated bus lanes are not warranted for their primary purpose—to allow transit to bypass rush-hour car congestion. The existing bike lanes are popular and sufficiently separated to make me feel safe as a cyclist. I'm not aware of unique safety problems in this corridor that require major intervention.

Second, the proposed changes would create their own problems. Penn Ave is currently a release valve for Constitution Ave traffic, both during regular rush hours and at various times

when police and civic activities close parallel roads. Diminishing Penn’s auto capacity permanently will make Constitution’s congestion permanently worse, and it is already among the worst in the city. I believe doing so would be unconscionable given the wide variety of users (including motorists) that the agency is tasked with serving. Also, the boulevard as currently configured offers a wide, level pad that can be configured for a variety of special uses—parades, marathons, a major BBQ event, and many more. The proposed design concepts would actually reduce Penn’s flexibility as a “civic stage” in many cases by introducing permanent features (curbing, the transitway) that would impede the setup for such events.

Third, the changes proposed wouldn’t contribute meaningfully to improved livability in the corridor. Added civic space seems like a nice idea in a vacuum, but it is wholly unnecessary in this neighborhood; the National Mall, offering copious amounts of high-quality public space, is just steps away. Economic revitalization along Penn Ave will come from redevelopment of the FBI HQ building in large part. And in a post-Covid era in which we’ll have fewer in-office workers, revitalization will be served by preserving easy access to motorists who visit from VA and MD to patronize neighborhood businesses. Economic revitalization won’t come from projects that preserve access for me and my Penn Quarter neighbors and tourists on foot (we’re already here!) but diminishes economic contributions from those who travel from farther away by car.

I would respectfully request that the Commission redirect planning resources to alleviating congestion in other corridors, like Constitution Ave, where high levels of auto traffic make it unpleasant for motorists, transit, bike, and pedestrian users alike. As a pedestrian and cyclist who frequently walks or rides from my residence to the Mall, I always feel nervous dodging Const. Ave. traffic. I rarely feel the same concern at Penn.

In the Penn Ave corridor, motorists really don’t take away from transit, bike, and pedestrian users like cars do in some other corridors. I really believe there’s no need to fight cars here through a road diet and other interventions. These concepts, respectfully, seem more about advancing a car-free agenda in this city than about solving acute problems. As a proud user of every mode, I see the need for balanced approaches to our urban planning challenges. Urban Capital seems the least bad, but that does not make it good. Frankly all of the concepts seem out of balance to me. I prefer Pennsylvania Avenue as it is.

Thanks for considering my comments.

Name: Joy Kuebler

Location: North Tonawanda, NY

Date: July 13, 2022

I think all three have merit, my first choice is Linear Green, as I like the context of the space being a transit and people space. Noting that this section will not likely see a drop in business due to the elimination of cars. I will add that I know we have had experiences with these failing

in the past, I am from Buffalo, NY and we are spending billions to put cars back on our main street 40 years after taking them out. My second choice is Civic Stage, I like that this is a similar context to the Mall, but the hardscape offering more support of people needs, and at that same time possibly reclaiming the Mall as public green. I would stress that the vegetation support would need to be robust to support this space thriving for both people and traffic. I like the Urban room context to bring life to spaces daily, as well as support large events. I am in favor of the skateboards, and will complete their petition as well.

Name: Rebecca Szymkowicz

Location: Washington, DC

Date: July 13, 2022

Writing in support of the linear green concept.

Name: Kate Doherty

Location: Ithaca NY

Date: July 13, 2022

I am drawn to the linear green proposal. The denser shading provides a public respite from the ever more intense summer heat. Dedicating the avenue to foot and cycle traffic sends a strong message about the direction of the future. The avenue becomes a symbol of the promise of green urbanism and the choice to move without reliance on greenhouse gases. Diverting vehicular traffic is a win for public safety and health (fewer accidents and less acute levels of ground level ozone and other tailpipe pollutants). This design empowers and celebrates walking and slow transport. The modern world moves fast and we are ever in a rush. We need more public spaces of relaxation to remind us to take a breath and maybe choose the scenic route. Pennsylvania Avenue has seen much important history and slower walking traffic and resting areas encourage reflection and appreciation of the space.

Name: ANDRES CHANG

Location: Washington

Date: July 13, 2022

Linear Green is a bold way to show the world that DC is a place for people, that green spaces matter and DC is attractive. Civic stage is also a great option.
Cars have no business in this area and have many alternative routes.
Pedestrians and cyclists and green spaces should be prioritized.
Thank you for obtaining such bold concepts and soliciting feedback.

Name: Aimee Arceo

Location: East Amherst, NY

Date: July 13, 2022

All three visions offer exciting opportunities for public use and enlivening of the boulevard, but the Linear Green Concept stands out as the best. Having lived in the Capital at one time in my life, the brutality of the summer heat is an unhappy memory. This initiative would give a much needed cooling effect for all public activities and the city in general. Recent heat island effect studies are showings that turf grass does little to cool the ground so substantial areas dedicated to planting trees, shrubs, and perennials is necessary. The statement of this significant dedication of space to the natural world in the heart of our national capitol also sends a timely message to ourselves and the world about legislative and policy priorities. It also opens up opportunities for much needed FUN! Artistic expression and play can be fully realized in a prominent space in a country that needs to prioritize health and happiness. The urban rooms are genius! And please keep Freedom Park for skateboarders!

Name: Storm Cunningham

Location: Arlington

Date: July 13, 2022

Linear Green, please!

Name: Liz Goldman

Location: Dover, NH

Date: July 13, 2022

All three are beautiful designs. I'd go for Linear Green, however. In light of the warming climate I believe that all public designs should always seek to restore some semblance of ecological balance. I am assuming that the Linear Green is being designed to accommodate stormwater runoff and address noise and air pollution. To that end, I appreciate the separation between the Green and the transit corridors in this design.

Planting the Green with abundant (i.e., more than are shown) native trees and plants should do more for the local ecosystem than the other two designs, and I am guessing that this option is the least expensive and the most easily transformed, if necessary. Thank you for your consideration.

Name: David Kitto

Location: Washington, DC

Date: July 13, 2022

To Whom It May Concern:

In my capacity as Executive Director of The National Theatre Foundation, it is my great

pleasure to transmit the enclosed comments on the Commission's revitalization plan for Pennsylvania Avenue which reflect the combined and consolidated views of The National Theatre, the J.W. Marriott Hotel, National Place and 1301 Pennsylvania Avenue/One Freedom Plaza (referenced in our submission as the "The National Place Cohort"). Our comments focus primarily on the western end of Pennsylvania Avenue, centered around Freedom Plaza because of its proximity to all of the properties and operating businesses of the Cohort - all in the 1300 block of Pennsylvania Avenue. We have been aided in our review of the alternative concepts by the nationally-recognized landscape architecture firm, Nelson Byrd Woltz, and the firm and members of the Cohort are available at your convenience to review our comments and recommendations. We are excited about the possibilities for America's Main Street and happy to be a part of the process.

