

A New Plan for Pennsylvania Avenue Concept Submission

April 2, 2026



Image courtesy Architect of the Capitol

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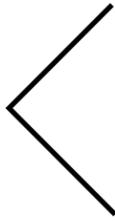
DESIGN TEAM



IMPLEMENTATION TEAM

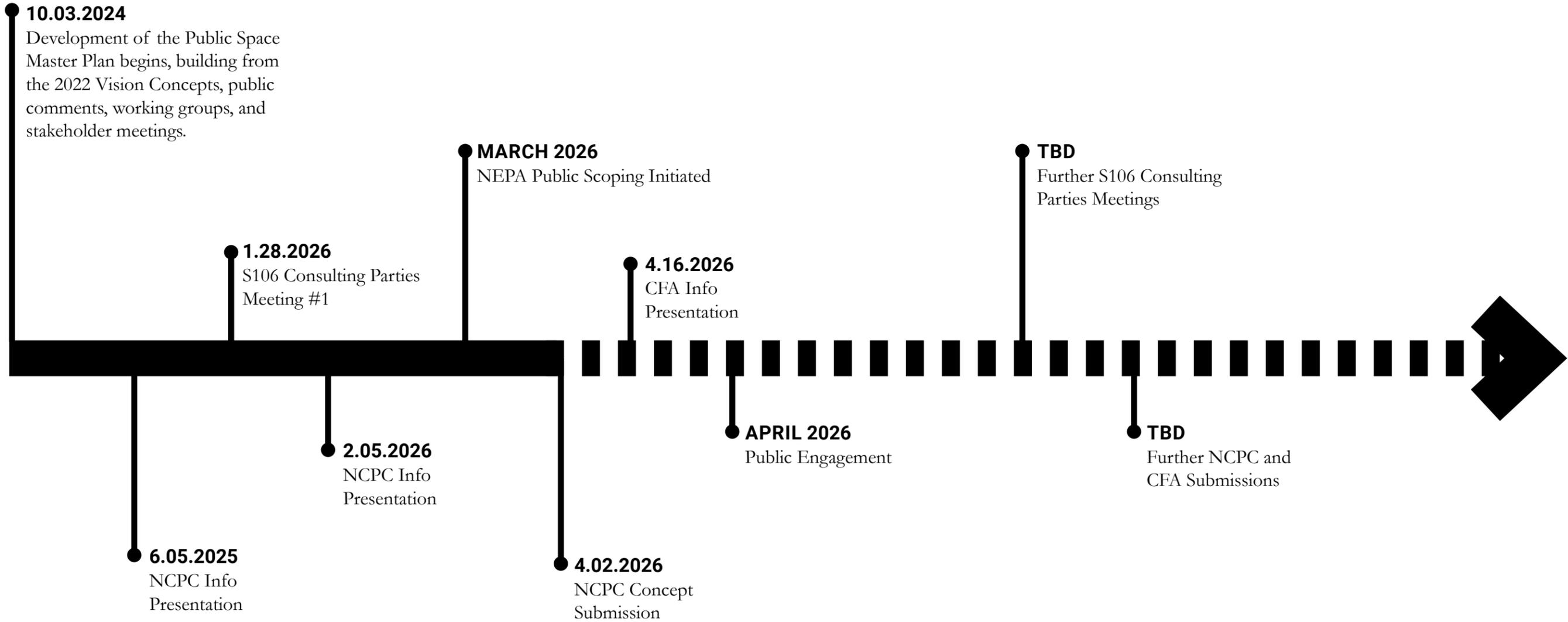


Project Timeline



PRIOR TO 2024

NCPC and the Project Partners acknowledged the challenges leading to the physical decline of this portion of Pennsylvania Avenue. Vision concepts were crafted and a formal partnership was formed to launch this plan.



Refer to Pennsylvania Avenue Initiative project page (<https://www.ncpc.gov/initiatives/pennave/>) for an expanded timeline, including the 2022 Vision Concepts and 1974 Plan.

The Public Space Master Plan is being developed in coordination with the Implementation Program and is complying with the National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA), Section 106.

Project Brief

INTRODUCTION

The National Capital Planning Commission (NCPC)—in partnership with the National Park Service (NPS), the General Services Administration (GSA), the District of Columbia, DowntownDC Business Improvement District (BID), Events DC, and coordinating review agency the Commission of Fine Arts (CFA)—is undertaking a planning project to create a Public Space Master Plan and an Implementation Program for the Pennsylvania Avenue area. This Project submission concerns the Public Space Master Plan and builds upon the Pennsylvania Avenue Development Corporation (PADC) Plan (1974), Pennsylvania Avenue National Historic Site Registration (2007), Cultural Landscape Inventory (2016), Pedestrian Life Study (2016), Market Analysis (2016), Urban Design Analysis (2017), Transportation Study (2018), Expert Focus Groups (2018), ULI Advisory Services Panel Report (2020), Federal Triangle Flood Charrette (2021), Three Vision Concepts (2022), Public Comments (2022), and much more (historic documentation, regulatory resources, and physical assessments).

This Project will address right-sizing, realigning, and improving the street and public spaces; multi-modal circulation and transportation; connectivity; ecological resilience; modernizing infrastructure; memorials and cultural landscape protection; security; visitor experience, enjoyment, recreation, and services; stormwater; and flexible public spaces to accommodate a wide variety of national celebrations, First Amendment gatherings and other permitted activities and events.

See the Project Area on the following page.

BACKGROUND

Pennsylvania Avenue, the iconic corridor between the U.S. Capitol and the White House embodies a deep history that represents America's strength as a world capital. It hosts significant events such as Presidential Inaugurations, First Amendment activities, and grand processions. The Avenue has the potential to bridge the National Mall and its surrounding museums and federal institutions with private businesses, commerce, and urban life. This is central to the identity of the nation's capital and plays a vital role in Washington, D.C.'s economy, culture, and social life.

However, despite its importance, Pennsylvania Avenue is governed by a 50-year-old plan that no longer meets the needs of modern Washington. Its administrative structure is complex and inefficient. Changing economic, physical, and land-use conditions have diminished its role, and its aging infrastructure is in decline. The Avenue's lack of street-level activity, modern retail, and pedestrian-friendly experiences is preventing it from realizing its full potential. New neighborhoods, shifts in office and retail sectors, and the impact of the pandemic have intensified challenges in revitalizing downtown D.C.

This is a pivotal moment for change. The new vision will transform Pennsylvania Avenue into a thriving, world-class destination. By updating its infrastructure and revitalizing its streetscape, we can restore the Avenue as source of national pride and economic opportunity for generations to come.

PENNSYLVANIA AVENUE DEVELOPMENT CORPORATION (PADC)

After decades of deterioration along Pennsylvania Avenue's north side, Congress established the Pennsylvania Avenue Development Corporation in 1972. The PADC oversaw the development and implementation of the 1974 Plan, the basis for the Avenue's redevelopment for more than 40-years that created the Avenue's design and character that we know today. The plan was an important catalyst for the rebirth of downtown Washington.

JURISDICTIONS

When the PADC dissolved, management was dispersed among multiple federal and district agencies. This led to the complex layering of jurisdictions covering different aspects of planning and operations within the Project Study Area including: National Capital Planning Commission, National Park Service, General Services Administration, District of Columbia (including the District Department of Transportation), National Gallery of Art, and private property owners.

IMPLEMENTATION PROGRAM

The Project Partners recognize the need to address the complex layering of jurisdictions covering different aspects of planning and operations within the Project Area. Many of these complexities are the result of the dissolution of the PADC in 1996, which transferred ownership and responsibility for operations and maintenance to multiple federal and local agencies. Successfully implementing the Public Space Master Plan will require a new approach to stewardship of the Avenue.

Stewardship of the Avenue must address both the initial design and construction of the Avenue as well as ongoing operations and maintenance:

- Design and Construction
- Capital funding to construct the new Avenue
- Coordination across landowners and stakeholders
- Adherence to design guidelines
- Phased development to efficiently construct the new Avenue
- Operations and Maintenance
- Operating funding for ongoing costs
- Coordination across landowners and Project Partner stakeholders
- Seamless maintenance of a high-quality public space
- Safety and security for everyday activity and events
- A robust calendar of year-round programming and events

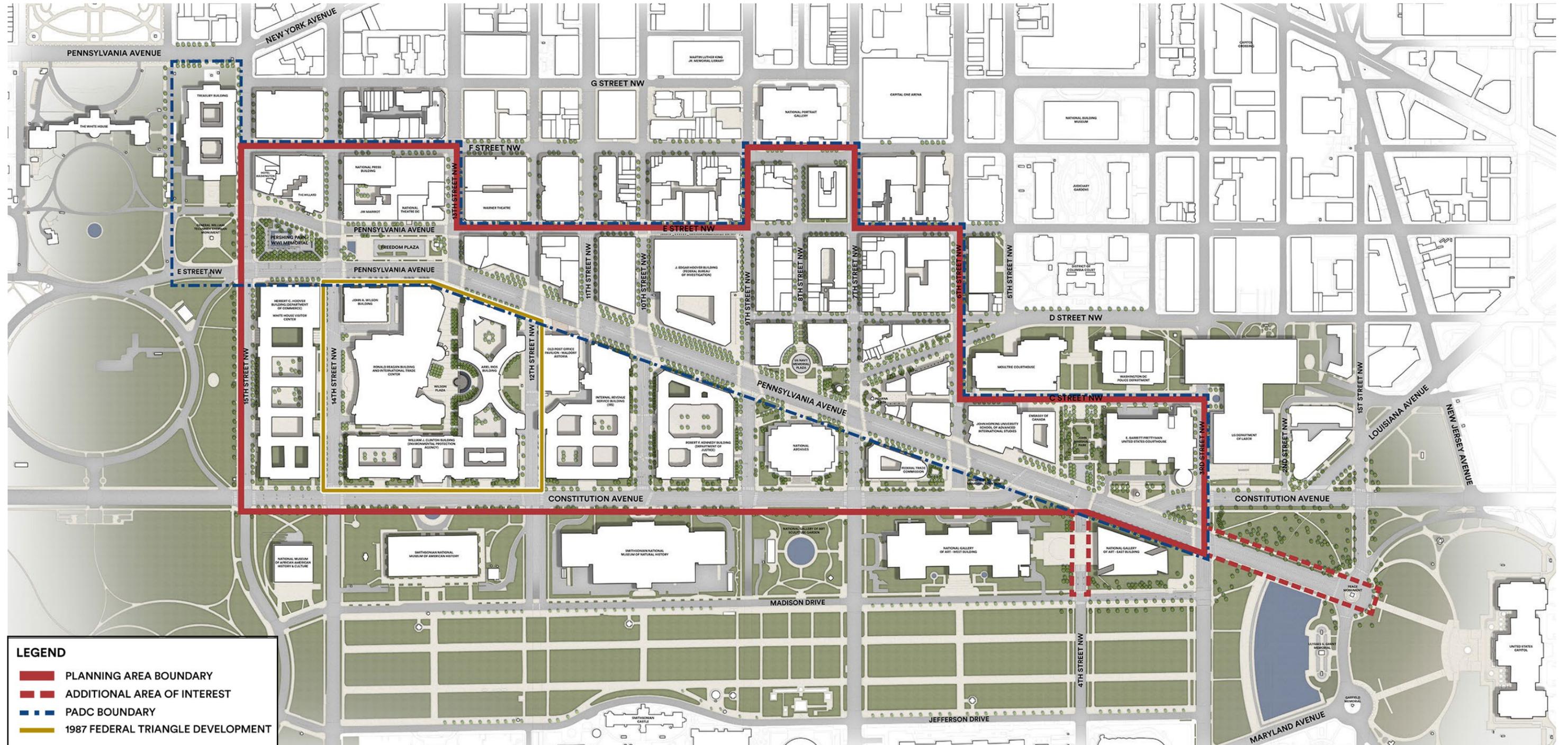
The Project Team is working with leadership from each of the Project Partner agencies to develop an efficient stewardship structure that addresses the identified challenges and meets the defined stewardship needs. The optimal approach to stewardship is also dependent on the final design and Master Plan for the Project Study Area. Concurrent to the design process, Project Partners are continuing to share goals, provide feedback, and discuss the ideal path forward for stewardship.

Project Brief

PROJECT AREA

The area of focus for this Plan includes the Pennsylvania Avenue corridor from 3rd St NW to 15th St NW, portions of Federal Triangle up to Constitution Ave NW, and streets north of the Avenue up to approximately E / F Street NW. This project boundary roughly aligns with the area included within the Pennsylvania Avenue Development Corporation's purview as captured in the 1974 plan. Two additional areas of interest are beyond the scope of this Project Area but are included within the design-thinking of this Project including the extension

of Pennsylvania Avenue east of 3rd St NW within the Architect of the Capitol Grounds and the portion of 4th St south of Pennsylvania Avenue and north of the National Mall. The project area is approximately 177 acres in size and includes specific areas and memorials such as: Federal Triangle, Freedom Plaza, John Marshall Park, Market Square, Mellon Fountain, National Archives, National World War I Memorial at Pershing Park, Old Post Office Building, Pennsylvania Avenue National Historic Site, US Navy Memorial, and Wilson Building.



Project Brief

PROJECT PARTNERS



NATIONAL CAPITAL PLANNING COMMISSION (NCPC)

The National Capital Planning Commission works with federal agencies as it seeks to preserve and enhance the extraordinary historical, cultural, and natural resources and federal assets of the National Capital Region to support the needs of the federal government and enrich the lives of the region’s visitors, workers, and residents.

NATIONAL PARK SERVICE (NPS)

The National Park Service preserves unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of this and future generations. The National Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world.

U.S. GENERAL SERVICES ADMINISTRATION (GSA)

To deliver the best customer experience and value in real estate, acquisition, and technology services to the government and the American people.

DISTRICT OF COLUMBIA (REPRESENTED BY DMPED)

The Office of the Deputy Mayor for Planning and Economic Development (DMPED) assists the Mayor in the coordination, planning, supervision, and execution of economic development efforts in the District of Columbia with the goal of creating and preserving affordable housing, creating jobs, and increasing tax revenue. DMPED pursues policies and programs that create strong neighborhoods, expand and diversify the local economy, and provide residents with pathways to the middle class.

Representing the Mayor’s Office, DMPED is leading DC in the partnership and is coordinating with other District agencies, including the District Department of Transportation (DDOT), the DC Office of Planning (DC OP), and others for this process.

DOWNTOWNDC BUSINESS IMPROVEMENT DISTRICT (BID)

The DowntownDC BID convenes business, community, and government to compassionately lead a clean, safe, and vibrant district. The BID operates in much of the Project Area as well as the broader downtown DC.

EVENTS DC

Events DC generates economic and community benefits for the residents and businesses of the District of Columbia by creating premier event experiences in the nation’s capital, and through the promotion of Washington, DC as a world-class destination.

Coordinating Review Agency:

U.S. COMMISSION OF FINE ARTS (CFA)

The Commission of Fine Arts is an independent federal agency charged with giving expert advice to the President, the Congress, and the federal and District of Columbia governments on matters of design and aesthetics, as they affect the federal interest and preserve the dignity of the nation’s capital. The Commission is composed of seven presidentially appointed experts in relevant disciplines including art, architecture, landscape architecture, and urban design.

Project Brief

CONCEPTUAL DESIGN APPROACH

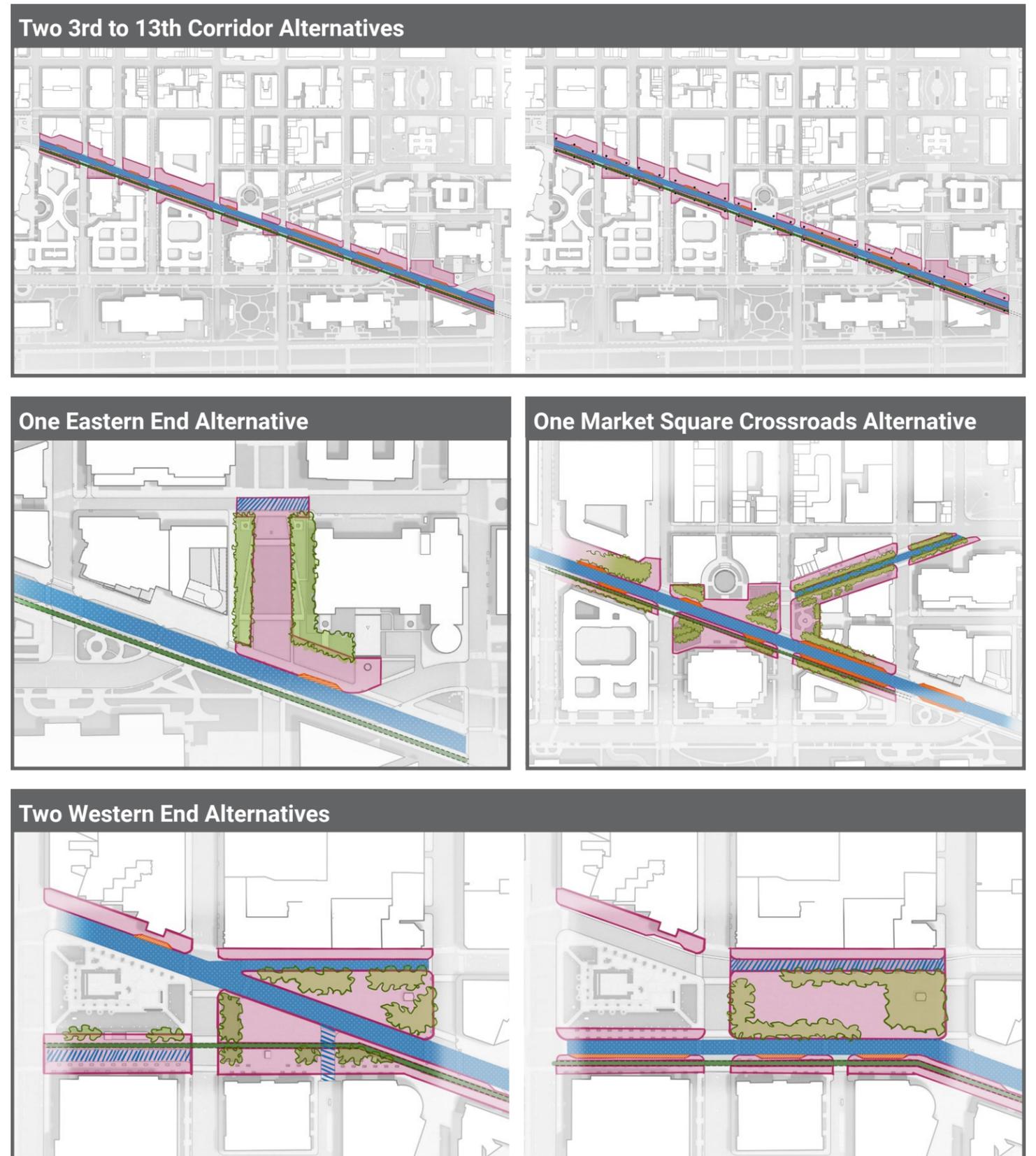
The conceptual design approach focuses on key themes drawn from the existing conditions studies, inventory and analysis, and discussion with the Project Partners on existing challenges and long-term needs. These themes also incorporate applicable planning documentation from Federal and District agencies with oversight and have been coordinated with NCPC to create a framework for all Alternatives and Options included in this submission. The themes within that framework are as follows:

- Frame the Capitol viewshed with trees as the framing devices
- Create a beautiful place that is welcoming and available to all Americans and visitors
- Expand the connectivity of multi-modal circulation, transportation, and infrastructure
- Modernize infrastructure and underground utilities

The approach to developing each Alternative and Option considers the entire framework listed above. For the purposes of this document, an **“Alternative”** represents a distinct overall approach to a specified area, and an **“Option”** is a design idea or expression that satisfies the goals and approach described in the alternative.