Sincerely,
David Kitto

[Attachment](#)

Name: Meghan Hottel-Cox
Location: Washington, DC
Date: July 13, 2022

See attached letter filed on behalf of Saul Centers, Inc.

[Attachment](#)

Name: Jennifer Hendricks
Location: Brookfield, Illinois
Date: July 13, 2022

Creating a pedestrian- and bike-friendly space here is a laudable goal, and these concepts have the potential to make this space a showpiece, as well as a very usable and diverse space. My recommendation would simply be dedicating funding for ongoing maintenance of any design. Too often our wonderful public spaces fall into disrepair and then incur huge costs to redesign and rebuild what could have been maintained, losing great trees and design in the process. When I visited this space, I was struck by the beautiful trees growing over their tree grates in the sidewalks. That is decades of investment in tree canopy that is going to be lost, due to a lack of maintenance. Dedicated funding for ongoing maintenance is critical to the success of this space.

Name: Greg Tarker
Location: Washington, DC
Date: July 13, 2022

My preference is for the Linear Green option. Primarily for the following reasons:

1. Places emphasis on pedestrians, transit, and bicycling in the center of the downtown.
2. Eliminates traffic to help the city towards its Vision Zero Initiative to eliminate pedestrian fatalities and injuries caused by the current transportation system.
3. Creates new green/open spaces for public events and gathering.
4. Provides opportunities to create new and better spaces that can accommodate a variety of users/functions - including skateboarding.
5. Can be used as a catalyst to bring more residential to the area, especially if post-pandemic office space is left vacant. Also allows for inclusion of affordable housing.

Name: Erin Kuhn

Location:

Date: July 13, 2022

Please see the attached letter from Nuveen related to the Pennsylvania Avenue Initiative.

[Attachment](#)

Name: Allison Potter

Location: Falls Church, VA

Date: July 13, 2022

I think that the Linear Green concept is the best of the three proposals. It provides ample green space for pedestrians to both use and enjoy, which should be a top priority when planning for this initiative. Similarly, the cycle and transit lanes will allow for accessible travel options for bikers and those who take the bus. I also want to second other comments in calling for the preservation of Freedom Plaza.

Name: Shawn Usman

Location: Washington, DC

Date: July 13, 2022

"I am a resident of the Market Square neighborhood and my office is in the Western End Neighborhood. Pennsylvania Avenue is an important traffic corridor within the DC metro area. This traffic corridor contributes toward our country's national security by providing the most direct route for our nation's politicians to commute to and from the White House and Congress in rapid timeframes and in a secure manner. I am firmly against the linear green concept as it would take away from Pennsylvania Ave's ability to facilitate transportation in an already congested city. I am also firmly against using my residential and office neighborhoods as an "Urban Room". The "Urban Room" concept is an unrealistic concept developed by architects that likely have not spent any time living in West End, Market Square, and Eastern End. The

"Urban Room" concept does not take into consideration the residents that reside on Pennsylvania Avenue. Residents on Pennsylvania Avenue constantly deal with hundreds of public events that create excessive noise, street closures, and litter. The "Urban Room" concept would bring additional event space for this problem to worsen and where people will continue to pollute, congest, and disrespect our capital."

Name: Amy Blessinger

Location: La Plata, MD

Date: July 13, 2022

My preference is the Civic Stage, as the pedestrian promenade maximizes space for pedestrians and public events, and keeps space for cars to a minimum.

Name: Silvia Leahu-Aluas

Location: Washington DC

Date: July 13, 2022

Thank you for this project. My preference is the Linear Green concept, as the most supportive of the need to rewild 50% of all land and sea, according to EO Wilson's Half-Earth project, in order to preserve biodiversity, the foundation of a life-supporting biosphere.

My ideal city is a car-free city and this project will help people experience the multiple benefits of a sustainable urban space.

Name: Mark Paronish

Location: Philadelphia, PA

Date: July 13, 2022

Please consider that the advent of widespread autonomous vehicles will additionally lessen the need for dedicated vehicular "width" in the proposed plans, and this will happen sooner than we expect. It is only a matter of time until the advances in technology coupled with market pressure of automobile insurance costs, will value accident-free autonomous vehicles over more accident-prone human guided vehicles. Linear Green may eventually accommodate autonomous vehicles in addition to transit; Urban Capital should anticipate a future iteration which can easily transition to single, one-way vehicle/transit lanes.

Name: Laura Shipman

Location: Columbia, MD

Date: July 13, 2022

Strongly in support of the proposed vision, and prefer the "Civic Stage" concept as DC's future La Rambla.

Name: David Galbo

Location: Washington, DC

Date: July 14, 2022

DC's building code requires a minimum of 15% of multi-family apartments to be mobility accessible, and the federal government has hiring preferences for persons with disabilities, including disabled veterans. Reviewing the plan narratives, transportation study, pedestrian life study, and the strategies summary, there was almost no mention of accessibility + inclusion of persons with disabilities in any of the documents. There was no mention of any persons with disabilities, including persons using mobility devices, white canes, or service animals in the evidence-based design studies of Pennsylvania Avenue. There was also no mention of the Proposed Right-of-Way Guidelines (PROWAG) promulgated by the U.S. Access Board that will become codified design standards in the near future. Have, or will, stakeholders in the disability community be included in the planning process, and how will inclusive design principals be included in the planning process and design solutions?

Name: Kimberly Larkin

Location: Alexandria, VA

Date: July 14, 2022

I feel the Urban Capital is the most appropriate design, given safety of pedestrians, treed promenade, and the anticipated high level use. Concerns over Linear Green regard the ability to maintain the grass similar to the grass issues on the Mall. Would recommend three sided small gravel pet rest areas be incorporated given the urban environment.

Name: Brian Laverty

Location: Vienna

Date: July 14, 2022

My thoughts on Pennsylvania Ave. first turn to its ceremonial role during the inauguration. The Civic Stage concept meets that role the best by far, and in my view best meets the vision for it inherent in the L'Enfant plan. The Linear Green concept is beautiful for sure, but that sort of semi-natural garden space with meandering paths is what THE MALL is supposed to provide (and does). I'd love to see more of the design elements from that concept show up on the Mall, particularly along Jefferson & Madison Drives, but for Penn Ave, the Civic Stage concept is best.

Name: Nat Stern

Location: Washington, DC & Tallahassee, FL

Date: July 14, 2022

I support whichever design does the most to reduce car traffic. Accordingly, I favor whichever design adds bike, bus, and transit lanes while affording ample space for pedestrians.

Name: Dave

Location: Arlington, VA

Date: July 15, 2022

Urban Rooms for Venues sounds rather awful for the residents / employees of the buildings adjacent to those spaces. Even if you ignore the intended construction costs, noise, and associated development, the dynamic of getting to work / home and feeling of community and security drastically changes.

Name: Risa Griffin

Location: Washington, DC

Date: July 16, 2022

I support the Linear Green redesign plan. I think it provides the most utility and community space for DC residents and visitors alike.

Name: Juliana Pape

Location: Washington, DC

Date: July 16, 2022

I think that I like the Linear Green. I think that it gives the most livability to the city for all that work and live here. It will also be healthier with more green space. Generally there are not festivals, so you really have to think about how people can use the space. The Urban Capital is not enough change. I would be more open to the Civic Stage if there was more shade somehow for the interior, but that is my second vote.

Name: Sean Kittridge

Location: Washington, DC

Date: July 16, 2022

I feel the Line Green options prepares DC best for the future -- where downtowns are pedestrian-oriented, and amenities like green space and gathering areas dominate one of our nation's most important stretches.

Name: Matt Heggy
Location: District of Columbia
Date: July 17, 2022

I'd really like to see a design that gives preference to modes of transportation other than cars. As someone who walks, bikes, and utilizes public transit - having car free spaces and building infrastructure that forces cars to slow down seems to be the only way to increase safety and increase the speed of public transportation. In addition, these sorts of designs leave a lot more space for greenery, retail and restaurant use, and community events.

Name: Alex C.
Location: Washington, D.C.
Date: July 17, 2022

As a former SW resident, and now someone who uses the 30 buses regularly, I'm glad to see the attention paid to improved cycling and transit infrastructure in all three concepts. Of the three options presented, I think the Civic Stage option accomplishes the most:

- Creates pre-made spaces for events, like the festivals that regularly close the street adjacent to the National Gallery;
- Gives pedestrians priority along the central visual axis; as a cyclist I can't tell you the number of times tourists walked/stopped/posed in the bike lanes to photograph the Capitol from the middle of the street;
- Provides a "new" public space type for D.C. that's distinct from other nearby public spaces (i.e. a promenade or Rambla vs. green space for the sake of green space). Pennsylvania Avenue isn't a retail street, and at best it's a promenade between civic spaces. So, let's emphasize the promenade!

In any case, providing public restrooms, kiosks, or even food stands would also be helpful. This area could use all three.

Name: Matthew Stefanski, President, Polish American Arts Association
Location: Washington, DC
Date: July 18, 2022

Dear Members of the National Capital Planning Commission,

Please find attached a letter from the Polish American Arts Association of Washington, DC regarding the Pennsylvania Avenue Initiative.

Thank you,
Matthew Stefanski
President
PAAA

[Attachment](#)

Name: Benjamin Crites
Location: Washington, DC
Date: July 18, 2022

Linear Green would add color and fresh air to DC's downtown, which is dull and stuffy for locals. The lack of cars will make the area quieter and more peaceful for everyone

Name: Megan Wiegand
Location: Washington, DC
Date: July 21, 2022

I bike-commute this section of Pennsylvania Avenue two to three times a week. As a result, I strongly endorse the Linear Green proposed concept. Though the protected bike lanes in Pennsylvania's current setup are much appreciated, it's become clear to me that cars should be eliminated from this thoroughway to ensure the safety of those commuting by bus, bike, or foot. Given that many of the pedestrians, especially in the warmer months, are tourists who are distracted by views rather than paying attention to traffic flows, I believe that removing cars from this route would better ensure the safety of everyone else. I also think Linear Green is an opportunity to showcase DC's most iconic road as a model for other cities contemplating ways to put people before cars.

Name: Andy
Location: Washington, DC
Date: July 22, 2022

Whatever you choose (urban capital looks best!), please keep construction impacts to commuters in mind - this is currently the safest way to get downtown on a bike, so hopefully we will still have some degree of access when you convert. With the bike lanes on the mall, you're constantly playing roulette with the tourist buses who don't look out for cyclers on the road.

Name: Ian W
Location: Washington, DC
Date: July 26, 2022

Please do NOT alter Freedom Plaza so substantially that skaters cannot use that space as they currently do. It is a historic, important public space for a community that this city rarely prioritizes or even acknowledges.

We need better walking/biking/transit infrastructure on Pennsylvania - but we can do that without taking away a public resource that has served generations of Washingtonians. I am in support of Urban Capital or Linear Green, but the plans MUST be adjusted to ensure Freedom Plaza is not substantially changed or made less skate-friendly.

Name: Peter Richman

Location: Washington, DC

Date: July 26, 2022

I am writing to express support for the Linear Green concept. This proposal would orient this beautiful corridor around human activity and the best that the Federal core has to offer.

Name: Matthew Holden

Location: 1704 Seaton St NW

Date: July 26, 2022

All of the proposal are better than the existing conditions. I have a preference for the linear green vision which most closely aligns with my vision of a dynamic national capital and a sustainable city of 700k+ residents.

Consider incorporating space for skateboarding and other recreational uses that currently exist at Freedom Plaza and along the avenue. These uses add vibrancy to the neighborhood.

Name: Uwe Brandes

Location: Washington

Date: July 26, 2022

Congratulations on an excellent process exploring these alternatives. I want to share what I think is the key decision-making factor to enable the assessment of these three intriguing alternatives:

- The key to a successful avenue lies not only in the design of the public realm, but in the integration of adjacent land uses into the life of the street, especially [and critically!] the first floor uses of the buildings.

- I strongly recommend that this NCPC process revisits the ground floor use of buildings in the federal triangle. I recognize how challenging this conversation may be with federal agencies, but we simply cannot achieve an active and vibrant Pennsylvania Avenue without more restaurants and cafes and other active uses which engage the Avenue's public realm.

- Depending on the likelihood of introducing additional active ground floor uses, the three concepts can be ranked in the following manner:

- 1.) High probability of active ground floor uses -- this scenario would prioritize the "Urban Capital" alternative. This is clearly the most preferred outcome.
- 2.) Low probability of active ground floor uses -- this scenario would prioritize the "Civic Stage" alternative.

- In any scenario, the Avenue should aggressively embrace the District's stormwater retention strategies as well as aggressively embrace the introduction of a tree canopy to aggressively mitigate the urban heat island effect. Integrating these green elements is a different and preferred approach to choosing to embrace the landscape design iconography of the "Linear Green" alternative. The "Linear Green" may even be interpreted to be in violation of the goals of the L'Enfant Plan.

Thank you for this opportunity to comment.

Respectfully, Uwe Brandes

Name: Adam Chamy

Location: Washington, DC

Date: July 26, 2022

While Penn Ave is America's main street, it is also an integral part of a living city of Washington, D.C. America as much as the local residents need urban spaces that are living and evolving- not just catering for tourists or iconic historic moments.

As a resident for 17 years who at times lived near to this space and utilized it for my everyday life- not just protests and festivals- I would love to see this as a platform for a living global capital. First- I am strongly in support of urban capital or linear green plan with perhaps slightly more support for linear green.