The project team’s goal is to create a robust series of Alternatives and Options for consideration by the Project Partners, agencies with oversight, and the public. Portions of Alternatives and Options may be combined after feedback is received to create a Preferred Alternative for the corridor and the public spaces of the Avenue. Senior Leadership Roundtables and bi-weekly Technical Representative meetings with all Project Partners narrowed the design team’s focus to the following Alternatives and Options:

- **Two Alternatives for the corridor from 3rd St NW to 13th St NW, from building face to building face** — Both alternatives right-size and realign the Avenue, modernize infrastructure, and support pedestrian programming and multi-modal transportation along this vital corridor. There is a Base Alternative and a Poles Alternative, where the Poles Alternative adds symbolic and functional poles to the Base Alternative layout. Within these Alternatives, two Options are included that focus on differing tree strategies. Both Options satisfy the Plan goals and objectives for each of the Alternatives.
- **One Alternative for the Eastern End Public Space** — Within this Alternative, three Options are included that focus on differing site elements and grading strategies to support ongoing and future events and daily use. All Options satisfy the Plan goals and objectives for this Alternative.
- **One Alternative for the Market Square Crossroads Public Space** — Within this Alternative, two Options are included that focus on the balance between civic and neighborhood programming and hardscape to planted areas. Both Options satisfy the Plan goals and objectives for this Alternative.
- **Two Alternatives for the Western End Public Space** — These two Alternatives include one where the Avenue is returned to its original alignment and one where the Avenue diverts around a central public space. Four total Options are included that focus on multi-modal transportation, flexible public space to support a wide variety of events including First Amendment activities, and how the Avenue expression terminates. Two Options satisfy the Plan goals and objectives for each Alternative.



LEGEND

- Pedestrian / Sidewalk / Activities Zone
- Cartway for Vehicles
- Separated Bicycle Lanes / Cycletrack
- Pick-up Drop-off (PUDO) Zone



Public Engagement And Regulatory Review

NATIONAL HISTORIC PRESERVATION ACT, SECTION 106 (S106)

The Section 106 process, established by the National Historic Preservation Act (NHPA), is a procedural framework all federal agencies must follow to consider the effects of their undertakings on historic properties. The process ensures informed, consultative planning and requires that agencies identify historic properties, assess how an undertaking may affect those properties, and consult with relevant parties to seek ways to avoid, minimize, or mitigate adverse effects. The process adheres to the implementation regulations detailed in 36 CFR Part 800 and is overseen by the Advisory Council on Historic Preservation (ACHP). It is carried out in close coordination with State Historic Preservation Officers (SHPOs), Tribal Historic Preservation Officers (THPOs), and other consulting parties.

NCPC initiated the Section 106 process of the National Historic Preservation Act (NHPA) with SHPO on September 25, 2026, and held a Consulting Parties Meeting on January 28, 2026.

NATIONAL ENVIRONMENTAL POLICY ACT

The National Environmental Policy Act (NEPA) requires federal agencies to consider the potential impacts of their actions on the human environment as part of their decision-making process. The adoption of the New Pennsylvania Avenue Plan by NCPC and its implementation require actions by the several federal agencies that currently have jurisdiction over all or part of the Pennsylvania Avenue corridor, including, in addition to NCPC, NPS, GSA, and the Federal Highway Administration (FHWA) through DDOT.

Consistent with the criteria defined in NEPA § 107(a)(1)(A), 42 U.S.C. § 4336a(a)(1)(A), NCPC is the lead federal agency for NEPA compliance, with NPS, GSA, and DDOT as joint-lead or cooperating agencies. In accordance with NEPA § 107(a)(1)(B), 42 U.S.C. § 4336a(a)(1)(B), the same NEPA document will be used by the lead, joint-lead, and cooperating agencies for their individual decision-making purposes.

NEPA provides for the preparation of an Environmental Impact Statement (EIS) for proposed actions that have a reasonably foreseeable significant effect in the quality of the human environment, NEPA § 106(b)(1), 42 U.S.C. § 4336(b)(1). When a proposed action does not have reasonably foreseeable significant effects on the quality of the human environment or if the significance of such effect is unknown, and the proposed action is not categorically excluded, federal agencies must prepare an Environmental Assessment (EA), NEPA § 106(b)(2), 42 U.S.C. § 4336(b)(2). An EA is a concise public document that sets forth the basis for the agency's issuance of a finding of no significant impact (FONSI) if the proposed action would have no significant effects, or an EIS, if the EA determines that the proposed action would have such effects.

Based on currently available information and the concepts being considered in the Public Space Master Plan, an EA is the appropriate level of NEPA analysis for the adoption and implementation of the plan.

COORDINATION WITH FEDERAL, STATE, AND LOCAL JURISDICTIONS

NCPC anticipates agency review of the conceptual designs, including by the National Capital Planning Commission and the U.S. Commission of Fine Arts, to occur in April 2026. Additional agency review is ongoing.

The Design Team meets bi-weekly with Technical Representatives from each of the six Project Partners and the coordinating review agency to support the ongoing needs and desires of each Project Partner. Additional meetings and other coordination includes:

- Project Partner Senior Leadership Round Tables
- Ongoing DC Initiatives (DMPED, DDOT, OP, SHPO)
- PADC Debrief / History / Overview
- National Gallery of Art
- Architect of the Capitol
- Military District of Washington
- Executive Orders Review and Coordination
- National Park Service Concessions & Operations
- Department of Energy and Environment
- Mayor's Special Event Task Group
- And many others

PUBLIC ENGAGEMENT

NCPC will engage the public on the conceptual designs for this project through a public comment period anticipated to begin in April of 2026. Once the project advances beyond the conceptual design phase, further public engagement will occur through the agency review processes.

Previous public engagement prior to this planning process included a Public Comment period that ended on July 29, 2022. NCPC initiated this effort to solicit feedback on the Three Vision Concepts developed in 2022. A summary of comments received from this period can be found at <https://www.ncpc.gov/initiatives/pennave/>.



DESIGN PROCESS

Master Plan Goals And Objectives — Pennsylvania Avenue Initiative Vision



The Avenue as a Venue for spectacular events.

A signature venue and economic generator for the city and a beautiful, iconic, and resilient civic space for the nation.

Image Credit: Ted Eytan, Creative Commons, Washington Nationals World Series Victory Parade



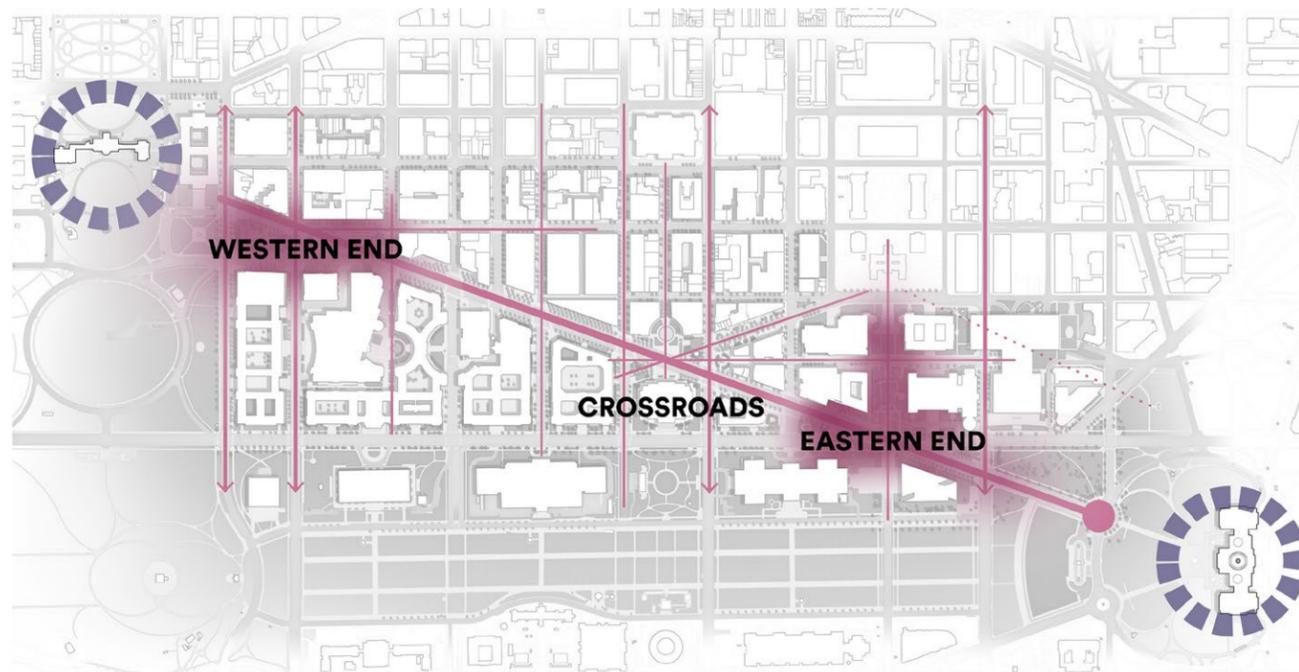
A Great Street for People.

A right-sized road that meets today's needs, with beautiful public spaces and modern infrastructure to offer flexible ways to balance daily use of the street with event programming.

Master Plan Goals And Objectives — Public Space Master Plan

A SHARED VISION FOR THE PUBLIC SPACE MASTER PLAN

- Design **a grand avenue that is human-centered and lasting** socially, economically, and ecologically.
- Celebrate the Avenue's role as **a civic venue for First Amendment activities and collective expression**.
- **Simplify regulatory and management policies** to streamline coordination with event producers and to facilitate improved operations and maintenance for the Avenue's long-term stability.
- **Modernize aging infrastructure** in a seamless and integrated design to enhance functionality and flexibility as a destination for events and daily life.
- **Amplify the layered histories** present in the Avenue's ever-changing cultural landscape and **make way for new stories, memories, and events**.



BASELINE CONDITIONS AND REQUIREMENTS

- The Avenue should be a beautiful place **welcoming and available to all Americans and visitors**.
- **View corridors toward the U.S. Capitol** should be prioritized and utilize trees as framing devices.
- **Multi-modal transportation is required** on the Avenue, including pedestrians, cyclists, private/shared vehicles, loading, and public/private buses.
- The Avenue and its associated public spaces should be **designed to host events of all scales**, helping alleviate over-programming of the National Mall.
- The **Inaugural Parade must be accommodated**.
- The plan should **integrate north-south connections**, linking the National Mall with downtown DC.
- The Avenue should **complement, not compete, with downtown**.

An aerial photograph of the U.S. Capitol building in Washington, D.C., showing the iconic white dome and surrounding government buildings. A semi-transparent white rectangular box is centered over the image, containing the text 'EXISTING CONDITIONS, HISTORY, & REGIONAL CONTEXT' in large, bold, black, sans-serif font with a white outline.

EXISTING CONDITIONS, HISTORY, & REGIONAL CONTEXT

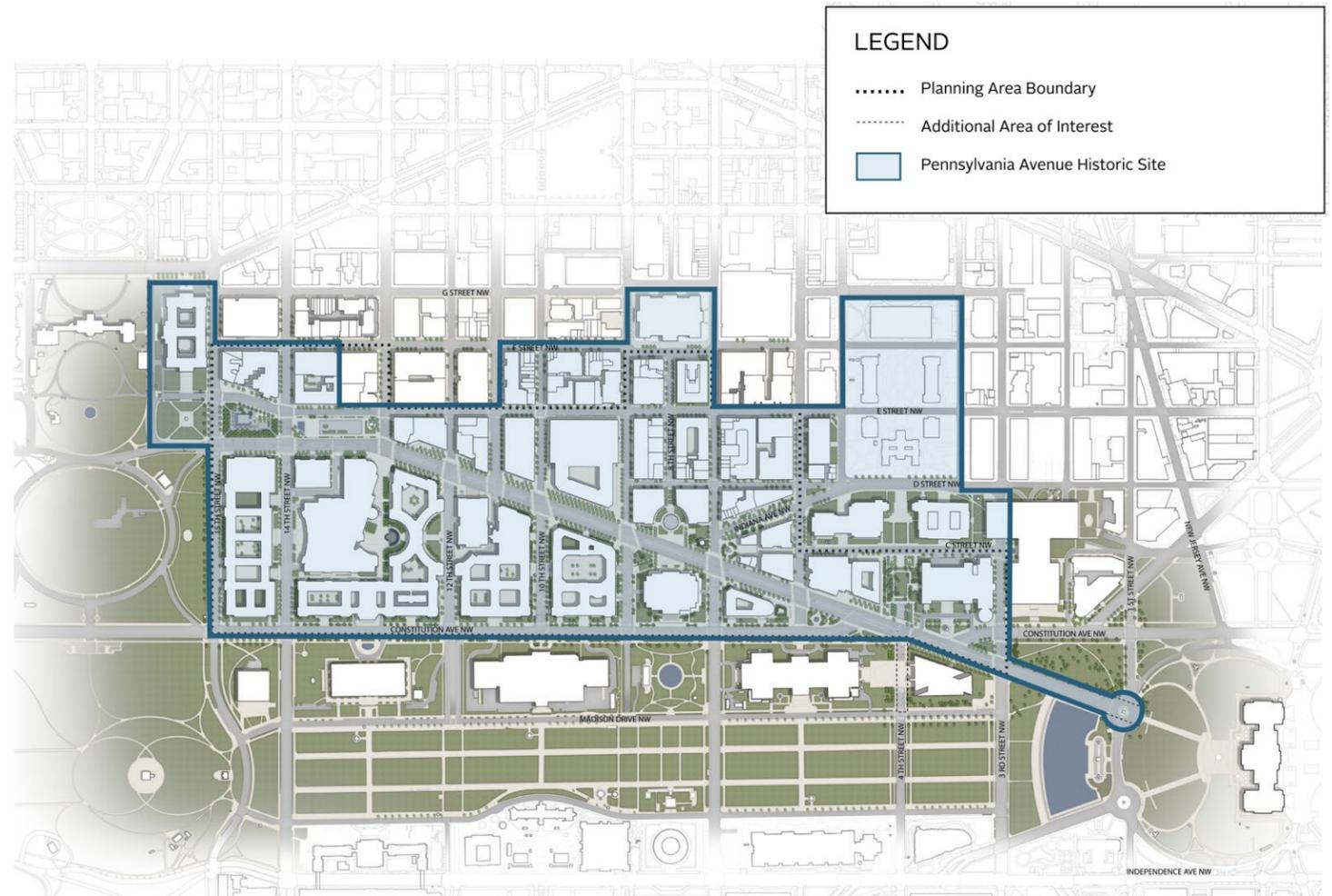
History Brief Overview

Throughout history, Pennsylvania Avenue has held an elevated place of importance to the development and identity of Washington, DC and the nation as a public place of connection, ceremony, and daily life. The plan for Washington, first drawn by L'Enfant in 1791 and then refined and implemented by Andrew Ellicott (1754-1820), envisioned grand government buildings embedded in the city and distributed throughout the dense urban fabric, with Pennsylvania Avenue physically and visually linking the executive and legislative branches, emphasizing the symbolic composition of the capital city.

For over 100 years the Avenue developed as a focal point of commerce, hospitality, and entertainment. Improved infrastructure, methods of transportation, public amenities and public spaces created a bustling downtown, attracting every walk of citizen, statesmen, and visitor alike. The inaugural parade tradition began in 1805, evolving from an unplanned gathering to a highly orchestrated event. Somber moments of national unity and reflection also occurred, beginning with a state funeral procession for President Lincoln in 1865. The Avenue became an important venue for peaceful exercise of first amendment rights, beginning with the march for women's suffrage in 1913, and continuing to present day.

Beginning in 1901, the McMillian Plan guided efforts to reshape the city's appearance and conform to ideals of the City Beautiful movement, resulting in the development of Federal Triangle on the south side of the Avenue, which separated the grand federal buildings from the rest of the city. After decades of decline, the PADC was established in 1972 to revitalize the Avenue though it continued to be characterized by government buildings to the south and privately-owned buildings with new open public spaces to the north.

Pennsylvania Avenue exists as an urban palimpsest, recognized as a site of national historic, cultural, and social significance. The Avenue encapsulates themes of planning, architecture, landscape architecture, art, commerce, government, military, and social history along its length and breadth. It summons countless histories of generations of Americans from all backgrounds.



Map of Pennsylvania Avenue and its environs. The boundary of the Pennsylvania Avenue Historic Site is illustrated in blue.



Poplar trees planted in 1803 flanked Pennsylvania Avenue until they were replaced with elms in 1839 (Library of Congress, 1834)

Existing Site Conditions

Although an iconic street in America's capital, Pennsylvania Avenue includes deficiencies due to aging infrastructure, changing uses, and increased frequency of extreme storm events. A few of the challenging site conditions are noted below:



Flooding on the Avenue during major storm events and summer heat limit usage throughout the year



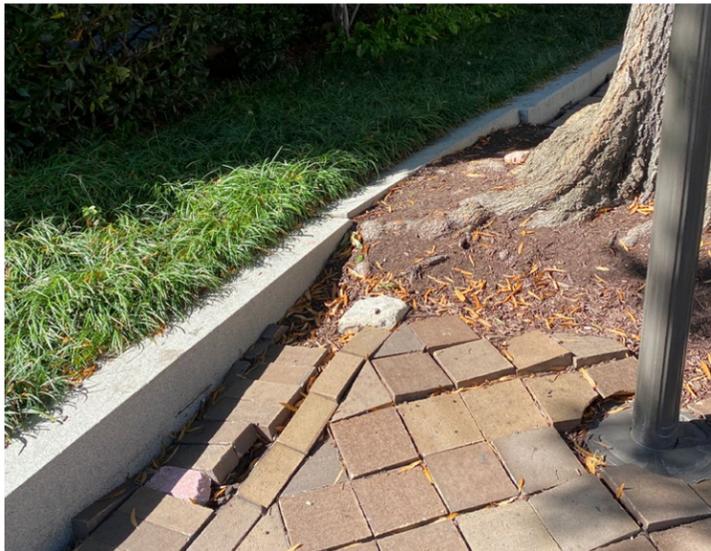
Missing trees along the Avenue reduce impact of framing the Capitol viewshed



Dead and diseased trees in public spaces reduce access to shade



Missing or broken pavers, bench slats, and other site elements create tripping hazards and reduce walkability



Tree roots in search of adequate soil volume displace pavers and curbs



During large events, attendees often climb onto temporary site security elements to gain prospect



Lane dividers (or "caterpillars"), traffic signals, and other elements in the vehicular cartway that are part of the everyday infrastructure can create barriers to facilitating events, such trip hazards and increased costs



Temporary infrastructure elements for events can feel haphazard and increase both event costs and set-up/breakdown times

Existing Site Conditions

A large number of vertical site elements exist within the Avenue corridor. The multiple types can be visually overwhelming. The Public Space Plan could consider opportunities for consolidation for a cohesive and streamlined experience of the Avenue.