Living capital cities like Paris, Tokyo, London, Lima, Rome, Cairo, or Mexico City are living cities with plenty of pedestrian only and prioritized spaces that support both international/national events and local culture. These two options will help support that best.

One glaring omission in this plan- likely to do to constraints in scope outlined by NCPC- is the land uses that surround these urban spaces. Right now, the land uses are mostly federal buildings, monuments, hotels, and office uses. However, Penn Ave doesn't need to be a place ONLY for visitors, protestors, and historic events. These users don't help create a main street- their ephemeral involvement in the urban space support less living locally oriented uses. In effect, Pennsylvania Avenue is a core street in a living capital city- but because of institutional and tourist oriented uses around it- it is stale.

We need to see more mixed-income housing along the national mall and uses aligned to day-to-day life. Local restaurants of all price points, dry cleaners, grocery stores, mixed income housing, families, pre-schools, and on and on. What distinguishes actual living urban places from designed urban spaces like much of the national mall and places like Disney World is that you have residents who inhabit it everyday. My fear with this current emphasis and proposal is a City Beautiful festival space that fails to prioritize existing and future residents and daily workers. The amazingly designed transportation and landscape networks will simply shuttle tourists from one venue to the other while neglecting day-to-day life. As this plan is implemented and evolves, I strongly encourage identifying opportunities to make this place come to life on a more mundane, day to day level through encouraging new residential and retail uses. People go to Rome to see Italians live their life and express their values. People go to Paris to sit in a cafe and feel French for a moment. I am not convinced I would go hear and see a fabric of American urban life. This is just an outdoor event venue with beautiful buildings, landscaping and great transit infrastructure. The canvas isn't being set for uncured urban life.

Lastly, I hope as more details evolve in this plan, the designers take into account the existing invisible (to many) communities that already inhabit this space. The most obvious group is likely the skateboarders at freedom plaza but there are also hotel workers, federal employees, food truck operators, and others. Build on these existing users who inhabit this space everyday and help cultivate their desires by supportive programming in open spaces, plazas, and urban spaces. They are the supportive civic framework that will allow these spaces to be more than just a tourist destination. Allow space for unexpected bottom-up urban life to thrive. In general, this plan provides a framework where there is the potential where average users needs might be met but there isn't the detail at this stage that will successfully cater to these users. A protestor may only visit the site once. A hotel worker may walk the street for a lifetime.

I worry these are spaces for "spectacular events"- not the janitor who leaves a late shift at the hotel and needs a welcoming main street to grab a cup of coffee at a local diner or daycare with a playground to pick up a kid. Otherwise, it isn't a main street at all. Spaces for average daily users are not always the most photogenic but they deserve a home on America's main street.

Name: DAVID O CRANOR

Location: WASHINGTON

Date: July 26, 2022

1. The Linear Green would make for a magnificent transformation of downtown. People would come to see it and it would be a model for the nation if not the world. It's bold. Let's not be afraid to be bold.

2. I think we should transform Freedom Plaza from a park that oddly celebrates the L'Enfant plan (?) to one that celebrates emancipation. A series/combination of statues, friezes, markers etc.. that recognize the 13th Amendment, the Emancipation Proclamation, self-emancipated, manumission, slaves who successfully sued for their freedom, abolitionists/lawmakers who outlawed slavery in the north, the territories, District and reservations, etc...

Name: Allen Tubis

Location: Annapolis, Maryland

Date: July 26, 2022

I would like to voice my support for the efforts to develop Pennsylvania Avenue into a destination location that supports community gatherings, showcases world class events, and truly lives up to its reputation of being “America’s Main Street”. Though all three concepts have merit, I like a highbred approach that incorporates an element of Green Space, preserves historical landmarks such as Freedom Plaza and the Navy Memorial, while addressing the needs of large-scale community celebrations and festivals. Having so few event venues in DC, it is imperative to consider the needs of large community celebrations when redesigning the infrastructure along Pennsylvania Avenue.

The challenge is that unlike other DC Neighborhoods such as Georgetown, Dupont Circle and Adams Morgan, among others, which have a plethora of shops, restaurants and night spots, the stretch of Pennsylvania Avenue, between the White House and Capital, is mainly Federal and Office building that are closed at night and on the weekends. Now with the closing of the Newseum, there is even less to attract folks to the area other than a very few shops and restaurants. Currently, most of the pedestrian traffic and tourism to the area is generated by summertime festivals and special events. That is why it is essential to incorporate their needs into the planning process.

Building upon the success of other urban development projects throughout the country and DC’s unique designation as the nation’s capital, I feel that the Pennsylvania Avenue Initiative could offer a wonderful opportunity to add yet another exciting destination to our already vibrant city. I especially like the concept of Urban Rooms: The Western End, Market Square and The Eastern End linked together with wide expanses of PA. Ave., as they offer the opportunity to maximize use of the space as both a venue and community gathering spot. As proper design of infrastructure is key, I believe that wide streets, shaded areas, green space, performance stages and elements such as a possible speaker’s corner at Freedom Plaza along with other historical and artistic elements would greatly enhance the area. Historical plaques and statues could also be incorporated into the site to educate and entertain visitors, the possibilities are limitless.

Name: Diego

Location: Vienna, VA

Date: July 26, 2022

DO NOT DESTROY FREEDOM PLAZA!!!! Leave that space fully in tact as it is because it is a heavily used space already that benefits many people that visit the city and provides an event space already for the public. It's a landmark itself and should be honored as one considering its history and ability to help communities come together. It has its own culture and people love it dearly and destroying it would be seen as an insult to people that call the city their home. SAVE PULASKI PARK/FREEDOM PLAZA FOR OUR GENERATION AND THE NEXT!

Name: William Cline

Location: DC--and a resident of 801 Penn Ave.

Date: July 27, 2022

I sent longer comments earlier, but after your kind personal zoom to me and the rare others who live at 701 and 801 Penn Ave, just a reminder of my key issues:

1. Allow at least 2 lanes each way of cars on Penn Ave
2. Save the FBI building, for the sake of history, even though most hate it's style. I don't believe what some at the zoom said that it could not be redone as an FBI museum plus many other mixed uses--including residential. I think studios, each with 1 window on 9th Street, would sell like hotcakes.
3. Be aware of noise levels for festivals & party events on the Avenue. And, you might get somebody in the city today to admit that band stands on major events put out as much as 120 db of ear-damaging noise (measured by audiometer). .

Thanks for your dedicated planning work.

Name: Erik Cieslewicz

Location: Washington, D.C.

Date: July 29, 2022

I enjoy Linear Green the most. While Civic Stage does have some promise to it, with it still allowing cars, I feel it falls short of the ideal vision of the space. Urban Capital feels like a waste of time. The current design already caters to cars, why bother doing anything if it will continue to do so?

Name: Luke Cieslewicz

Location: Washington, DC

Date: July 29, 2022

I would love to see the Linear Green option. There are many alternative paths for cars down in that section of town, and it is also heavily traveled by pedestrians. So the more car free infrastructure we can have down there will only improve the look, experience, and safety of the area. Think of what a great example it would set for the rest of the country when the Capital City values green space and pedestrian friendly infrastructure, and how that could impact our

ability to fight climate change every little bit at a time.

The Civic Stage option, while nice, is still overly paved and not as safe for pedestrians.

Name: Rory Lamond

Location: Washington, D.C.

Date: July 29, 2022

The 'Urban Capital' concept is fantastic. Penn ave currently devotes entirely too much space to vehicular traffic, and has the potential to be a 'second mall', if treated well. Dedicated bus and bike lanes (with the bike lanes at sidewalk height) are a must. Generally, there is just too much space for cars right now.

Name: Jamie Doyle

Location: Washington, DC

Date: July 29, 2022

Attached please find a letter written on behalf of Willard Associates by its Asset Manager, The Carr Company.

[Attachment](#)

Name: Tina Carr

Location: Alexandria, VA

Date: July 29, 2022

I feel that either the Civic Stage ("Civic") or Linear Green ("Linear") concepts should be implemented over the Urban Capitol ("Urban") concept.

There have been 21 traffic fatalities in DC this year alone, leaving many of us in the area to feel unsafe when walking or biking so close to car traffic. We, as a community, need to prioritize the safety of ALL people living in this area, not just those of us who drive cars. People who bike, walk, or use scooters, want to feel safe in spaces in close proximity to motor vehicles. If DC prioritizes biking and pedestrian safety by changing the infrastructure, more people will use these means of transportation, less cars will be on the road, and there will be less traffic fatalities involving pedestrians. Eliminating cars from this area of Pennsylvania Avenue, thereby prioritizing other means of transportation, would be a positive model for others in the DMV to change their view on cars and alternative transportation.

Additionally, because the proposed area of Pennsylvania Avenue already serves as a focal point for festivals, parades, protests, and other social gatherings, implementing the Civic or Linear concepts, and hence, reducing or eliminating traffic and parking, would make event setups and shutdowns much safer and easier.

As a final note, I applaud the planning committee for taking such a bold initiative to address Pennsylvania Avenue's infrastructure. The Civic or Linear concept will benefit ALL people in the DMV area, as well as helping to move our community and our nation into the direction of being less car dependent.

Thank you for your consideration.

Name: Kent Cartwright

Location: Washington, DC (Penn Quarter)

Date: July 29, 2022

See attached

[Attachment](#)

Questions and Input from Public Meetings
(April 13, April 26, and May 21, 2022)

These questions and input were submitted during audience Q&A at the three public meetings. The recording is on NCPC website:
<https://www.ncpc.gov/videos/597/>

NCPC Pennsylvania Avenue Vision and Concepts April 13 Public Meeting #1 Q&A Report

Actual Start Time: 4/13/2022 11:41:00 AM

Actual Duration (minutes): 110

Report Generated: 4/13/2022 2:18:00 PM

Question Number	Asker Name	Question	Answer
1	Garrett Wolf	Can you provide the links to the website?	https://www.ncpc.gov/initiatives/pennave/
1	Garrett Wolf	Can you provide the links to the website?	A New Vision for the Avenue StoryMap: https://storymaps.arcgis.com/stories/e9729ec86bef49ef96164d1253ae472e
2	Kumu Gupta	can I get recording of session...Kumu, President's Challenge program (under President Obama)	The public meeting will be recorded and posted on NCPC's website.
3	Santiago L	Do any plans include areas for skaters? i.e. a skate park or some replacement area for Freedom Plaza. They are a part of the cultural makeup of the area and should be considered	live answered
4	Kumu Gupta	is white house involved or have say in new plans.	live answered
5	Kumu Gupta	at what point is this plan at.	live answered
6	Reese Baldwin	The goal is to revitalize the culture on the avenue, right? I agree that this should happen. I disagree with how you plan to do it. Destroying historical landmarks like freedom plaza works directly against this goal. Freedom plaza is the cultural heart of D.C., and destroying it would kill the downtown lifestyle and economy permanently. Freedom plaza and all that it attracts is the one part of downtown that is working to stimulate the economy. From nike sb sponsored events to gogo shows to outdoor movie nights, freedom plaza provides the most stimulation to the downtown economy. Being above street level makes freedom plaza best space for someone to be heard. In a world filled with so much injustice and racism, the people of D.C. deserve freedom plaza, please dont take it away from us. We need it.	live answered
7	Santiago L	Linear green seems to be the best use of the space, there are multiple metro stations and bus lines on the corridor so there is no need to drive there anyway. Better to make it a unique park that visitors/residents can enjoy	live answered
8	Reese Baldwin	any multi linear day event would work better on the plaza how it is currently than on the remodeled version. A flower market for example would be unseen and unheard of on the proposed remodeled plaza. Lowering /altering the plaza will leave any events silenced and forgotten. this may not seem important for something like a flower market, but when it comes to ideas such as sex and race, it is really unfair to silence those voices.	live answered
9	Garrett Hennigan	Can you share a little more detail about the traffic analysis and "20% less space for cars"? What is the average daily vericle trip count? Do you have Bus usage counts and bike counts?	live answered

Question Number	Asker Name	Question	Answer
10	Reese Baldwin	I just want you to know how much freedom plaza means to me. It represents the pure dream of Dr.Martin Luther King Jr, which inspires me to live the life I do. It also provides the perfect space for the public to let their voices be heard, which is really valuable these days. It is a world renowned plaza that acts as a lifeline for the culture of the city. Altering or destroying freedom plaza would corrupt all of this, including that dream Dr. King blessed us with. I, along many other lifelong DC residents, would not know what do do with myself without freedom plaza and all that it represents. Freedom plaza is my safe space on this planet, please don't take it from me.	live answered
11	Ashton Rohmer	It seems like larger, infrequent civic events will be accommodated in any of the design scenarios but that smaller, daily transportation options (i.e., safe pedestrian, cycling, and public transit access) will be drastically different depending on the design scenarios...is that an accurate representation of the trade-offs?	live answered
12	Andrew White	I would really like to see the transit done as a light rail line rather than a generic bus lane.	live answered
13	Mike Bonds	What would be the actual development timeframe?	live answered
14	Mike Bonds	I would like to see a people mover electric bus traveling the area.	
15	Reese Baldwin	I agree the avenue as a whole is not meeting the cultural needs of today, however the answer to this problem should not start with ripping out the cultural heart of the avenue-Freedom Plaza. Freedom plaza is the one part of the avenue that still attracts economic stimulation every single day. Other parts of this plan implemented with the plaza as it is will result in a lively and successful downtown scene.	live answered
16	Tsiky Raharinaivo	How long would the design development for the pilot projects take?	live answered
17	Garrett Hennigan	Will the content and topics of the future public meetings be the same as today?	Yes, upcoming public meetings will cover the same presentation as today.
18	Ashton Rohmer	I wasn't able to access the poll so am putting my preferences here - strongly support removing cars from Pennsylvania Avenue, love making it a BRT corridor with robust bike/ped infrastructure and civic event spaces strategically placed throughout - we need to prioritize daily use (bike/ped/bus) while making it usable for larger events.	live answered
19	Mike Bonds	Thank you for sharing this information!	live answered
20	Michael Sanchez	To what extent are you in dialogue with other similar projects around the country, such as the Texas Facilities Commission's Capitol Complex Project? (heard about this here: https://medium.com/essential-texans/texas-sized-urbanism-b6985eee229f)	live answered
21	Tsiky Raharinaivo	What are the metrics used success of the pilot projects?	live answered
22	Antonio De Vido	Thank you so much for this presentation! I'm the vice president of a tenants association for one of the residential buildings on PA Ave NW, and the city needs these updates! From what i've heard from my neighbors, Linear green/civic stage are the most popular. One concern is the constitution avenue tunnel.. We support it, but the federal triangle intersection has a long history of 100 year floods (a growing concern with climate change). What sort of flooding prevention measures have you guys looked at?	live answered