Utility transformer



Multiple light fixture types line the Avenue including traditional Washington Globe fixtures, overhead streetlights, and PADC-era pedestrian fixtures (three images above)



Trees, street signs, and multiple streetlight varieties



Bus shelters, trash receptacles, and traffic signals



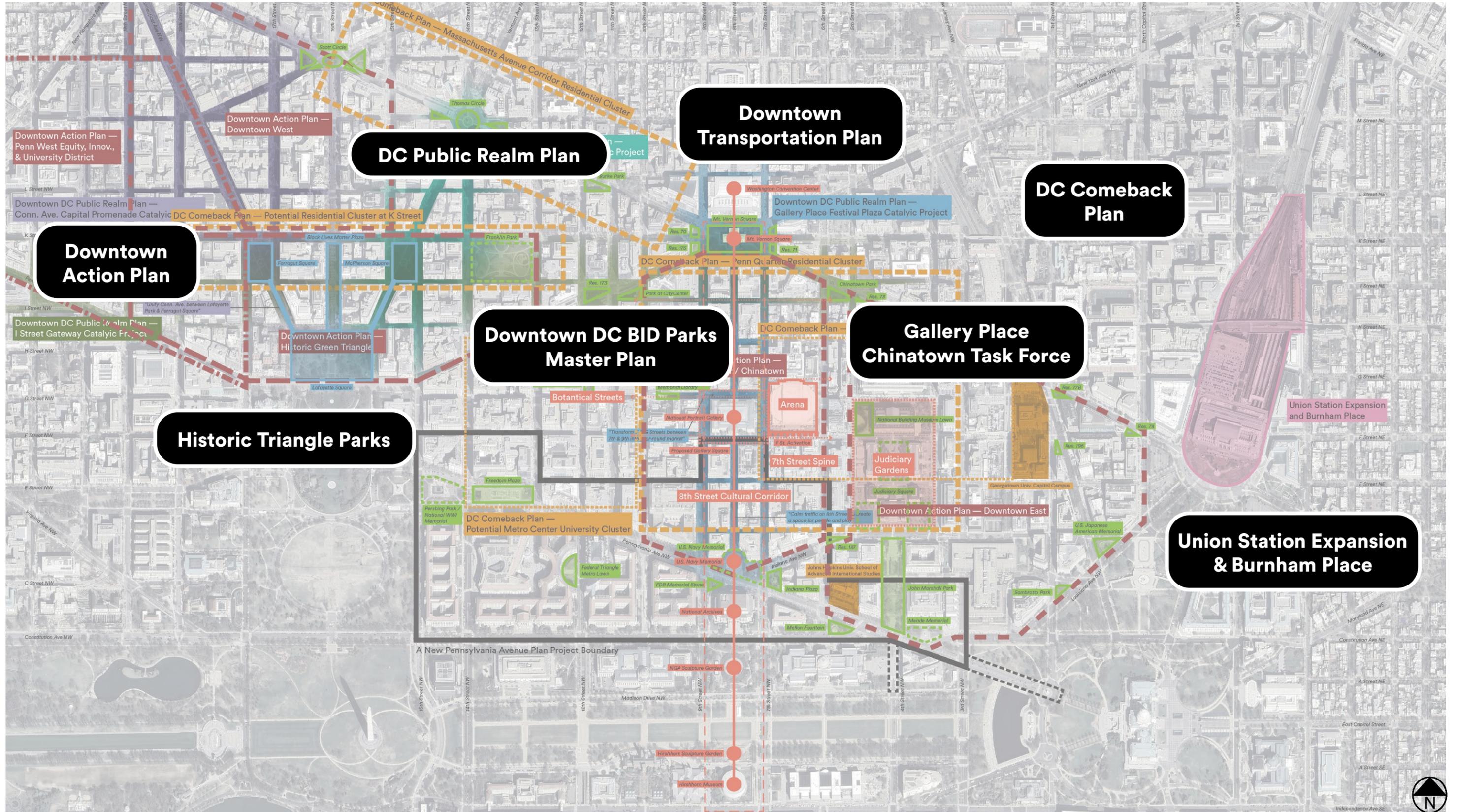
Planters, benches, trash receptacles and other site furnishing



Fire hydrants, trees, planters, and multiple streetlight varieties

Other Planning Efforts

There are many recent or ongoing initiatives that are being implemented nearby the Project Area. This plan is coordinating with those efforts where possible to facilitate a unified approach to downtown.

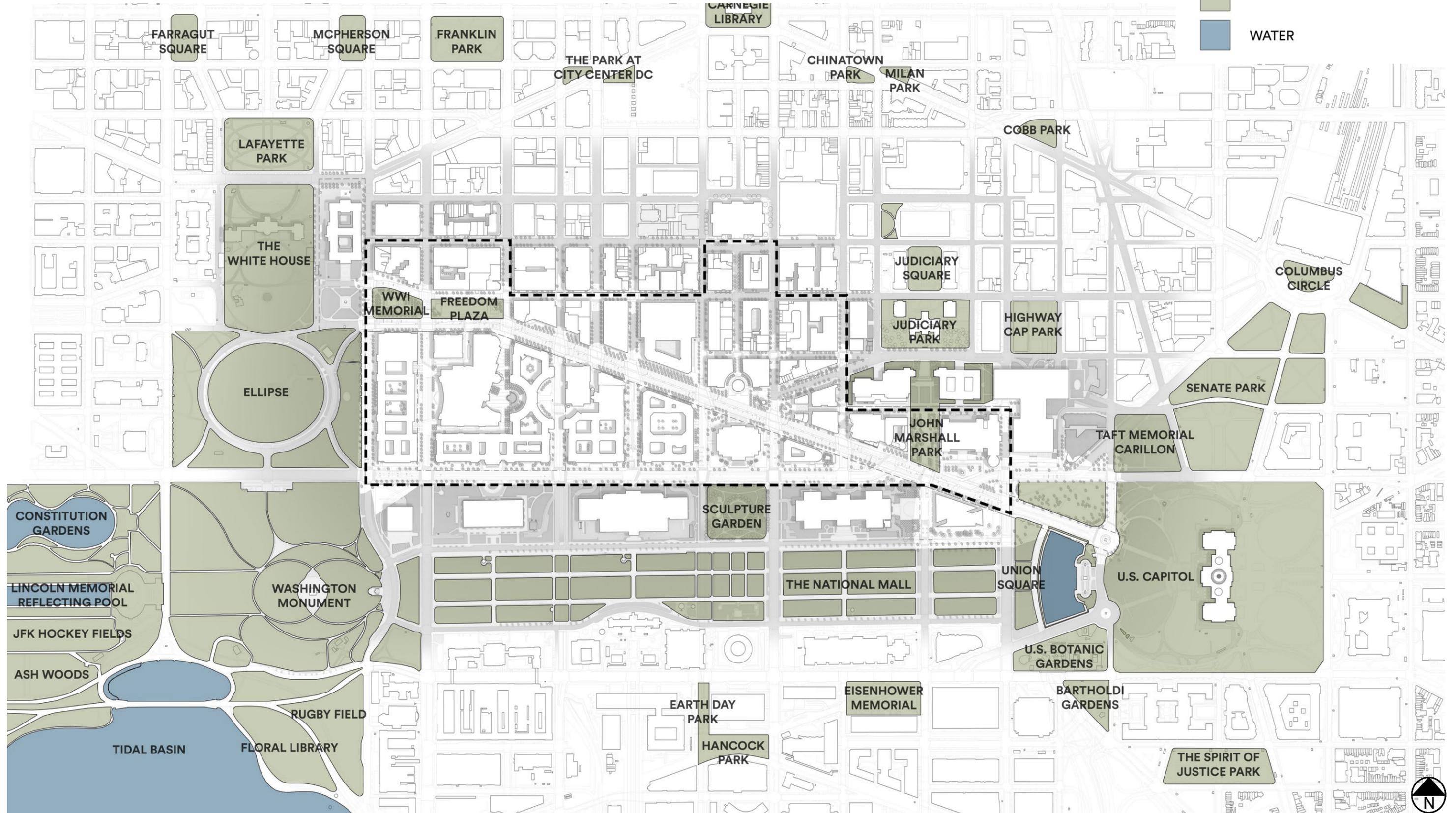


Nearby Parks and Public Spaces

A number of parks, green spaces, and public spaces sit just outside of the Project Area, including the Sculpture Garden, the National Mall, President's Park, Farragut Square, McPherson Square, Franklin Park, Judiciary Square, the Senate Parks, and the US Capitol grounds.

LEGEND

- PUBLIC OUTDOOR SPACES
- WATER

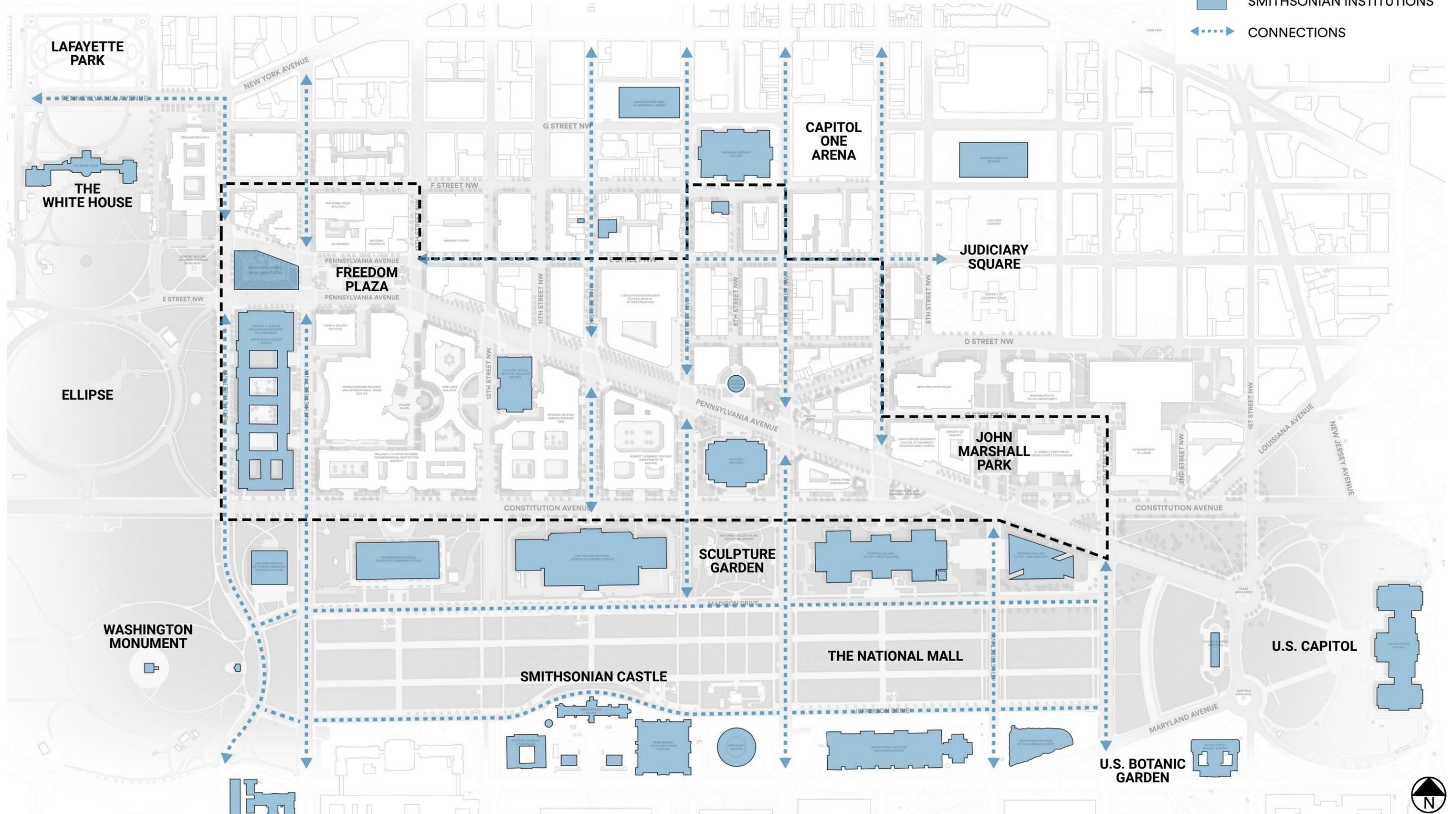


Monuments and Landmarks

The Project Area bridges the Monumental Core and the urban fabric leading up to downtown DC. As such, there are a high number of landmarks of interest within and near the Study Area and key connections through the area.

LEGEND

-  MONUMENTS, LANDMARKS, AND SMITHSONIAN INSTITUTIONS
-  CONNECTIONS



Memorials, Markers, Art

The Avenue includes an extensive number of statues, memorials, markers, and other pieces of art within the Project Area. In addition to art within the exterior public space, many GSA buildings within the Federal Triangle also feature artwork inside their buildings.

LEGEND

-  EXISTING PUBLIC ART, EXTERIOR
-  EXISTING PUBLIC ART, INTERIOR

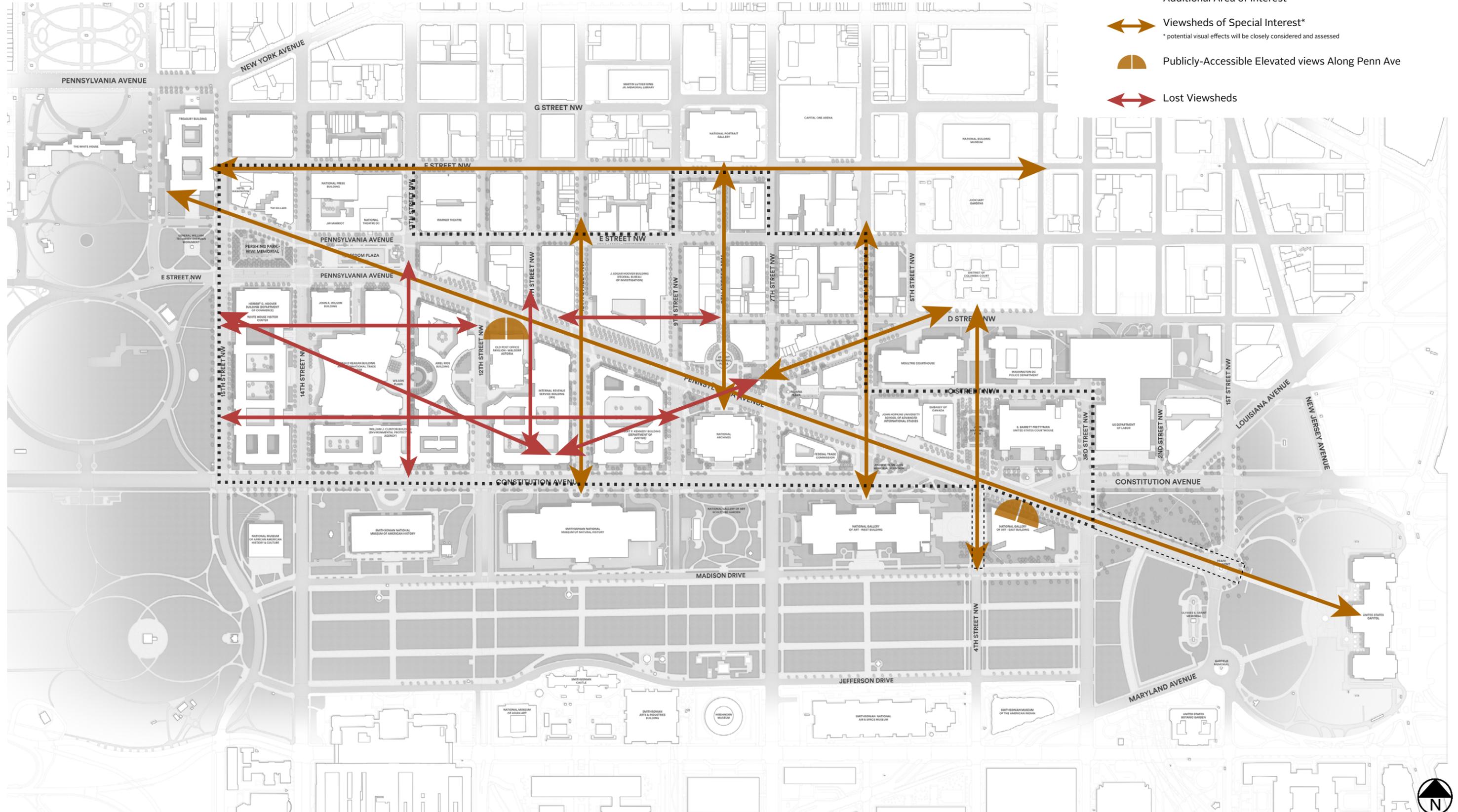


Views And Viewsheds

In addition to the Capitol Viewshed, a number of viewsheds and vistas are of interest within the Project Area. Additionally, many viewsheds have been lost or interrupted over time due to development.

LEGEND

- Planning Area
- Additional Area of Interest
- ↔ Viewsheds of Special Interest*
* potential visual effects will be closely considered and assessed
- Publicly-Accessible Elevated views Along Penn Ave
- ↔ Lost Viewsheds

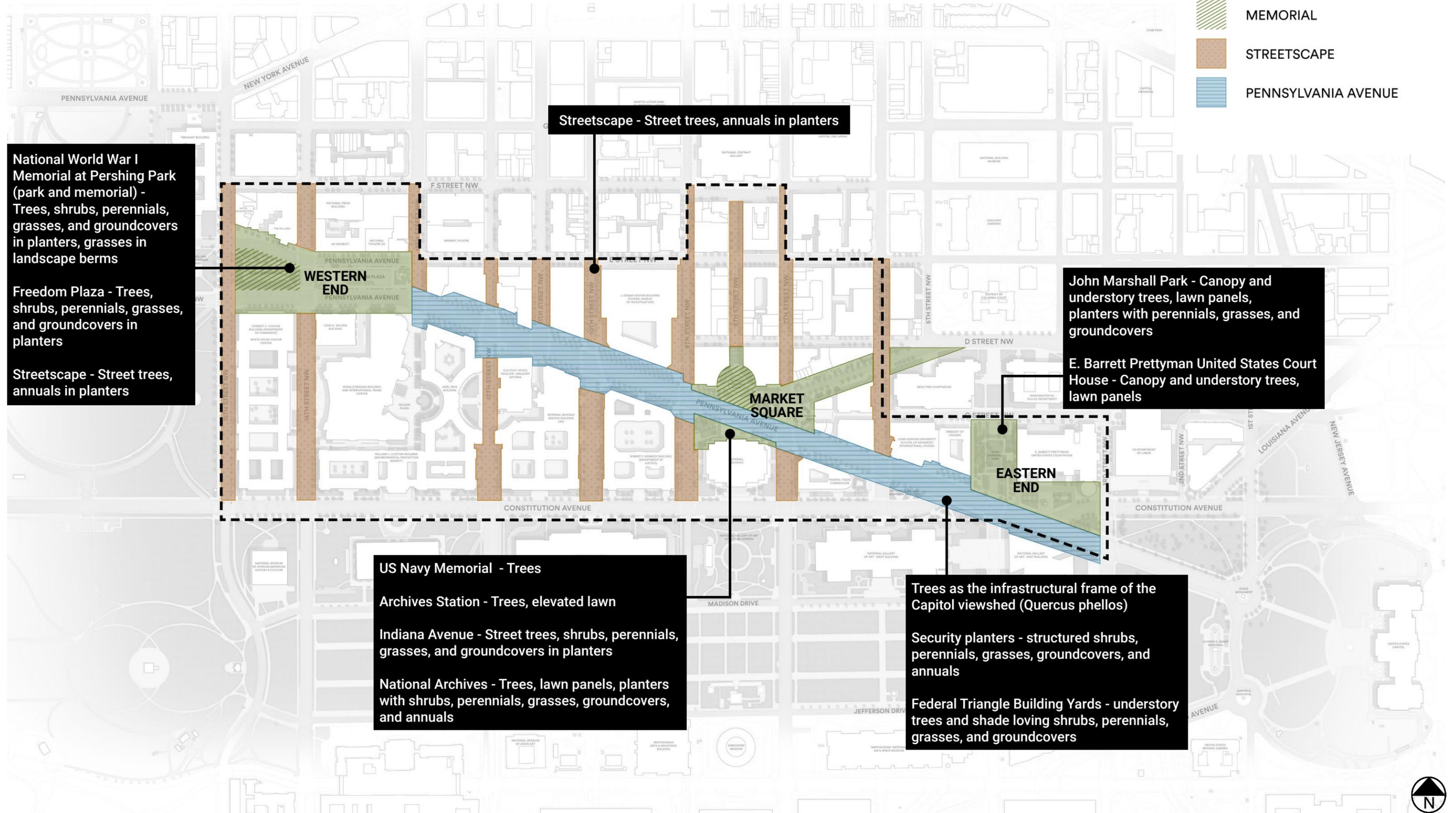


Landscape Types

The differing landscape types within the Project Area create distinct experiences and promote framing of views, pause and respite, and movement through a vibrant city.