Question Number	Asker Name	Question	Answer
23	Reese Baldwin	You are mistaking the failure of the entire avenue for the failure of freedom plaza. I am at freedom plaza every single day, and can tell you first hand that it is still a immense attraction. This power of the plaza combined with some of these other ideas mentioned would yeild ideal results.	live answered
24	Michael Kemp	Great presentation, thanks so much! Regarding the plans, it appears that all will be drawing more visitors to Penn Ave. and the surrounding area. As a resident who lives along Penn Ave., I was curious if the commission has a plan to address safety, security, restrooms, trash, etc. Thank you!	live answered
25	Santiago L	Will funding for the project be dependent on Congressional appropriation or would DC pay for the changes?	live answered
26	Commissioner Travis	Many bus lines use the ave & I like that 2 options prioritize transit whereas the status quo does not. Among the bus lines using the ave are rts 32 & 36 which many residents of Wards 7 & 8 rely on to get downtown. DDOT is currently working towards adding bus lanes on Penn Ave SE between the Library of Congress & Anacostia River. Bus lanes on Penn Ave NW in conjunction with bus lanes on Penn Ave SE would be great for commuters. Are there talks of using a N/S Street to connect these two bus lanes?	live answered
27	Antonio De Vido	We miss trolleys!	
28	Des Shaw	May be out of your control but getting rid of all surface parking on the PA Ave extension towards the Capitol would be huge. Ditto for all parking to the north side of the US capitol	
29	Prince Coulibaly	How will bike lanes be incorporated in this plan? Are there plans to add any artistic structures to the corridor?	live answered
30	Kumu Gupta	who is point person for this project.	Elizabeth Miller and Karin Schierhold are the main POCs for this project.
31	Andrew White	has the use of permeable surfaces been considered along with bio retention to minimize the stormwater runoff issues?	live answered
32	Reese Baldwin	https://chnng.it/FkxKjknCfr	
33	RONALD EICHNER	NPS has failed to maintain the Avenue public spaces in the past. Are there plans to maintain the Avenue as venue, which sonds like it would be even more maintenance-intensive?	live answered
34	Christine Mayeur	As you go through this planning process, please don't forget that DC is a Vision Zero City committed to ending traffic deaths and serious injuries on all DC streets. Multimodal safety for people will be paramount.	live answered
35	Andrew White	maybe the implementation of a pneumatic waste collection system could be considered?	live answered
36	Spenser Balog	Will this potentially tie into plans to convert portions of Downtown into an Ecodistrict?	live answered
37	Reese Baldwin	Thank you all for your time, I truly appricate it. See you in the next meeting. Save freedom plaza - long live Dr.King...	live answered

Question Number	Asker Name	Question	Answer
38	Antonio De Vido	Thank you so much for your presentation! I have been excited about this project since I first reviewed the proposals on your website, and now I am even more confident that "America's Mainstreet" is in good hands. I'm glad to see the emphasis on environmental consciousness, public transit, and reclaiming downtown for the local economy. I look forward to leaving an official comment!	Thank you for your time. We look forward to reading your comment.
39	Garrett Wolf	Can you provide the links to the website?	Penn Ave website: https://www.ncpc.gov/initiatives/pennave/ StoryMap link: https://go.ncpc.gov/avevision
40	RONALD EICHNER	Maybe the NCPC should send Beth and Karen on the same Grand Tour of precedents that Daniel Burnham took the designers of the 1901 MacMillan Plan	Good history and good idea.
41	Prince Coulibaly	Has there been consideration as to who will run the upkeep of the corridor? Will it be the Downtown DC bid, the Federal government or will both organizations be involved?	live answered
42	Julia Stevenson	Thank you for this presentation- very exciting. Look forward to how this will shape up over time. Appreciate your own enthusiasm and openness. Lots of wonderful ideas.	live answered
43	Prince Coulibaly	Thank you for this presentation. I am really excited by the plans put forth by the NPCC for this corridor! I look forward to submitting an official comment soon.	Thank you for attending.

NCPC Pennsylvania Avenue Vision and Concepts April 26 Public Meeting #2 Q&A Report

Actual Start Time: 4/26/2022 6:37:00 PM

Actual Duration (minutes): 111

Report Generated: 4/28/2022 2:56:00 PM

Question Number	Asker Name	Question	Answer
1	Garrett Wolf	Can you provide the links to the website?	Project website: https://www.ncpc.gov/initiatives/pennave/
1	Garrett Wolf	Can you provide the links to the website?	StoryMap link: https://go.ncpc.gov/avevision
2	Robert Hershey	The District Department of Transportation says that 20,000 vehicles per day use Pennsylvania Avenue. Where will they go?	live answered
3	tom sherwood	Big fan of skateboarding ... but the wear and tear on Freedom Plaza has caused millions of dollars in damages to the walls, walkways etc. If this specific space is reimagined, as planned, will it eliminate skateboarding?	live answered
4	George Koch	What about use of the wide sidewalks as space for cafes + create a special place to hang out	live answered
5	tom sherwood	The proposals all seem to encourage people to visit this area, but the hard-core "security" barriers and locked doors and stern-looking guards don't say "welcome" at all.	live answered
6	Suzanne Sofge	Indiana Avenue is one way, 7th to 6th. Residents of The Pennsylvania condominium need to have access to their driveway- does the civic stage option inhibit that access?	live answered
7	George Koch	Linking is goog idea - how about the new memorial in fron to the Department of Education- the memorial has a great plaza	live answered
8	tom sherwood	Whatever is chosen, hoping there will be family-friendly restrooms and affordable eating places. I've seen so many families desperate for both.	live answered
9	Carol Aten	Based on comments do you visualize combining aspects of each plan—mix and match—to achieve a single vision/plan?	live answered
10	Suzanne Sofge	What is the pilot project envisioned for Market Square?	live answered
11	George Koch	can just send the links to us	Project website: https://www.ncpc.gov/initiatives/pennave/
11	George Koch	can just send the links to us	To submit comment: https://www.ncpc.gov/initiatives/pennave/vision/
11	George Koch	can just send the links to us	StoryMap: https://go.ncpc.gov/avevision

Question Number	Asker Name	Question	Answer
12	Alexander Brenner	Beyond this public comment process, will institutions/property owners located directly along the Avenue have the chance to engage with planners on how space directly in front of their properties is designed/used?	live answered
13	George Koch	Federal and City corrdination will be important.	live answered
14	George Koch	Thanks for the links	You're welcome.
15	George Koch	include the city council	live answered
16	tom sherwood	no one responded to the family food and restroom spaces.	live answered
17	James Smailes	The park area north of 4th Street has a decent slope and could be an area to consider for a future skateboarding area, or perhpas a sledding area in the winter. Any thoughts on that?	live answered
18	Robert Hershey	How will people be compensated for lost time from traffic delays?	live answered
19	George Koch	Cultural Tourism should be engaged	live answered
20	tom sherwood	thank you.	live answered
21	James Smailes	Or some artificial snow	
22	Bernard Berne	Has any consideration been given to converting Pennsylvania Avenue into a green space and using Consitution Avenue for parades and other public events.	live answered
23	Arto Keklikian	Hi. Any thoughts on a pedestrian oriented wayfinding plan or strategy for the renewed Avenue, considering the placemaking emphasis?	live answered
24	Arto Keklikian	Thank you.	live answered
25	James Smailes	I used to play softball in a league that played on the Mall.	live answered
26	Holly Price	I love many of these ideas. But as a resident on the Avenue in Market Square, can you discuss how noise control might occur with more larger events in the area	live answered
27	Bernard Berne	This may appear to be radical, but is anyone thinking about reconfigurint the Treasury Building to restore the historic view of the White House from Pennsylvania Avenue?	live answered
28	Holly Price	Thank you for a great presentation	Thank you for attending.
29	Fred Hill	Thank you	Thank you for attending.
30	Carol Aten	Presentation really helped better understand the concepts. Thanks.	Thank you for attending!
31	Arto Keklikian	Thank you for the very informative presentation and discussion. Wondering how much political support there is for transforming the Avenue.	live answered

Question Number	Asker Name	Question	Answer
32	Arto Keklikian	Thanks again. Super session!	Thanks for attending.
33	Alexander Brenner	Thanks!	Thank you for attending.

NCPC Pennsylvania Avenue Vision and Concepts May 21 Public Meeting #3 Q&A Report

Actual Start Time: 5/21/2022 9:33

Actual Duration (minutes): 121

Report Generated: 6/14/2022 5:04:00 PM

Question Number	Asker Name	Question	Answer
1	Garrett Wolf	Can you provide the links to the website?	https://www.ncpc.gov/initiatives/pennave/
1	Garrett Wolf	Can you provide the links to the website?	StroryMap link: https://go.ncpc.gov/avevision
2	Matt McMahon	What do you want to do with the statue ?	live answered
3	Matt McMahon	Why is the avenue no longer considered the nations best street ?	live answered
4	William Cline	I hope at the end of the presentation you can put up a (able to be copied and printed) list of all relevant e-mails for those who didn't see this presentation, especially how to see a recording of the presentation, how to submit comments and deadline (July 13?). thanks.	We will provide the information on the last slide. The recording from the previous public meeting is posted here: https://go.ncpc.gov/avevision
4	William Cline	I hope at the end of the presentation you can put up a (able to be copied and printed) list of all relevant e-mails for those who didn't see this presentation, especially how to see a recording of the presentation, how to submit comments and deadline (July 13?). thanks.	https://www.ncpc.gov/initiatives/pennave/vision/
5	Reese Baldwin	While it is true that the downtown scene is no longer as active as it once was, this is not the fault of freedom plaza. Infact, Freedom plaza is the only part of the avenue that till attacts tourism and stimulates the economy. Hundreads of people commute to the plaza on lunch breaks, to celebrate american culture, and feel like they are a part of the city. To attract more people to the avenue, the first step is not to rip out the cultural heart of dc.	live answered
6	William Cline	So far your polls have not given options for my situation: I am retired, and I LIVE on Penns Ave (801). I answered as best I could.	Thank you for responding to the poll. In the future, we will ensure that our polls include responses for residents.
7	Reese Baldwin	the polls clearly show that people still enjoy the public spaces. dont destroy them.	live answered
8	Darnell Miller II	With the roadway changes where along penn ave would this take place? The entire road or just several sectors	live answered

Question Number	Asker Name	Question	Answer
9	Reese Baldwin	Good morning. I just want you to know how much freedom plaza means to me. It represents the pure dream of Dr.Martin Luther King Jr, which inspires me to live the life I do. It also provides the perfect space for the public to let their voices be heard, which is really valuable these days. It is a world renowned plaza that acts as a lifeline for the culture of the city. Altering or destroying freedom plaza would corrupt all of this, including that dream Dr. King blessed us with. I, along many other lifelong DC residents, would not know what do do with myself without freedom plaza and all that it represents. Freedom plaza is my safe space on this planet, please don't take it from me.	live answered
10	Reese Baldwin	any multi linear day event would work better on the plaza how it is currently than on the remodeled version. A flower market for example would be unseen and unheard of on the proposed remodeled plaza. Lowering /altering the plaza will leave any events silenced and forgotten. this may not seem important for something like a flower market, but when it comes to ideas such as sex and race, it is really unfair to silence those voices.	live answered
11	Reese Baldwin	to lower freedom plaza to ground level and surrond it with tress is to silence to voices of the people and burry their voices so they cannot be heard. Look at the womens march for example, how effective do you think it would be if it was not visable from blocks away thanks to freedom plaza? If it was burried in a hole and surroded by trees, it would not have been a nationally regonized event.	live answered
12	Darnell Miller II	Is there a way to add more trees/grass to the freedom plaza area without destroying the existing structure?	live answered
13	Faith Wheeler	Security? ... especially for important events such as the Inaugural parade.	live answered
14	Robert Hershey	Who will pay for our additional gas from getting stuck in traffic and driving around Pennsylvania Avenue?	live answered
15	Reese Baldwin	The goal is to revitalize the culture on the avenue, right? I agree that this should happen. I disagree with how you plan to do it. Destroying historical landmarks like freedom plaza works directly against this goal. Freedom plaza is the cultural heart of D.C., and destroying it would kill the downtown lifestyle and economy permanently. Freedom plaza and all that it attracts is the one part of downtown that is working to stimulate the economy. From nike sb sponsored events to gogo shows to outdoor movie nights, freedom plaza provides the most stimulation to the downtown economy. Being above street level makes freedom plaza best space for someone to be heard. In a world filled with so much injustice and racism, the people of D.C. deserve freedom plaza, please don't take it away from us. We need it.	live answered
16	Justin Swain	In image of Civic Stage, I perceive moto, cyclist and other paths without physical barriers between the lanes//paths - would allow sweeping and maintenance on lanes using regular roadway maintenance equipment. Is this a good understanding of drawing?	live answered