LEGEND

-  PARKS AND PLAZAS
-  MEMORIAL
-  STREETScape
-  PENNSYLVANIA AVENUE



National World War I Memorial at Pershing Park (park and memorial) - Trees, shrubs, perennials, grasses, and groundcovers in planters, grasses in landscape berms

Freedom Plaza - Trees, shrubs, perennials, grasses, and groundcovers in planters

Streetscape - Street trees, annuals in planters

Streetscape - Street trees, annuals in planters

John Marshall Park - Canopy and understory trees, lawn panels, planters with perennials, grasses, and groundcovers

E. Barrett Prettyman United States Court House - Canopy and understory trees, lawn panels

US Navy Memorial - Trees

Archives Station - Trees, elevated lawn

Indiana Avenue - Street trees, shrubs, perennials, grasses, and groundcovers in planters

National Archives - Trees, lawn panels, planters with shrubs, perennials, grasses, groundcovers, and annuals

Trees as the infrastructural frame of the Capitol viewshed (Quercus phellos)

Security planters - structured shrubs, perennials, grasses, groundcovers, and annuals

Federal Triangle Building Yards - understory trees and shade loving shrubs, perennials, grasses, and groundcovers



Major Infrastructure Crossings

Pennsylvania Avenue is traversed by the I-395 tunnel and two WMATA tunnels. The Archives-Navy Memorial-Penn Quarter Metro station has a platform directly beneath the roadway. The second Metro crossing is along 12th Street NW.

LEGEND

- STUDY AREA BOUNDARY
- APPROXIMATE LIMITS OF METRO STATION
- ▤ APPROXIMATE LIMITS OF INTERSTATE 395 TUNNEL
- METRORAIL LINE
- ▬ METRO ESCALATOR
- METRO ELEVATOR



Existing Bike Network

DDOT has built out a comprehensive network of dedicated bicycle facilities along many downtown streets, providing local access to the many office, commercial, and residential uses located in the area. The Pennsylvania Avenue NW center-running separated bike lanes (SBLs), or cycle track, have become a critical facility in the larger bicycle network established in the downtown area of the District of Columbia. The District Department of Transportation (DDOT) installed the Pennsylvania Avenue NW SBLs in 2010 to expand its network of safe and accessible bicycle facilities as part of an initiative to expand the bike network on major roadway corridors, including 15th Street, 9th Street, and 4th Street.

LEGEND

- STUDY AREA BOUNDARY
- PROTECTED BIKE LANE
- BIKE LANE
- TRAIL
- SIGNED BIKE ROUTE
- Ⓞ CAPITAL BIKESHARE

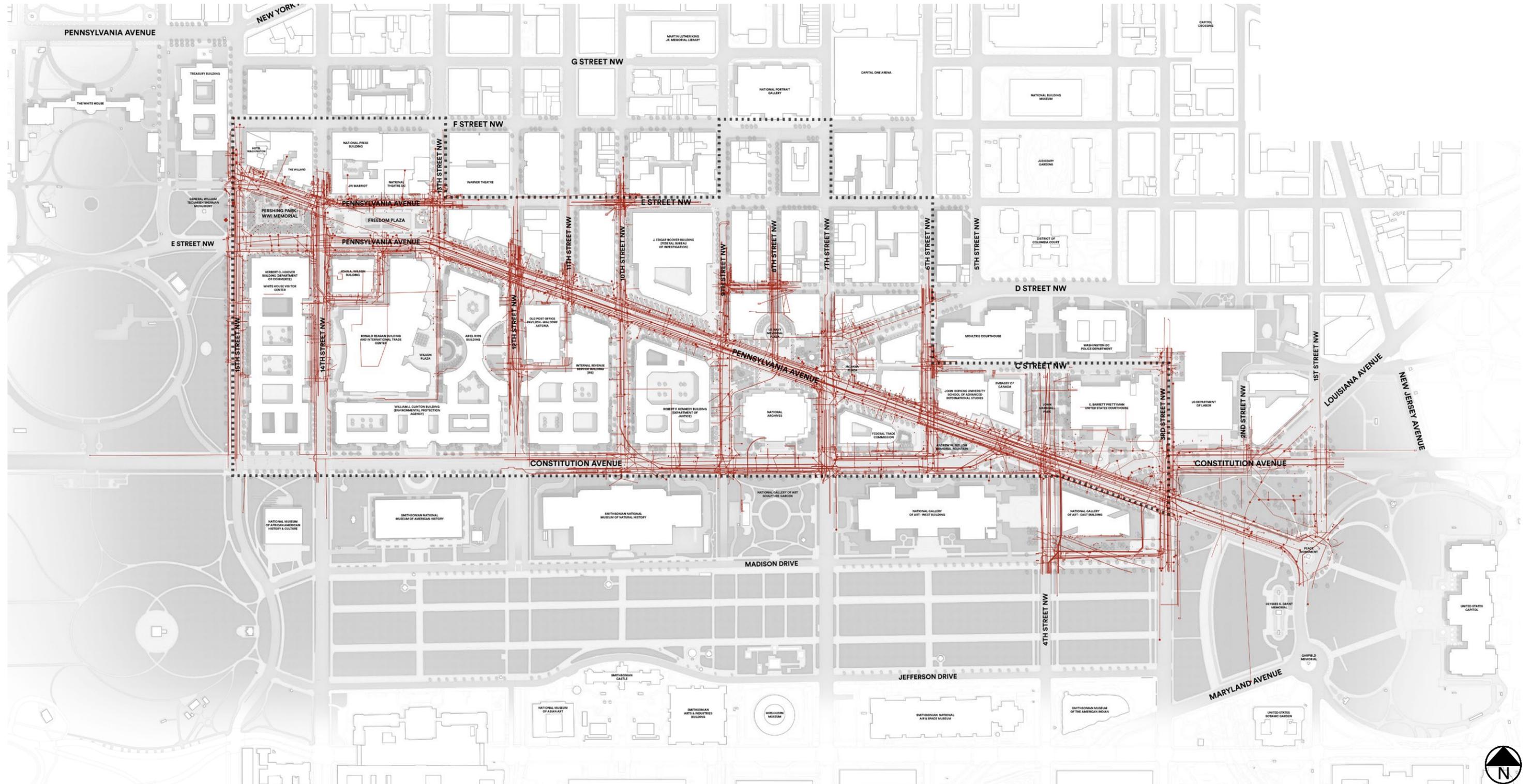


Existing Utilities

Pennsylvania Avenue's subsurface contains a complex and extensive network of utilities and infrastructure that are crucial to its daily function and future development. These utilities provide both the necessary services and connections for adjacent buildings along the corridor, as well as main trunks and transmission level utilities conveying larger loads. Many of the utilities within the corridor have exceeded their design life and if disturbed will require extensive deferred maintenance or replacement.

LEGEND

- STUDY AREA BOUNDARY
- UTILITY LINE

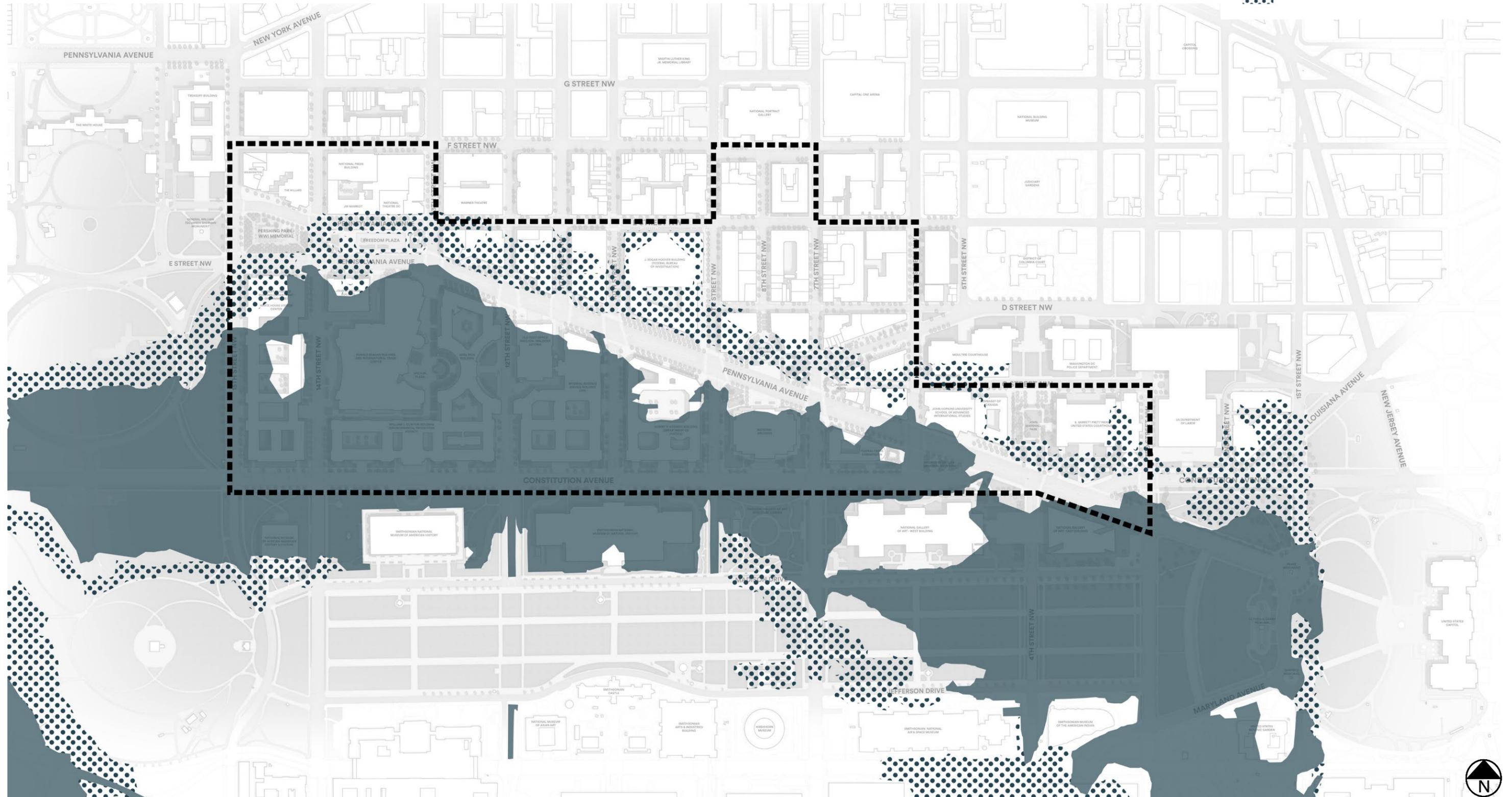


Stormwater

Major flooding events have highlighted challenges due to intense storms and outdated infrastructure along Pennsylvania Avenue. Extensive collaboration among federal, regional, and local agencies has led to studies, workshops, and assessments focused on understanding and addressing flood risks. Approximately half of the Project Area sits within the 100 year flood plain. Although this project will not solve the larger Monumental Core stormwater challenges, stormwater infrastructure will be considered within the Public Space Master Plan and further design.

LEGEND

- 100 YEAR FLOOD EVENT
- 500 YEAR FLOOD EVENT



Redevelopment Sites — J. Edgar Hoover Building & Frances Perkins Building

Two major potential redevelopment sites sit within or directly adjacent to the Project Area.

The J. Edgar Hoover Building faces onto Pennsylvania Avenue's northern border and sits between 9th Street NW and 10th Street NW and extends up to E Street NW. This particular site sits midway along this stretch of Pennsylvania Avenue and is crucial to the corridor's success as it is the longest uninterrupted facade on the northern side of the Avenue and across the street from one of the longest uninterrupted facades on the southern side of the Avenue. Due to this condition, it has the potential to become a pinch point along Pennsylvania Avenue if new development was allowed to project too far out into the urban corridor.

The previously approved 2016 Square Guidelines for redevelopment of the FBI site highlight the importance of reconnecting D Street through the site, activating the ground floor of any proposed building, and providing public space that accommodates at least two rows of trees, pedestrian walkways, and an activity zone at the building face. Any redevelopment of this site should respect the vista to the U.S. Capitol Building and be consistent with Pennsylvania Avenue's planned unified streetscape.

The Frances Perkins Building sits just outside of the Project Area but any future redevelopment would have potential impacts to the Project Study Area as a whole. The existing site has many complexities, including a large form that blocks planned L'Enfant vistas and through streets as well as on- and off-ramps and a large vent stack for the underground portion of Interstate 395. Any future redevelopment can contribute to the reconnection of the previously disconnected public realm, resulting in a finer-grained, more walkable block structure.

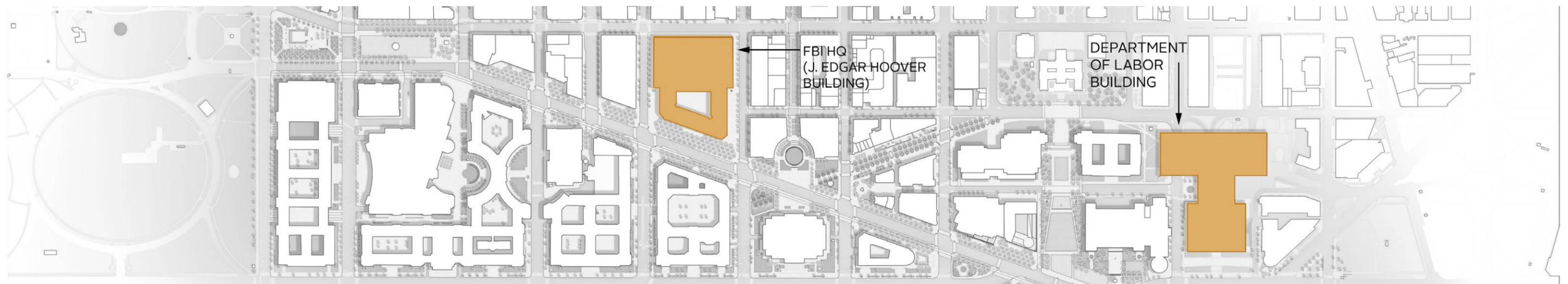
Potential future changes could include reconnecting streets back through the site as both vistas and multi-modal streets, while still maintaining access to I-395 via existing on-ramps and rerouted off-ramps. Vent shafts will need to be accommodated in all buildings above the I-395 corridor. Proposed buildings should draw their forms and dimensions from surrounding buildings, and provide a variety of proposed uses from residential and commercial, to civic and hotel. This mix of uses would bring more people to the area on a daily basis and help to further activate John Marshall Park and the Eastern End Public Space.



J. Edgar Hoover Building
(Library of Congress/O'Halloran, Thomas J)



Frances Perkins Building
(GSA/ Kristen Fusselle)





DESIGN ALTERNATIVES

3rd to 13th Corridor Base Alternative

Many corridor layouts, tree alignments, and mobility systems have been studied throughout in the planning process. The overarching goal of the streetscape is to right-size the vehicular cartway in order to prioritize the pedestrian, multi-modal, and daily urban vibrancy, while still supporting current events—and future events yet imagined—the most significant being the presidential inauguration every four years.

Two Corridor Alternatives are proposed for the NEPA analysis, based on the width of the roadway, number of lanes, and configuration of other modal elements. While there may be variations in design details to be determined in the future, these would not measurably change anticipated impacts. A second Poles Alternative uses the same corridor layout and structure as described in the Corridor Base Alternative, but incorporates symbolic and functional poles. More details can be found about the Poles Alternative beginning on page 41.

A minimum of two rows of trees on each side of the Avenue is proposed in both Alternatives. The planting character will be continuous along the Avenue with breaks to the rhythm occurring only at L'Enfant Plan cross-streets and larger public spaces. The public spaces are described in more detail following the descriptions of the two Tree Alignment Options within the two 3rd to 13th Corridor Alternatives.

In the 3rd to 13th Corridor Alternatives, a two-way cycletrack is proposed south of the Avenue outside of the vehicular cartway and further study is required. With the right-sizing of the Avenue, the north side of the Avenue has been prioritized for an expanded sidewalk that can support additional activation and programming. Due to the larger security demands for government buildings along the south side of the Avenue at Federal Triangle. A Bollard Working Group has been established within DDOT, and this project will coordinate with their efforts.

The cartway design in both Corridor Alternatives includes:

- Two lanes of traffic, traveling in each direction with a fifth lane to facilitate turning movements at intersections, is proposed based on current understanding of traffic projections for this portion of the Avenue.
- The cartway layout ensures an obstacle free width to allow for events and the required inaugural parade route. Additional coordination to accommodate the Inaugural Parade is continuing.
- Travel lanes are proposed at 11 feet wide, a maximum desired for urban streets that accommodate bus traffic.
- Immediately adjacent to the lanes of travel are pick-up/drop-off (PUDO) zones on each side. The minimum width of a PUDO zone for vehicular needs is 8 feet; however, the options propose a 10 foot width which aligns with a standard 10'x10' tent for event set-up allowing for pedestrian circulation with required 20-foot fire lanes between rows of tents within the cartway during events.
- Materiality will be studied in further phases of work. As a starting point, the cartway is assumed to be asphalt, curbs are granite, pedestrian and cycling designated areas are specialty paving, and PUDO zones are distinguished from the roadway, likely similar in character to the sidewalk to create a uniform linear expression along the corridor.
- Utilities, stormwater drainage, lane markings, turn lanes, traffic signalizations, crossing locations will be coordinated in future phases.
- See the “Rightsizing the Avenue” section for additional detail.