Question Number	Asker Name	Question	Answer
17	Robert Hershey	How do you explain your polls that said 2% of people want to keep Pennsylvania Avenue as is in the first meeting but rose to 33% in this meeting?	live answered
18	Faith Wheeler	The seating looks rather isolated and not so comfortable nor easy to possibly spark casual conversations among strangers. You might want to look at Savannah, Georgia's squares with very socially comfortable seating (U-shaped) in several spots in each square. Designed in the 18th century.	live answered
19	William Cline	What are this agency's views on FBI Building? As a resident, living next to FBI on Penn Ave, I would like to see it saved (we shouldn't tear down our history) as a mixed use building--museum, office and maybe even part residential.	live answered
20	Faith Wheeler	Summer heat is a big concern and challenge. So, the more trees and vegetation, the better.	live answered
21	Nnamdi Ihekwoaba	Penn avenue has an immense amount of potential, there is more than enough room to create LOTS of green space, seating and more businesses (food, restaurants) without actually eliminating historical landmarks that actually have use and sentimental meaning. Some of the landmarks such as Freedom Plaza and the US navy memorial are historically important and can be revamped and improved in many ways in order to make it very welcoming for pedestrians.	live answered
22	Justin Swain	If physical barriers are between multimodal lanes would require specialized path maintenance equipment would be needed to sweep bike and pedestrian lanes. (Information point.)	live answered
23	Faith Wheeler	What about allowing only electric vehicles on the Avenue? Climate change is a critical concern.	live answered
24	Justin Swain	Security: Trees provide shade and beauty - for video surveillance more cameras at low level would be needed and increased Security Center monitors (displays) and persons to observe, analyse and react to events.	live answered
25	Justin Swain	Security: Without trees fewer video cameras would be needed to observe a larger area.	live answered
26	Nnamdi Ihekwoaba	Could there be a way of adding trees and Shade/seating while maintaining the plazas original structure?	live answered
27	Justin Swain	Where an area dedicated to skate board/roller-blade area to both accommodate users and spectators.	live answered

Question Number	Asker Name	Question	Answer
28	Justin Swain	<p>Scateboard Parks Design:</p> <p>https://images.search.yahoo.com/yhs/search;_ylt=AwrEZ_zr_4hitxUAzQMPxQt.;_ylu=Y29sbwNiZjE EcG9zAzEEdnRpZAMEc2VjA3Nj?p=skateboard+park+designs&type=A1-brwsr-%7E2021-27%7E&param1=20210701&param2=f8884adc-6802-46cc-b053-a4835dad402a&param3=wav%7EUS%7Eappfocus1%7E&param4=d-cp12391137827-resp-lp%3Aon-hh6-obgc-wav-nt0-igFTfUKGneCUloFSHjWg-ab33-w64-brwsr-obx%7EUnknownDefault%7Eskateboard+park+designs%7EB2D7D7656EB4E5153688637C8FBF7B49%7EUnknown&hsimp=yhs-browser_wavebrowser&hspart=pty&ei=UTF-8&fr=yhs-pty-browser_wavebrowser&guccounter=1&guce_referrer=aHR0cHM6Ly9zZWYy2gueWFob28uY29tL3locy9zZWYy2gvpP2hzcGFydD1wdHkmaHNpbXA9eWhzLWJyb3dzZXJfd2F2ZWJyb3dzZXlmcGFyYW0yPWY4ODg0YWRjLTU4MDItNDZjYy1iMDUzLWE0ODM1ZGFkNDAYYSZwYXJhbTM9d2F2JTdFVVMIN0VhcHBmb2N1czElN0UmcGFyYW00PWQTY3AxMjM5MTEzNzgyNy1yZXNwLWxwJTNBb24taGg2LW9iZ2Mtd2F2LW50MC1pZ0ZUZlVLR25lQ1Vsb0ZTSgpXZy1hYjMzLXc2NC1icndzci1vYnglN0VVbmtub3duRGVmYXVsdCU3RXNrYXRlYm9hcmQrcGFyaytkZXNpZ25zJTdFQjJEN0Q3NjU2RUlORTUxNTM2ODg2MzdDOEZCRjdCNDklnOVVbmtub3duJnBhcm</p>	Thank you for sharing these precedents Justin.
29	Faith Wheeler	A lot of people just won't venture out when it's too stinkin' hot. Tree shade will help. It will also help with mitigating somewhat climate change — extremely critical.	live answered
30	Reese Baldwin	I cant think of any way to make a space more flexible and accomadtaing than to keep it wide and open, like freedom plaza is. Hosting events and stimulating the local economy will keep poeple around for longer.	live answered
31	William Cline	any plans for north-south tunnels for cars if Penn Ave is largely shut for cars?--similar to the Mass Ave tunnels?	live answered
32	Matt McMahon	Comment : please don't destroy the marble plaza it's so nice	live answered
33	Faith Wheeler	THANKS for this ZOOM call!!!	Thank you for joining us!
34	Robert Hershey	Who is paying for your studies?	live answered
35	Matt McMahon	<p>Pulaski / freedom plaza is a creative place where people practice / demonstrate their craft. Destroying the plaza would remove a tremendous cultural asset for the city. The plaza is too hot. This could be reduced by adding trees to the road section in front of the Wilson building. This would also provide a separate sitting area for people from the Wilson building. The fountain could be redone where you can walk through it from the Willard / ww1 memorial to the Wilson building. Thank you.</p>	live answered

Question Number	Asker Name	Question	Answer
36	Nnamdi Ihekwoaba	I believe that there is a heavy lack of food/water/entertainment downtown in general. That is one of the biggest deterrence for pedestrians. Downtown DC is known as a destination for tourism, and only a handful of places encourage people to actually sit and relax. As the nations capital, its honroable to maintian historical value but also amplifiying the quality of social opportunities	live answered
37	Arto Keklikian	where can we access the presentations?	Presentation materials and recordings are posted here: https://www.ncpc.gov/initiatives/pennave/vision/
38	William Cline	no need to respond further, but I was thinking of 9th street which is a very important commuter street crossing Penn Ave.	live answered
39	Justin Swain	Tree root systems can brake surfaces of solid surroundings structures. Are there shade trees with out deep root systems that may work?	live answered
40	Matt McMahon	Comment // the sidewalk in front of the fbi is where homeless people live and it's really wide that seems like the easiest place to improve first	live answered
41	Matt McMahon	Thank you 🙌	Thank you for attending!
42	Reese Baldwin	thank you	Thank you for attending.
43	Nnamdi Ihekwoaba	Thanks for allowing us to be apartt of it !	Thank you for attending.