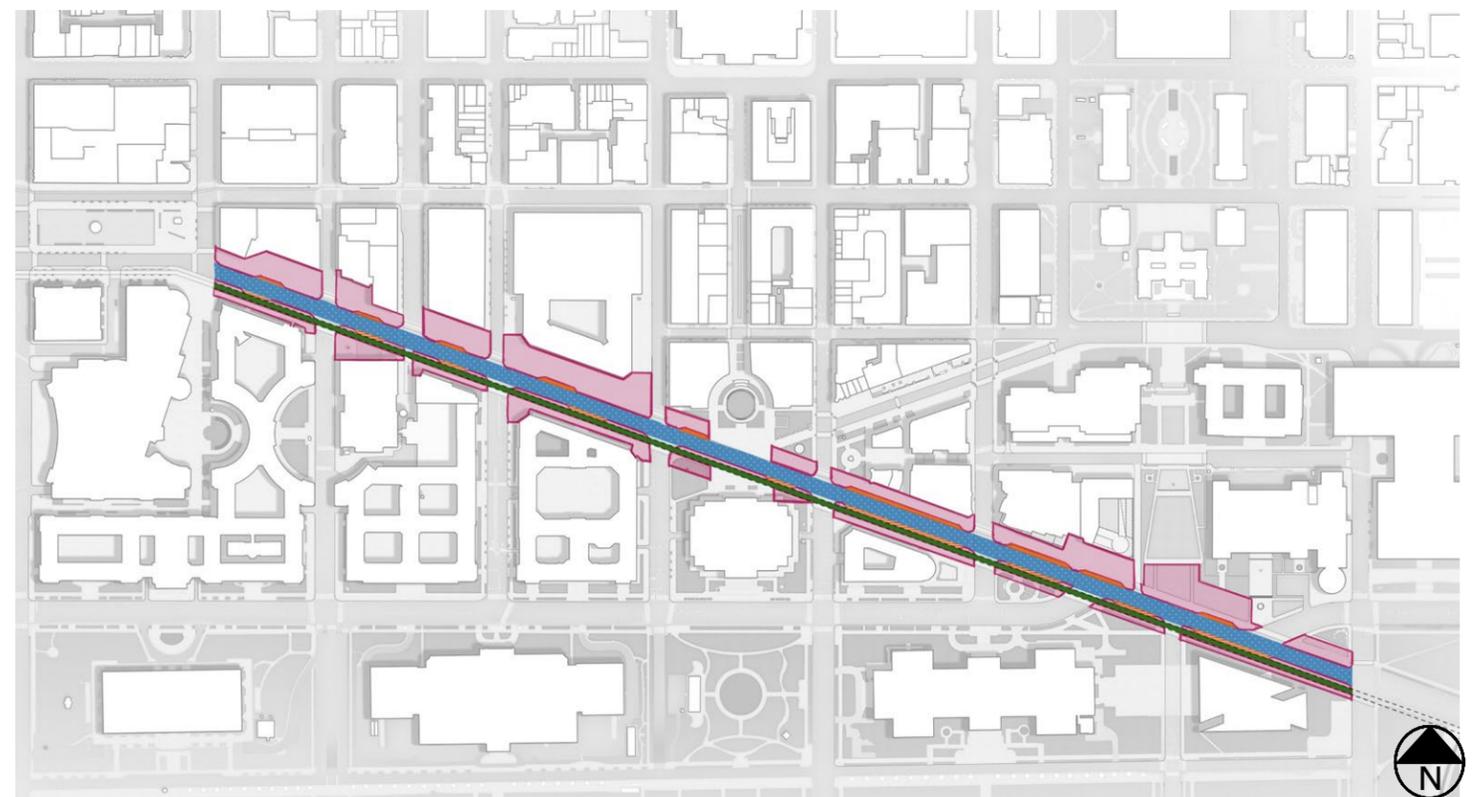
GOALS FOR THE CORRIDOR BASE ALTERNATIVE INCLUDE:

- Right-size the vehicular cartway to support all users on the Avenue, including vehicular, cyclist, and pedestrian circulation
- Support events currently active on the Avenue, and improve current infrastructure for future events
- Modernize outdated and failing utilities below-grade
- Frame and preserve the historic the Capitol viewshed for all users through the use of trees
- Mitigate effects from extreme climate and storm events including flooding and urban heat island effects
- Activate and program the Avenue appropriately to support daily urban life and tourists alike

Two Tree Alignment Options within the Corridor Alternatives are proposed: the Staggered Canopy Grid Tree Alignment Option and the Continuous Fastigiate Allée Tree Alignment Option. The cartway approach is also consistent for both Options and both will maintain the minimum of two rows of trees on each side of the Avenue, as well as the existing planted yards associated with the Federal Triangle buildings. Both Options, described in detail on the following pages, also satisfy the Plan goals and objectives for either Corridor Alternative.

LEGEND

- Pedestrian / Sidewalk / Activities Zone
- Cartway for Vehicles
- Separated Bicycle Lanes / Cycletrack
- Pick-up Drop-off (PUDO) Zone



3rd to 13th Corridor Base Alternative — Rightsizing the Avenue

The 2018 Pennsylvania Avenue East of the White House Transportation Study prepared for DDOT served as the primary basis for the determination of the typical cross-section for vehicular lanes in the corridor Alternative. The 2018 transportation study considered several scenarios for reconfiguring and reallocating space along the Avenue and recommended that “fewer travel lanes would provide additional space for other modes while still maintaining automobile mobility,” with four through traffic lanes determined to be the minimum number of lanes required. The 2018 study evaluated various options with reduced traffic capacity for the Avenue, with results indicating acceptable performance at many locations and poor levels of service at some corridor intersections; the study acknowledged that future design efforts for the Avenue would require careful consideration of tradeoffs and priorities regarding mobility performance, including traffic operations.

In developing the typical roadway sections for the Pennsylvania Avenue Public Space Master Plan Alternatives, the consultant team defined a five-lane cross-section—four through lanes and a lane to facilitate turning movements, as needed—in alignment with the general recommendations of the 2018 traffic study. The Public Space Master Plan team conducted planning-level traffic modeling using more recent traffic count data to verify how the Avenue was likely to operate under the team’s in-progress concept design. The modeling results were used to adjust the cross-section and identify critical turning lane locations, while maintaining the best intersection operations performance possible.

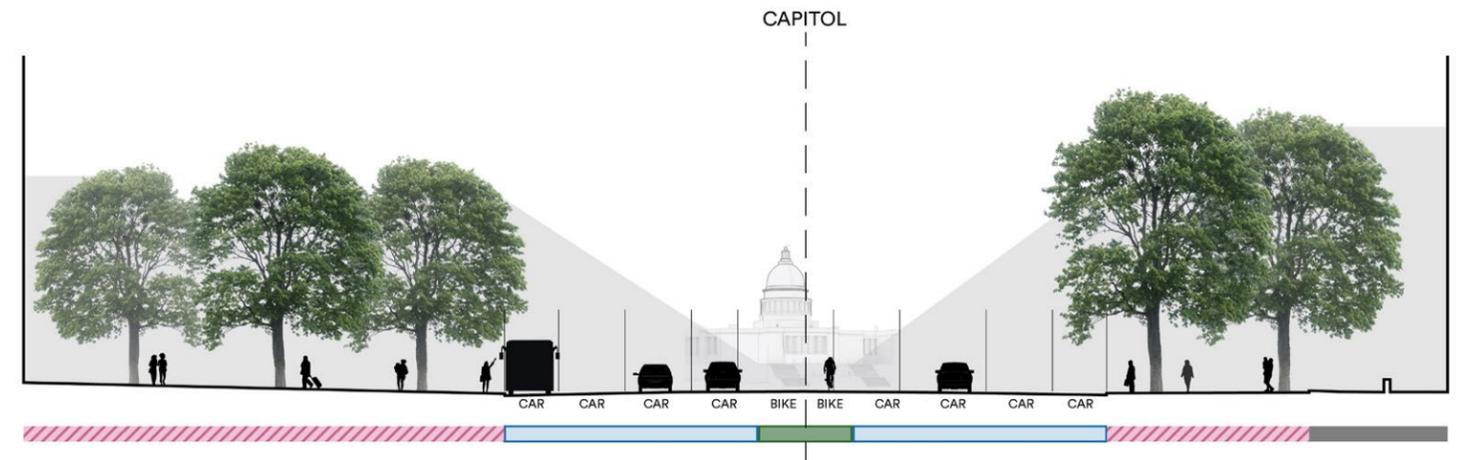
A comprehensive traffic study for the preferred concept will be performed as design progresses. The scope of that traffic study will be developed in coordination with DDOT.

VERTICAL SITE ELEMENTS

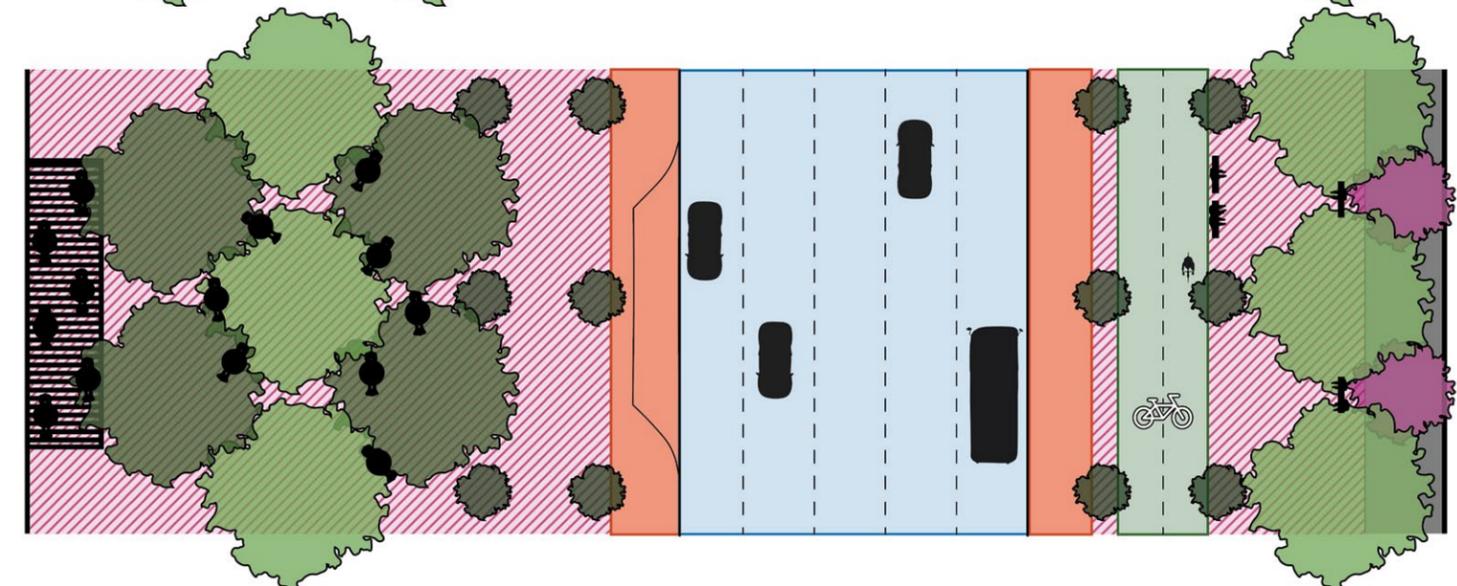
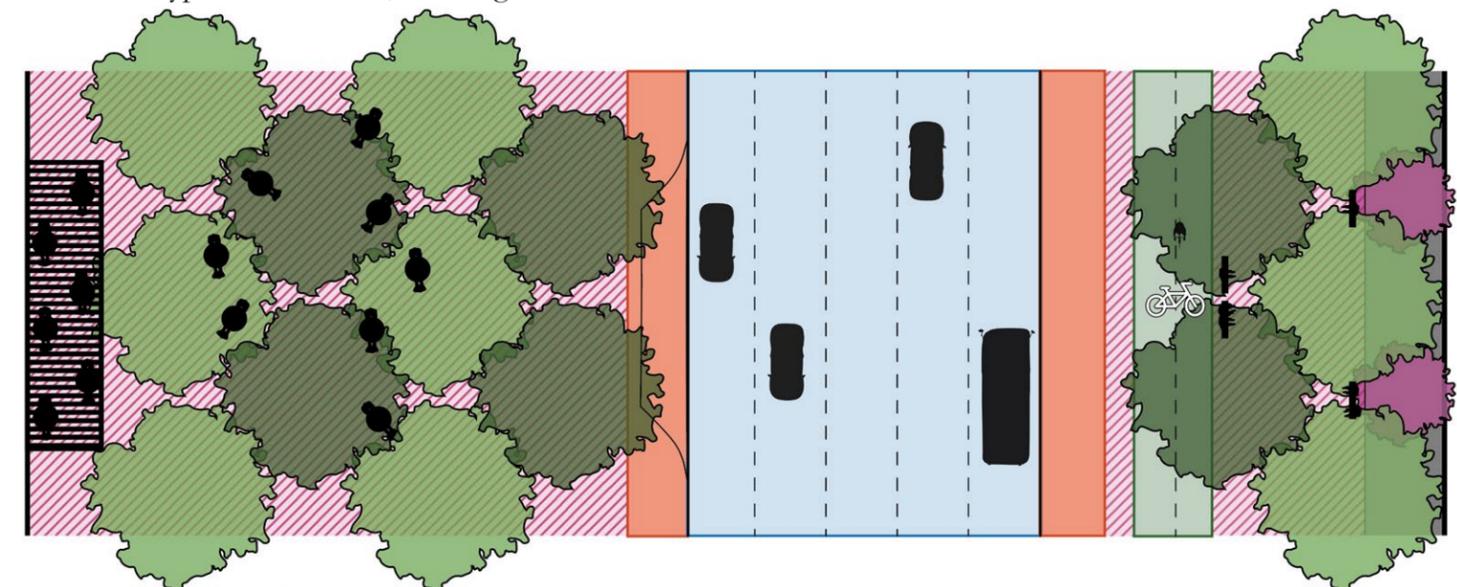
As noted in the existing conditions, there are many vertical site elements that make up the streetscape experience of the Avenue. While some of these are infrastructural elements that support the necessary functions of the Avenue, others include site furnishing that provides moments to rest along the journey. Due to the large variety of vertical site elements, a cohesive strategy or family of elements is recommended. The types of vertical site elements that will continue to exist within the Corridor includes:

- Traffic signals including pedestrian and cyclist signals
- Light poles (cartway and pedestrian)
- Benches
- Bus shelters and signage
- Bike racks and Capital Bikeshare stations
- Waste receptacles
- Bollards and other security elements
- Fire hydrants
- Utility boxes, transformers, and telecom infrastructure
- Roadway and wayfinding signage

Once preferred alternatives and options are selected for the Corridor and the Public Spaces, these vertical elements will be further studied and incorporated into the design.



Section at typical wide block, Existing Condition



Plan Diagrams at typical wide block (both Tree Alignment Options shown)

3rd to 13th Corridor Base Alternative — Multimodal Transportation

LEGEND

- VEHICULAR CARTWAY (5) 11' WIDE LANES
- - - TWO-WAY CYCLETRACK 14' WIDE
- BUS STOP



3rd to 13th Corridor Base Alternative — Staggered Canopy Grid Tree Alignment Option

This Tree Alignment Option revives an urban forest of shade trees planted on a staggered grid and flanking each side of the Avenue to frame views to the U.S. Capitol. The tree alignments are regimented and reinforce the structure of the Avenue, but the species are diverse providing a range of texture and seasonal interest along with shade and greater biodiversity to the area. The trees are set back from the curb allowing both pedestrian and bike circulation to be outboard of the trees, offering views down the Avenue. The tree setback allows the Avenue to be obstacle free in support of programming and events (a total of 99' barrier free).

NORTH SIDE ELEMENTS

- Paved step out zone adjacent to the PUDO zone to accommodate door opening, and ADA accessibility into and out of vehicles. In areas where the PUDO is not present this entire paved sidewalk area provides protected pedestrian spaces with views along the Avenue and to the Capitol.
- North of the step out zone / walk is a row of canopy trees. Additional rows of trees are staggered in a grid similar to the existing tree spacing found on the Avenue. All trees in the urban forest will be supported with structural soil.
- The promenade closest to the cartway will prioritize pedestrian circulation with the potential to integrate a shared-use path for slower moving bicycles and micro-mobility devices along the Avenue.
- Additional program elements such as pavilion structures, seating areas, and other amenities fill areas where buildings are set back further from the street. In some instances, trees may be removed from the canopy grid (beyond the two rows closest to the cartway) to support larger program needs on each unique block.
- Tree and walk alignments will remain consistent along the full extents of the Avenue for a consistent viewshed.

SOUTH SIDE ELEMENTS

- Paved step out zone adjacent to the PUDO zone to accommodate door opening, and ADA accessibility into and out of vehicles.
- South of the step out zone is a two-way cycletrack
- South of the cycletrack is a row of canopy trees casting shade over the bike lanes. Site furnishing can be located between the trees.
- A second row of trees located adjacent to the Federal Triangle building yards. Site furnishing can be located in this area as well.
- Between the two rows of trees is the primary southern pedestrian circulation route with a consistent width similar to the existing primary walk found on the Avenue today.



Example block layout, Pennsylvania Avenue between 12th Street NW and 13th Street NW shown



3rd to 13th Corridor Base Alternative — Staggered Canopy Grid Tree Alignment Option

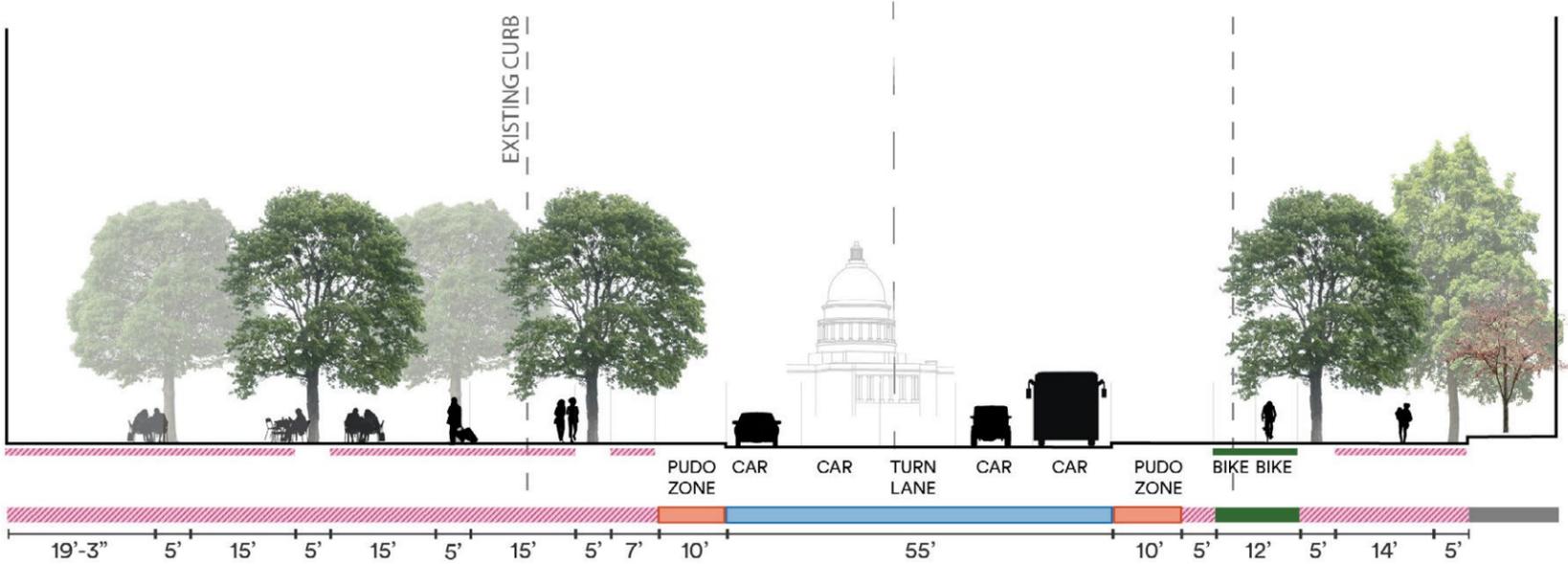
OPPORTUNITIES

- Large event zone
- Increased opportunities for pedestrian experience/programming
- Canopy trees will provide ample shade

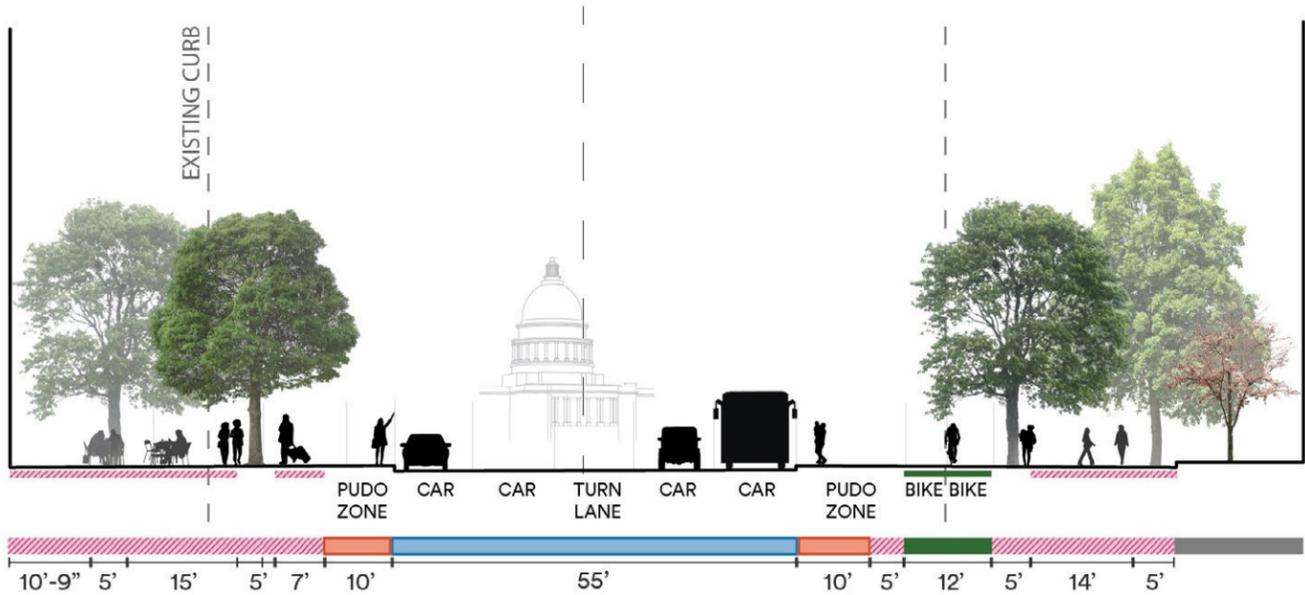
CONSTRAINTS

- No prominent pedestrian zone with clear view of the Capitol along the length of the Avenue
- Capitol viewshed has more limited visibility for cyclists and pedestrians due to larger shade tree canopy

NOTE: Dimensions in the adjacent diagrams are for scale reference. Exact alignments may adjust as further coordination is undertaken.



Section at typical wide block



Section at typical narrow block

3rd to 13th Corridor Base Alternative — Staggered Canopy Grid Tree Alignment Option

NOTE: Hatch shown at public spaces as any Public Space Alternative/Option currently being considered works with this Alternative/Option at the corridor.



CANOPY TREE PALETTE



Tilia cordata
Littleleaf Linden



Quercus palustris
Pin Oak



Nyssa sylvatica
Blackgum



Ulmus americana
'Princeton'
Princeton Elm



Quercus phellos
Willow Oak
Princeton Elm



3rd to 13th Corridor Base Alternative — Staggered Canopy Grid Tree Alignment Option



View looking towards Capitol from vehicular experience

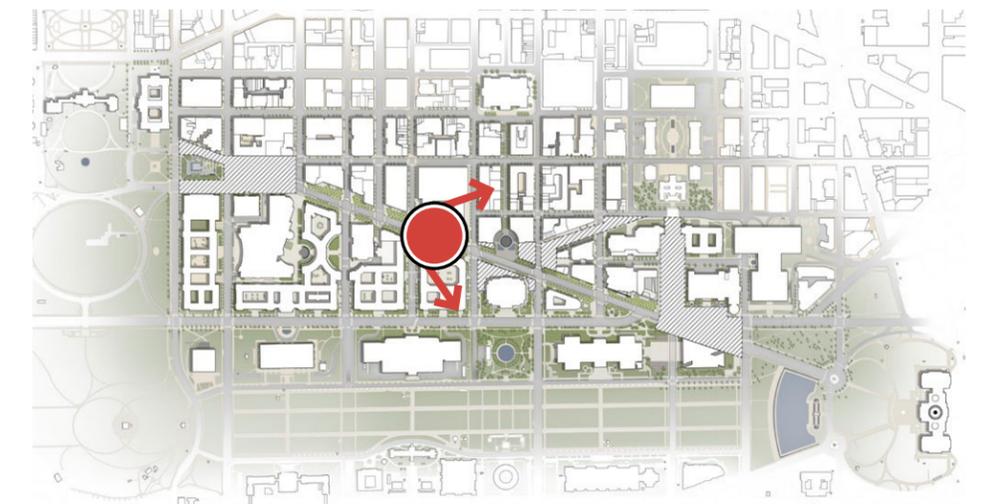


View looking towards Capitol from primary pedestrian experience



View looking towards Capitol from primary cyclist experience

NOTE: Conceptual renderings depict the tree alignment option. Design will continue to evolve, and additional streetscape elements will be added and updated as more detailed design is developed for future submissions.



Keyplan showing viewpoints for perspective renders

3rd to 13th Corridor Base Alternative — Continuous Fastigate Allée Tree Alignment Option

This Tree Alignment Option creates an iconic streetscape with two fastigate, or columnar, allées of trees flanking the cartway providing a bold celebration of the Pennsylvania Avenue axis. The northern allée prioritizes a pedestrian circulation zone while the southern allée prioritizes cyclists, immersing both user groups in a unique and iconic landscape, each focused on views of the Capitol, afforded by the fastigate character of the trees. The use of a single species for the fastigate allées will create seasonal splendor, especially in the fall. Beyond the fastigate allées are additional layers of canopy trees.

NORTH SIDE ELEMENTS

- Paved step out zone adjacent to the PUDO zone to accommodate door opening, and ADA accessibility into and out of vehicles.
- North of the step out zone/street tree planting is promenade framed by fastigate trees spaced 30' on center and supported with structural soil. The promenade will prioritize pedestrian circulation with the potential to integrate a shared-use path for slower moving bicycles and micro-mobility devices along the Avenue.
- The double row of fastigate trees create a unique and iconic pedestrian experience with views focused on the Capitol viewshed
- North of the fastigate allée is a secondary circulation zone and an offset grid of canopy trees beyond supported with structural soil.
- Additional program elements such as pavilion structures, seating areas, and other amenities fill areas with larger building setbacks. In some instances, trees may be removed from the canopy grid (beyond the fastigate allée) to support larger program needs.
- Tree and walk alignments will remain consistent along the full extents of the Avenue.

SOUTH SIDE ELEMENTS

- Paved step out zone adjacent to the PUDO zone to accommodate door opening, and ADA accessibility into and out of vehicles.
- A two-way cycletrack framed by fastigate trees spaced 30' on center and supported with structural soil.
- The fastigate allée creates a unique biking experience and frames views of the Capitol when traveling east.
- Street furnishings can be located in the paved areas between the inner row of fastigate trees.
- A third row of trees located adjacent to the Federal Triangle building yards. Site furnishing can be located in this area as well.



Example block layout, Pennsylvania Avenue between 12th Street NW and 13th Street NW shown



3rd to 13th Corridor Base Alternative — Continuous Fastigate Allée Tree Alignment Option

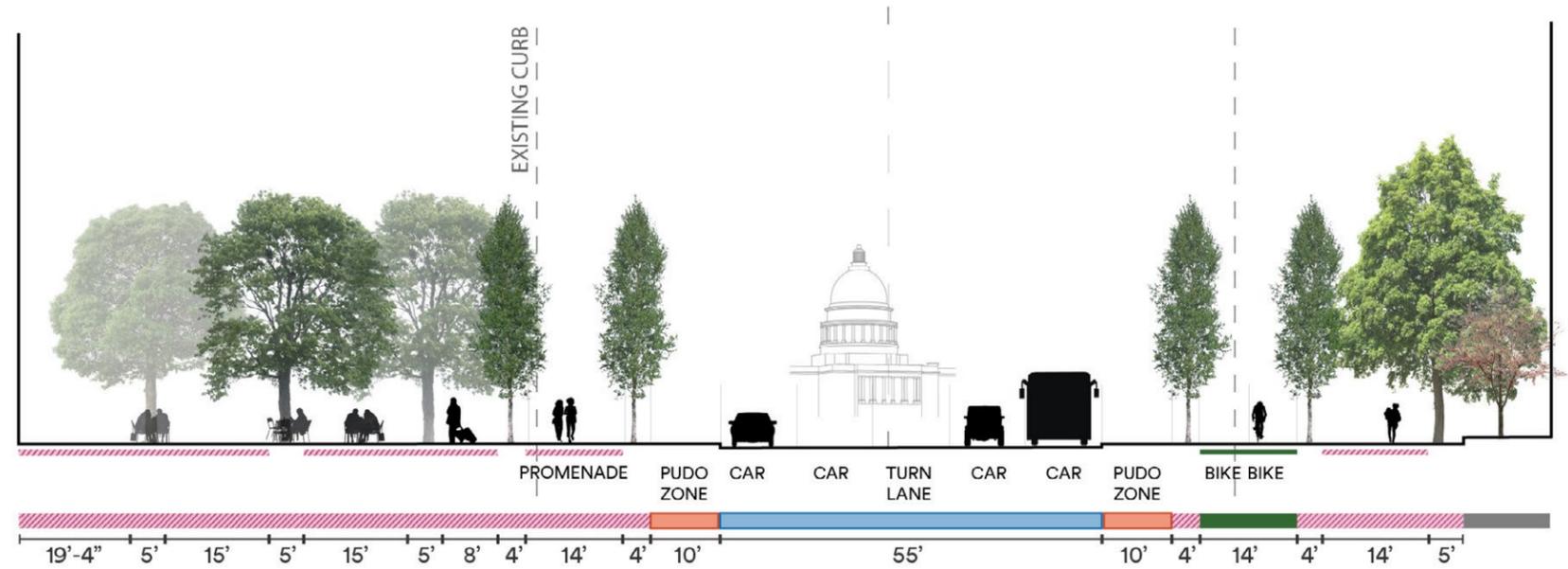
OPPORTUNITIES

- Prominent pedestrian zone with view of the Capitol along length of the Avenue
- Capitol viewshed is available to majority of users
- New iconic landscape created (autumn)
- Increased opportunities for pedestrian experience/programming
- Increased safety for cyclists
- Fastigate Allées on both sides of Avenue provide balance and relieve pressure on canopy trees beyond that line

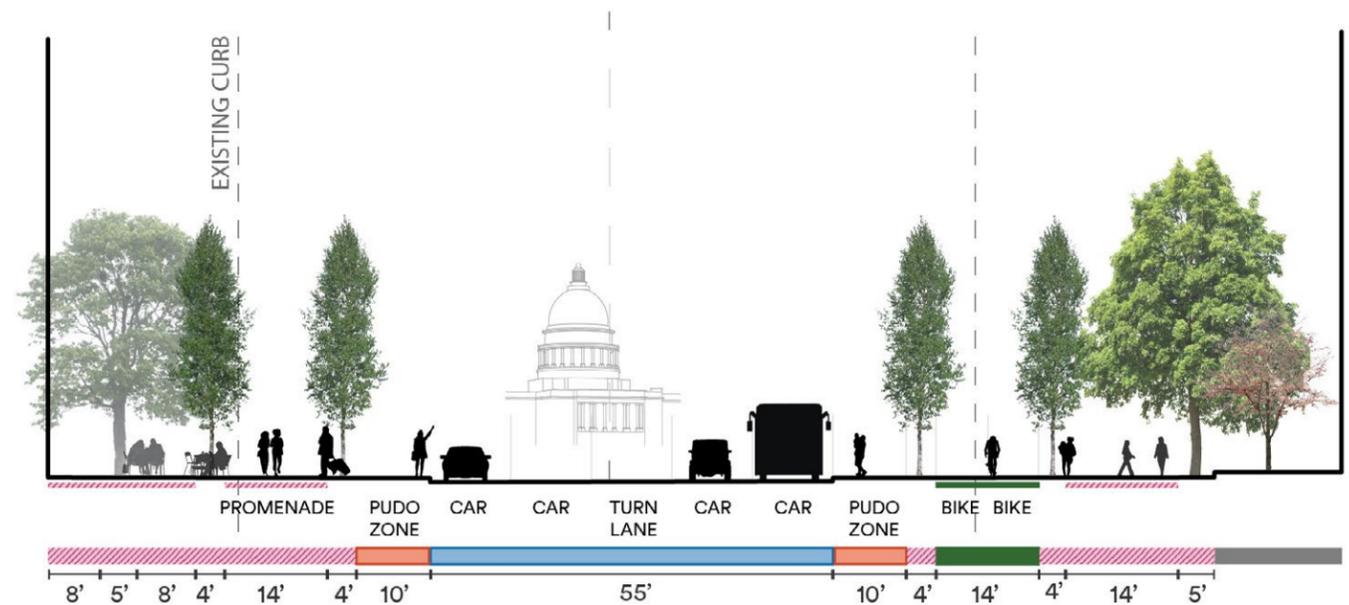
CONSTRAINTS

- Fastigate trees will provide less shade than canopy trees
- Additional tree reduces barrier-free event zone

NOTE: Dimensions in the adjacent diagrams are for scale reference. Exact alignments may adjust as further coordination is undertaken.



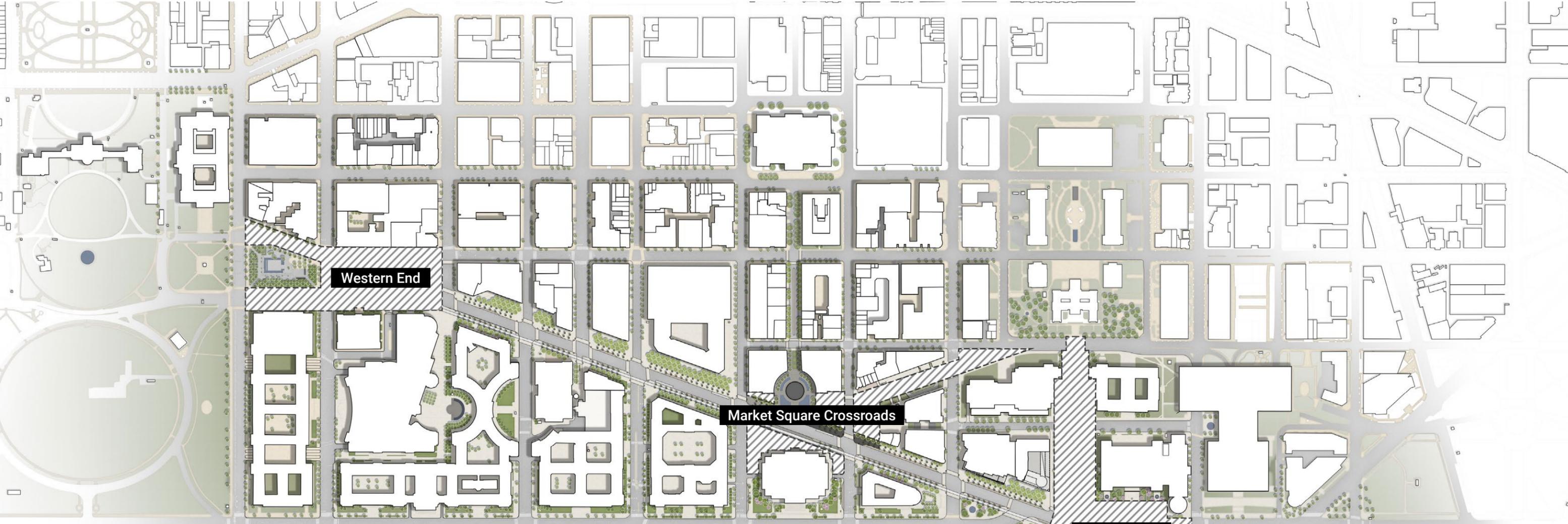
Section at typical wide block



Section at typical narrow block

3rd to 13th Corridor Base Alternative — Continuous Fastigate Allée Tree Alignment Option

NOTE: Hatch shown at public spaces as any Public Space Alternative/Option currently being considered works with this Alternative/Option at the corridor.



FASTIGIATE & CANOPY TREE PALETTE



Liquidambar styraciflua
'Slender Silhouette'
Sweetgum



Tilia cordata
Littleleaf Linden



Nyssa sylvatica
Blackgum



Ulmus americana
'Princeton'
Princeton Elm



Quercus phellos
Willow Oak
Princeton Elm



3rd to 13th Corridor Base Alternative — Continuous Fastigate Allée Tree Alignment Option



View looking towards Capitol from vehicular experience



View looking towards Capitol from primary pedestrian experience



View looking towards Capitol from primary cyclist experience

NOTE: Conceptual renderings depict the tree alignment option. Design will continue to evolve, and additional streetscape elements will be added and updated as more detailed design is developed for future submissions.



Keyplan showing viewpoints for perspective renders

3rd to 13th Corridor Base Alternative — Tree Alignment Option Summary



STAGGERED CANOPY GRID TREE ALIGNMENT OPTION

OPPORTUNITIES

- Large event zone
- Increased opportunities for pedestrian experience/programming
- Canopy trees will provide ample shade

CONSTRAINTS

- No prominent pedestrian zone with clear view of the Capitol along the length of the Avenue
- Capitol viewshed has more limited visibility for cyclists and pedestrians due to larger shade tree canopy



CONTINUOUS FASTIGIATE ALLÉE TREE ALIGNMENT OPTION

OPPORTUNITIES

- Prominent pedestrian zone with view of the Capitol along length of the Avenue
- Capitol viewshed is available to majority of users
- New iconic landscape created (autumn)
- Increased opportunities for pedestrian experience/programming
- Increased safety for cyclists
- Fastigiate Allées on both sides of Avenue provide balance and relieve pressure on canopy trees beyond that line

CONSTRAINTS

- Fastigiate trees will provide less shade than canopy trees
- Additional tree reduces barrier-free event zone

3rd to 13th Corridor Poles Alternative

The 3rd to 13th Corridor Poles Alternative uses the same right-sized and re-aligned vehicular cartway, expanded pedestrian zones, and two-way cycletrack as the 3rd to 13th Corridor Base Alternative. Where the Corridor Poles Alternative differs is the incorporation of symbolic and functional poles. These poles would both provide an added structure to the Capitol Viewshed and support the integration of Avenue infrastructure in a seamless, intentional, and elegant design.

Many strategies for height, spacing, and locations were studied along the Corridor. Presently, the poles are diagrams, not designs and materiality is yet to be determined. For representational purposes in this submission, poles are shown at 60 feet tall and approximately 150 feet on center spacing. Additional study and coordination is necessary in further stages of design and spacing and height may change.

In addition to their symbolic meaning, the poles could support functional uses such as:

- Lighting
- Event Infrastructure
- Utility Connections
- Etc.

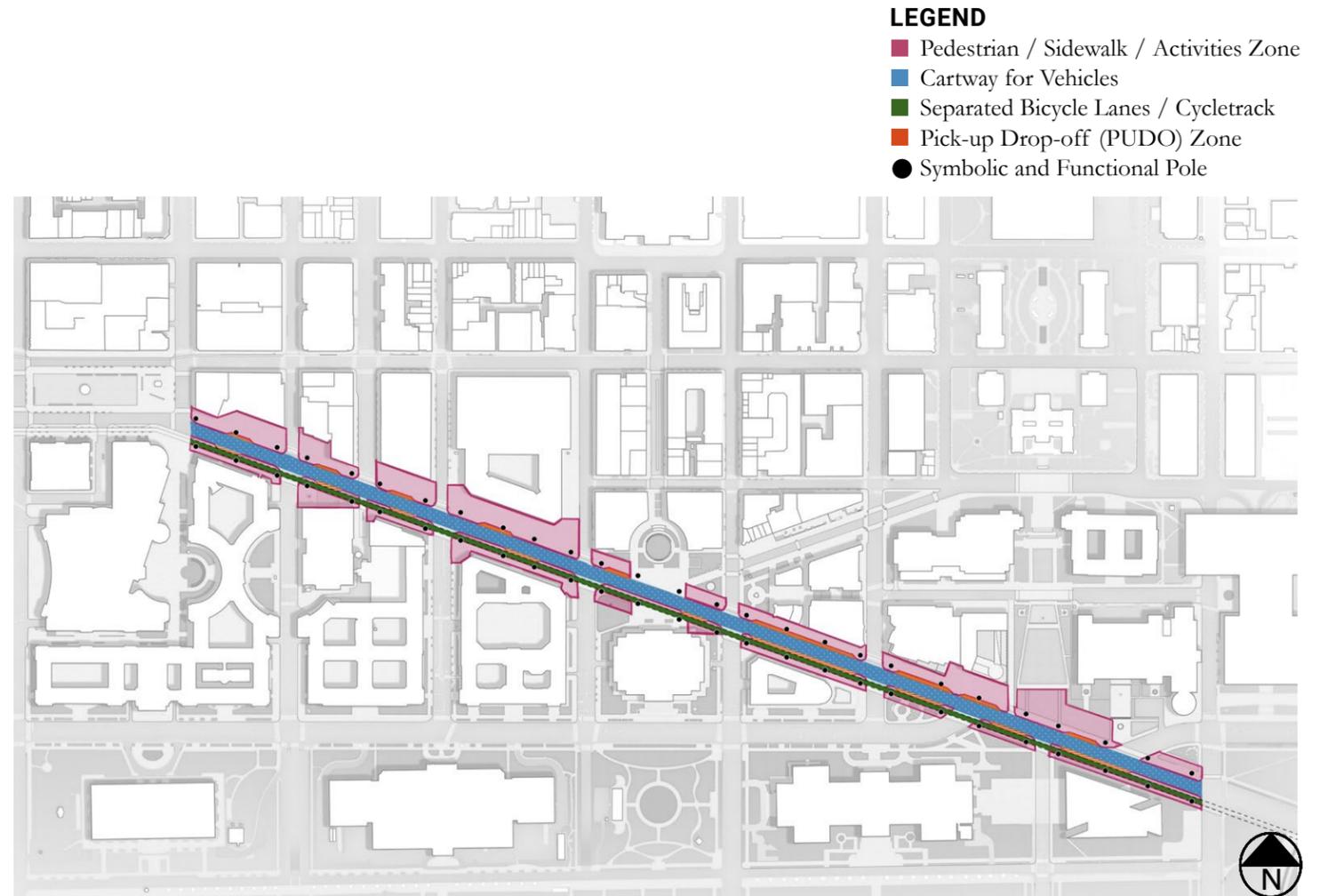
These poles are not intended for communications infrastructure. Telecommunication infrastructure is important for the safety and support of daily life and large events within the District, but not appropriate to include if not seamlessly integrated to the Pole design. As a bold celebration of the America's Main Street, the symbolic and functional poles must be held to a high standard of design. As a highly customized element on the Avenue, the risk of technological obsolescence in integrated elements is not appropriate. Alternative telecommunications strategies are being considered to boost coverage on the Avenue.

GOALS FOR THE CORRIDOR POLES ALTERNATIVE INCLUDE:

All goals included within Corridor Base Alternative, plus

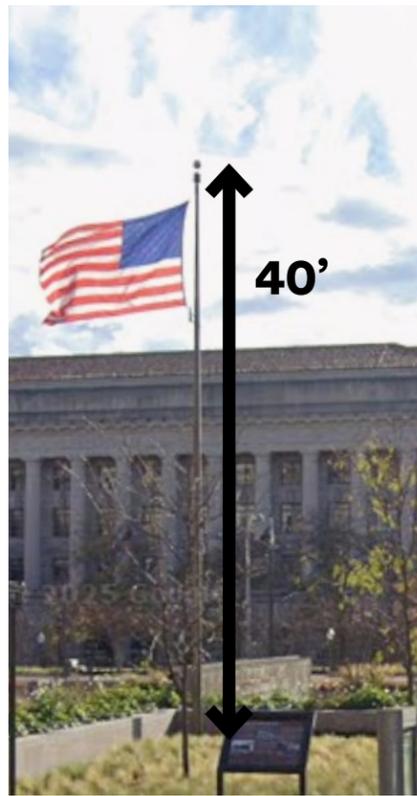
- Further celebrate the Avenue as a symbolic connection between the Legislative and Executive Branches of the US Government
- Reconcile many vertical elements onto the Avenue into multi-functional poles that support daily life and celebratory moments.

The two Tree Alignment Options within the Corridor Base Alternative apply to the Corridor Poles Alternative as well, the Staggered Canopy Grid Tree Alignment Option and the Continuous Fastigate Allée Tree Alignment Option. Both Options, described in detail on the following pages, also satisfy the Plan goals and objectives for the Corridor Poles Alternative.



3rd to 13th Corridor Poles Alternative — Pole Height Comparisons

A variety of flag poles currently exist within the Pennsylvania Avenue Corridor. Below are height comparisons (images not to scale) of those existing flag poles in comparison to the proposed symbolic and functional poles that make up the Corridor Poles Alternative.



National World War I Memorial at Pershing Park



Proposed Symbolic & Functional Pole (Test size shown in graphics)



Freedom Plaza



US Navy Memorial



White House, President's Park

3rd to 13th Corridor Poles Alternative — Staggered Canopy Grid Tree Alignment Option



View looking towards Capitol from vehicular experience



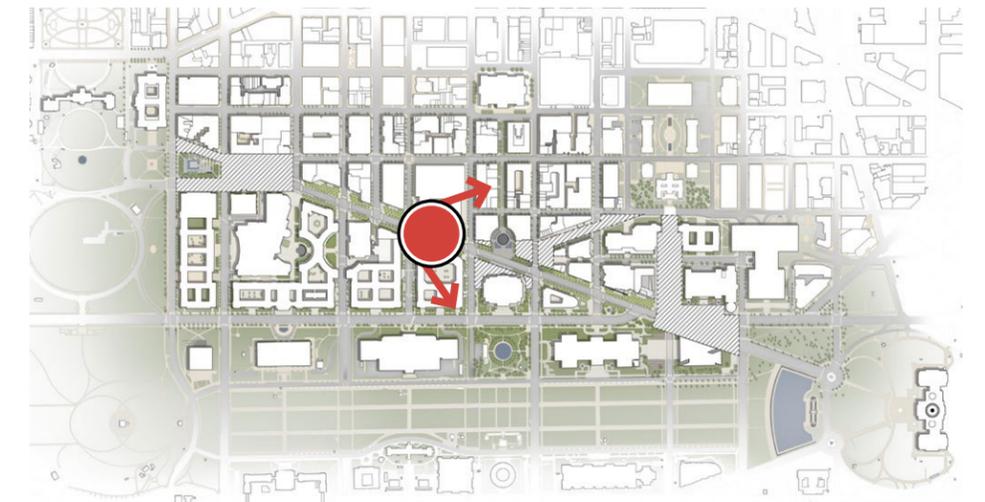
View looking towards Capitol from primary pedestrian experience



View looking towards Capitol from primary cyclist experience

The two Tree Alignment Options within the Corridor Base Alternative apply to the Corridor Poles Alternative as well. For additional information about the Staggered Canopy Grid Tree Alignment Option, see pages 32-35.

NOTE: Conceptual renderings depict the poles and tree alignment option. Poles of various heights, materials, and design will continued to be studied for this Alternative. Design will continue to evolve, and additional streetscape elements will be added and updated as more detailed design is developed for future submissions.



Keyplan showing viewpoints for perspective renders

3rd to 13th Corridor Poles Alternative — Continuous Fastigate Allée Tree Alignment Option



View looking towards Capitol from vehicular experience



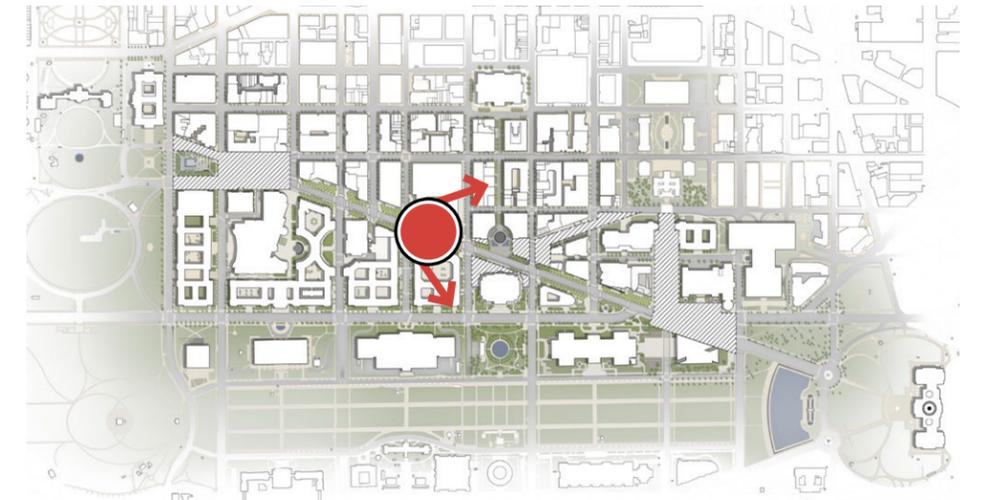
View looking towards Capitol from primary pedestrian experience



View looking towards Capitol from primary cyclist experience

The two Tree Alignment Options within the Corridor Base Alternative apply to the Corridor Poles Alternative as well. For additional information about the Continuous Fastigate Allée Tree Alignment Option, see pages 36-39.

NOTE: Conceptual renderings depict the poles and tree alignment option. Poles of various heights, materials, and design will continued to be studied for this Alternative. Design will continue to evolve, and additional streetscape elements will be added and updated as more detailed design is developed for future submissions.



Keyplan showing viewpoints for perspective renders

3rd to 13th Corridor Alternative Summary



3RD TO 13TH CORRIDOR BASE ALTERNATIVE

Both Tree Alignment Options Shown

GOALS FOR THE CORRIDOR BASE ALTERNATIVE INCLUDE:

- Right-size the vehicular cartway to support all users on the Avenue, including vehicular, cyclist, and pedestrian circulation
- Support events currently active on the Avenue, and improve current infrastructure for future events
- Modernize outdated and failing utilities below-grade
- Frame and preserve the historic the Capitol viewshed for all users through the use of trees
- Mitigate effects from extreme climate and storm events including flooding and urban heat island effects
- Activate and program the Avenue appropriately to support daily urban life and tourists alike

OPPORTUNITIES

- More planting soil volume available in the Corridor Base Alternative

CONSTRAINTS

- Multiple families of vertical elements remain on the Avenue
- Base Alternative relies on trees only to provide structure and volume of the framing device of the Capitol Viewshed



3RD TO 13TH CORRIDOR POLES ALTERNATIVE

Both Tree Alignment Options Shown

GOALS FOR THE CORRIDOR POLES ALTERNATIVE INCLUDE:

All goals included within Corridor Base Alternative, plus:

- Further celebrate the Avenue as a symbolic connection between the Legislative and Executive Branches of the US Government
- Reconcile many vertical elements onto the Avenue into multi-functional poles that support daily life and celebratory moments.

OPPORTUNITIES

- Poles can serve multiple functions, supporting events and daily infrastructure, and reducing the number of different vertical elements on the Avenue
- Poles can provide additional structure to Capitol Viewshed frame

CONSTRAINTS

- Footings/foundations, planting soil volumes, and below-grade infrastructure will have to be carefully balanced. Reduced planting soil volumes will be available with the Corridor Poles Alternative.

Public Spaces

Three Public Spaces are explored as part of this Project. These Public Spaces evolved from the three Urban Rooms included in the 2022 Vision Concepts and include:

- The Eastern End
- Market Square Crossroads
- The Western End.

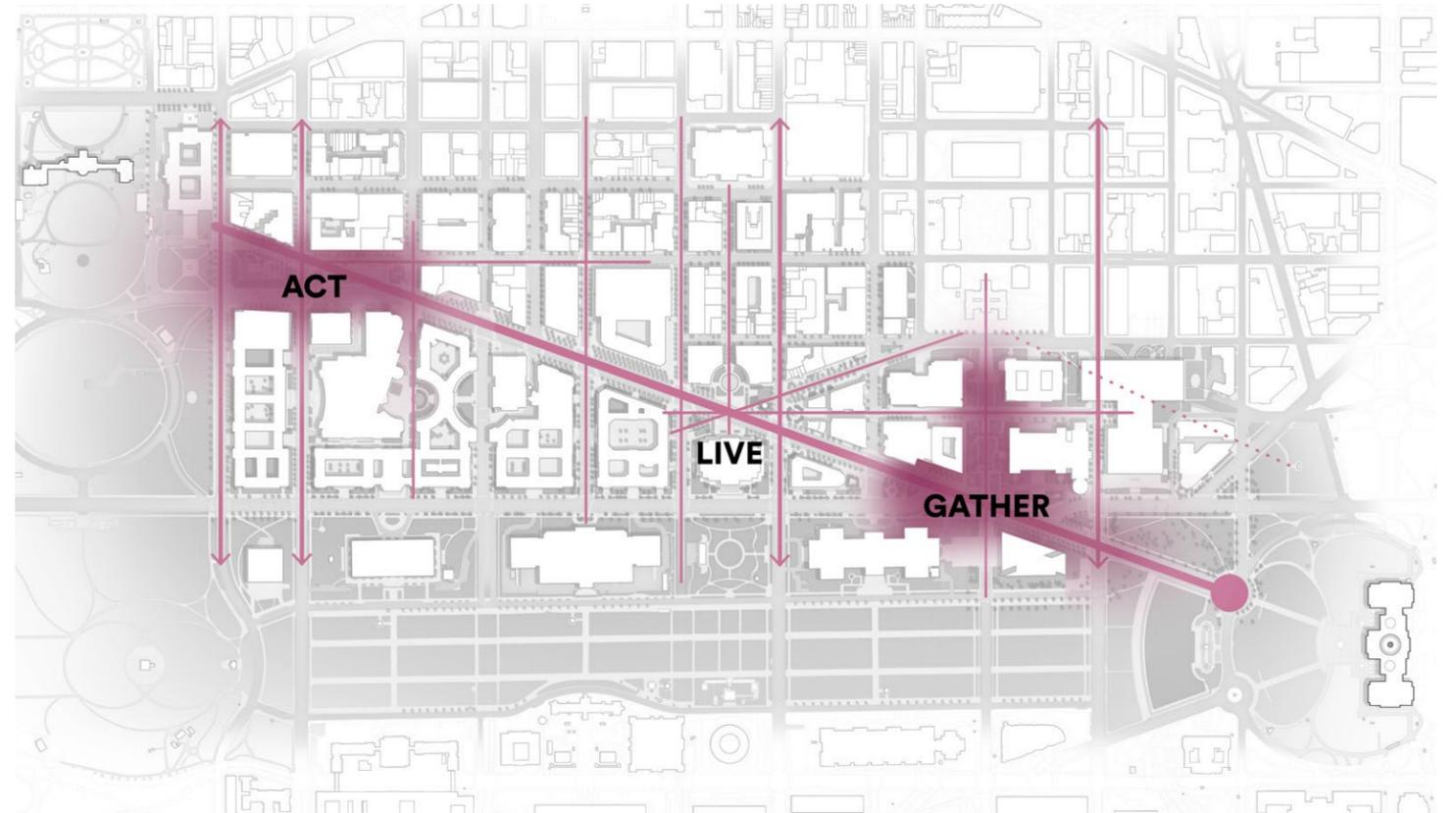
Each of these Public Spaces carries a unique identity and supports the overall goals of the Avenue. They are distinct from the Corridor in that the cartway and Capitol viewshed do not dominate the Public Spaces, but they are components of the Public Spaces. The themes of ACT, LIVE, and GATHER exemplify the identities of the Public Spaces.

At the Eastern End, GATHER refers to gatherings of all scales, from quiet respite at John Marshall Park to spectacle-scale events such as a concert on the Avenue. The Eastern End promotes coming together to celebrate and mourn as a city and a country.

At Market Square, LIVE focuses on the vibrancy of daily urban life. Here, celebrating the burgeoning residential aspect of the area is carried through neighborhood focused interventions and gateway moments to Downtown DC or along the art spine from the National Portrait Gallery and down to the National Gallery of Art Sculpture Garden and Hirshhorn Museum.

At the Western End, ACT reinforces the history of First Amendment activity for the Avenue and the Western End. Pennsylvania Avenue and Freedom Plaza have served as a backdrop for some of the nation's and the District's most important expressions of the First Amendment.

Together, the threads of the three Public Spaces weave with the structure of the Corridor to create the rich fabric of the Public Space Master Plan Project Area.



Eastern End Alternative

The Eastern End Public Space includes John Marshall Park, forecourt to the E. Barrett Prettyman United States Court House, and the intersection of Constitution Avenue and Pennsylvania Avenue with agencies including the District of Columbia Courts and Judiciary Gardens to the north, Architect of the Capitol campus grounds to the east, and the National Gallery of Art to the south.

All Options within this Alternative include:

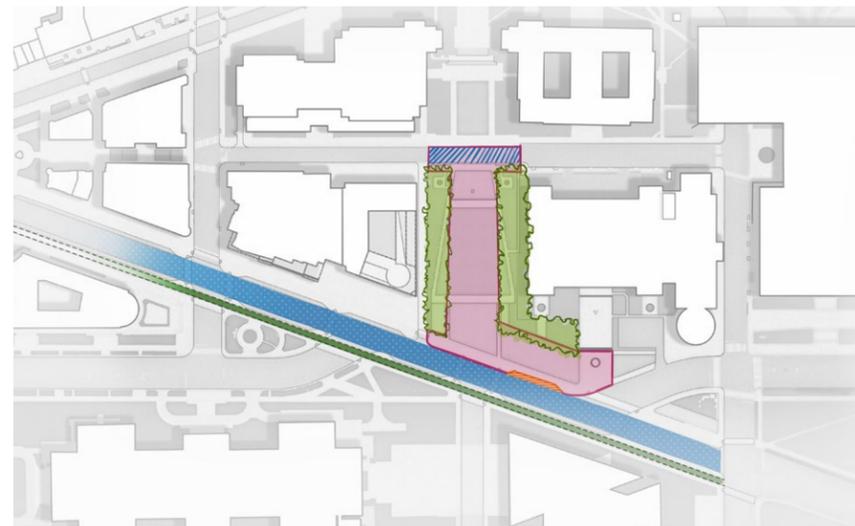
- A vegetated buffer that provides shade and more intimate spaces to gather
- An open, clear viewshed along 4th Street NW looking towards the District of Columbia Courts and National Building Museum beyond from John Marshall Park
- A strategy to re-locate existing sculptures within the Pennsylvania Avenue Historic Site, ideally within the Eastern End where possible
- A large lawn space that can be used to support events of varying scales
- Integrated utility upgrades to support current and future events

GOALS FOR THE EASTERN END PUBLIC SPACE ALTERNATIVE INCLUDE:

- Provide a large, flexible gathering space that can be used in a variety of event setups and daily use
- Preserve and celebrate the 4th Street viewshed towards the District of Columbia Courts (Old City Hall) and National Building Museum
- Reduce or eliminate stairs and visual barriers along the 4th Street viewshed
- Maintain security offsets as needed around buildings such as the E. Barrett Prettyman United States Court House and the Embassy of Canada to the United States.
- Support events currently active on the Avenue, and reduce jurisdictional complexities for future events
- Modernize outdated utilities below-grade and integrate event infrastructure seamlessly
- Activate and program the Avenue appropriately to support daily urban life and tourists alike

All three of the following Options satisfy the Plan goals and objectives for this Alternative.

EASTERN END ALTERNATIVE



LEGEND

- Pedestrian / Sidewalk / Activities Zone
- Cartway for Vehicles
- Separated Bicycle Lanes / Cycletrack
- Pick-up Drop-off (PUDO) Zone



Existing Conditions: 4th Street viewshed looking towards the District of Columbia Courts and National Building Museum beyond from John Marshall Park



Existing Conditions: Site walls and stairs navigating topographic change at John Marshall Park. Trees frame the viewshed and provide shade. Terraced lawn panels are accessed by stairs.



Existing Conditions: John Marshall statue podium looking south toward Pennsylvania Avenue.

Eastern End Alternative — Raked Lawn Option

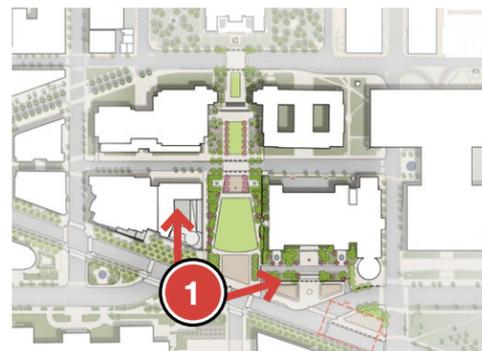
The Raked Lawn Option for the 'Eastern End' focuses on the creation of a central green spine that is highly programmable, better supports events, and accessible, while maintaining views from 4th St. up to Judiciary Gardens and the civic buildings to the north. The main design move is in the fanned, gently sloping lawn that faces a large paved plaza that can support large events. An expanded planting area with seating allows for a shaded respite for park-goers, and an additional security buffer for the surrounding District buildings. The park remains a restful destination for the students, museum groups, local residents, and the surrounding District workers when not used to support events.

The sloped lawn approach removes the existing tiers of stairs and all the vertical obstacles that are present, allowing for a fully programmable space that is framed by ADA accessible paths. The fanned shape opens towards the Avenue, supporting event seating and encouraging interaction. The large paved area adjacent to the Avenue is framed by trees that express a continuation of the corridor tree language, while also providing additional shade for the everyday user or event-goer.

The existing John Marshall statue remains in the same location, and sits on an elevated plaza that looks over the site. Six flowering cherry trees nearby recall the existing cherry trees on the lawn just north of C Street. Two garden rooms are located on either side of the plaza. These rooms have two wellsprings that pay homage to the existing water features on site today. Additional seating and/or movable tables and chairs allow for a flexible space of respite.

A tabletopped condition across C Street and D Street creates a flush pedestrian connection to the landscapes above. The lawn north of C Street remains the same, but the expanded planted areas flanking the lawn just north of the Project Area should have the same planting palette as the expanded planting areas at John Marshall Park. The historic steps with integral friezes are to remain as-is, but another lawn panel will connect this area to John Marshall Park, creating a cohesive continuous green spaces along the three levels.

The drive in front of the Courthouse provides the same circulation, but is lengthened to allow for a PUDO space to be added off of the Avenue. South of the drive, the steps and grade remain, but two elevated platforms are added to the west and east of the George Gordon Meade Memorial. These elevated platforms allow for better viewing and experience of events on the Avenue. The landscape in front of the Courthouse could also be enhanced horticulturally, to tie to the new John Marshall Park plant palette.



Keyplan showing viewpoints for perspective render

KEY ELEMENTS

- Large, open raked lawn with planted buffers near secure buildings

OPPORTUNITIES

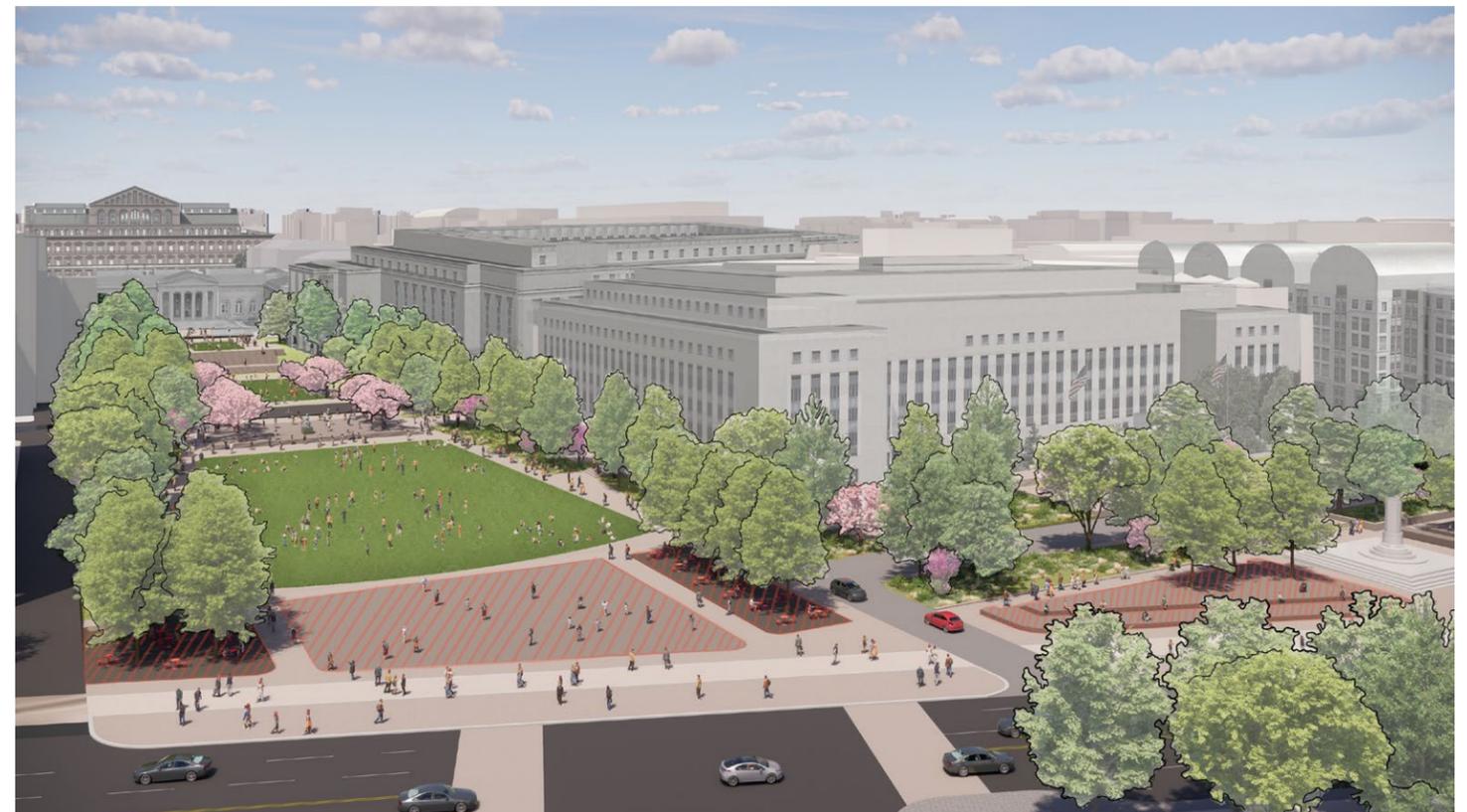
- Stair/wall free
- Supports large scale events with sloped plane and flexible plaza
- Clear axial view north to Old City Hall
- Prettyman Courthouse drive relocation provides additional setback and supports event staging

CONSTRAINTS

- Limited diversity of program (large lawn similar to spaces on National Mall)
- Reduction in "flat land"

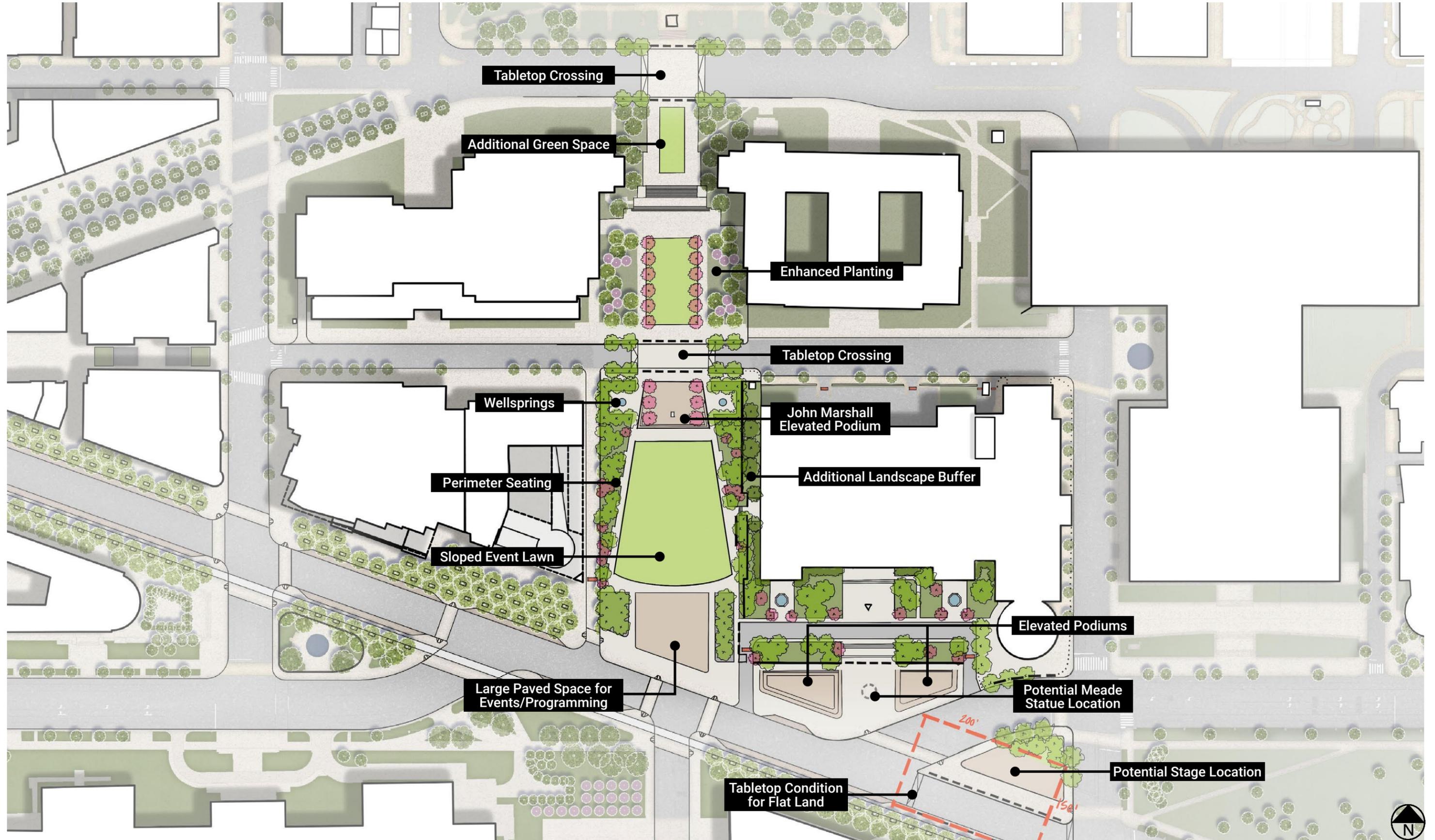
BARRIER-FREE EVENTS ZONE

- At least 100'x400' (similar curb-to-curb today) by utilizing north sidewalk area



Eastern End Alternative — Raked Lawn Option

Raked Lawn Option shown with Staggered Canopy Grid Corridor Option



Eastern End Alternative — Hillside Pavilion Option

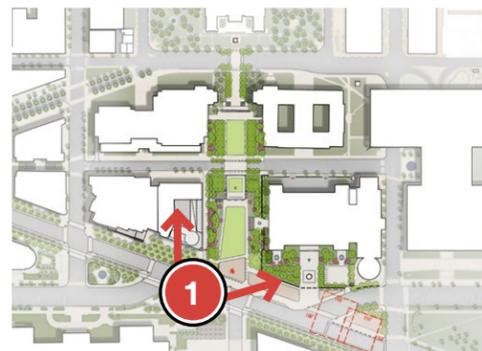
The overall design for the Hillside Pavilion Option at the Eastern End is focused on a large, central, flat lawn space that supports programming within John Marshall Park's extents or spill-over from a large event in the Avenue cartway. The surrounding landform created by the flattened lawn results in a sloped berm that includes tiered seating. A pavilion holds back the grade to the north of the lawn. The top of the pavilion creates a new overlook towards the Avenue. This option lends itself to a large event on the Avenue, through its immense flat-land and clear views towards a potential stage location at the 3rd Street triangle.

Adjacent to the Avenue are large, open, paved spaces that could have unique paving patterns or be a prime location for art. The stone, tiered seating element supports a planted berm that is horticulturally rich. Because of the significant grade change, ADA accessible pathways have been accommodated along the eastern and western edges of the site. The design maintains the connection to the side entrance of the Courthouse, but adds a modest water feature.

This grading strategy does not interrupt the 4th Street viewshed towards the District of Columbia Courts (Old City Hall) and National Building Museum (Pension Building), but creates an architectural opportunity. The hillside pavilion could include things such as restrooms, storage for events, etc. The pavilion's roof provides an overlook for the John Marshall statue and users, and could double as a small programmable space. Flanking the rooftop on the east and west are two formal bosques of trees that relate to the proposed formal tree planting north of the Project Area.

A tabletopped crossing more easily connects users traveling the axial journey up to Judiciary Gardens and beyond. North of John Marshall Park, is a lawn flanked by two rows of formal bosques of trees. Underneath those bosques is a planted space with the same character as John Marshall Park below for a cohesive feel. Above the existing monumental steps is a proposed overlook and an allée of trees, another formal gesture, that reinforces the 4th Street viewshed.

In front of the Prettyman Courthouse is a new entry court layout. Vehicular activity moves to the east and is predominately a drop-off zone with few parking spaces. Through this new location of the drop-off, more pedestrian-forward space is available and can become more park-like, connecting back to John Marshall Park. The George Gordon Meade Memorial is moved north to allow for a larger, flat, paved plaza adjacent to the Avenue that can be used for small events. Walls, bollards, and stone blocks are placed around the Courthouse to maintain a secure edge.



Keyplan showing viewpoints for perspective render

KEY ELEMENTS

- Large, avenue-level plaza/lawn to support events
- Pavilion embedded in hillside
- Landscape expression strengthens connection to NGA

OPPORTUNITIES

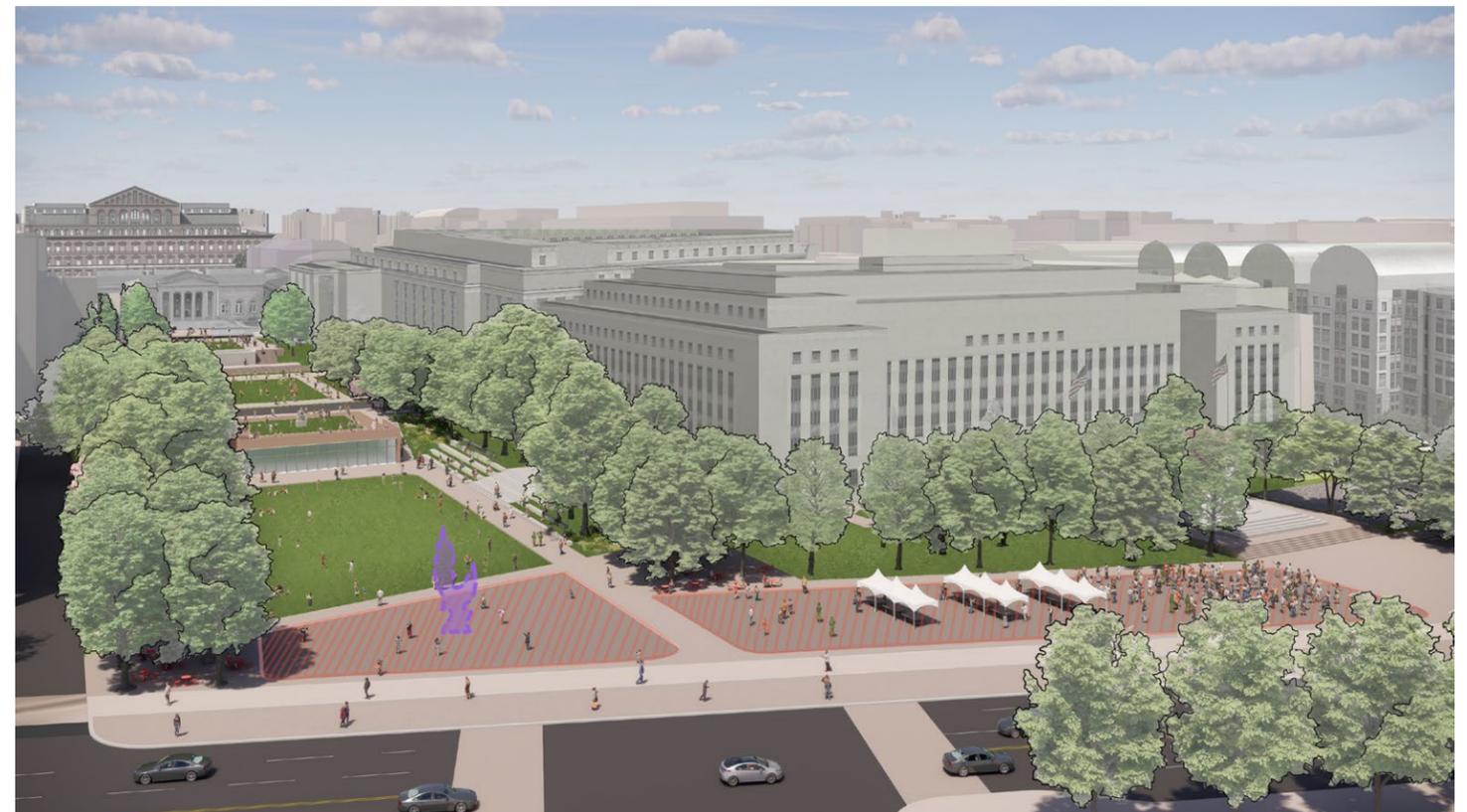
- Limited slope allows for diverse programming area sounded by tiered seating
- Earthwork reinforces axis and integrates pavilion
- Revised drive at Prettyman Courthouse favors public space

CONSTRAINTS

- Existing building entries are more complex

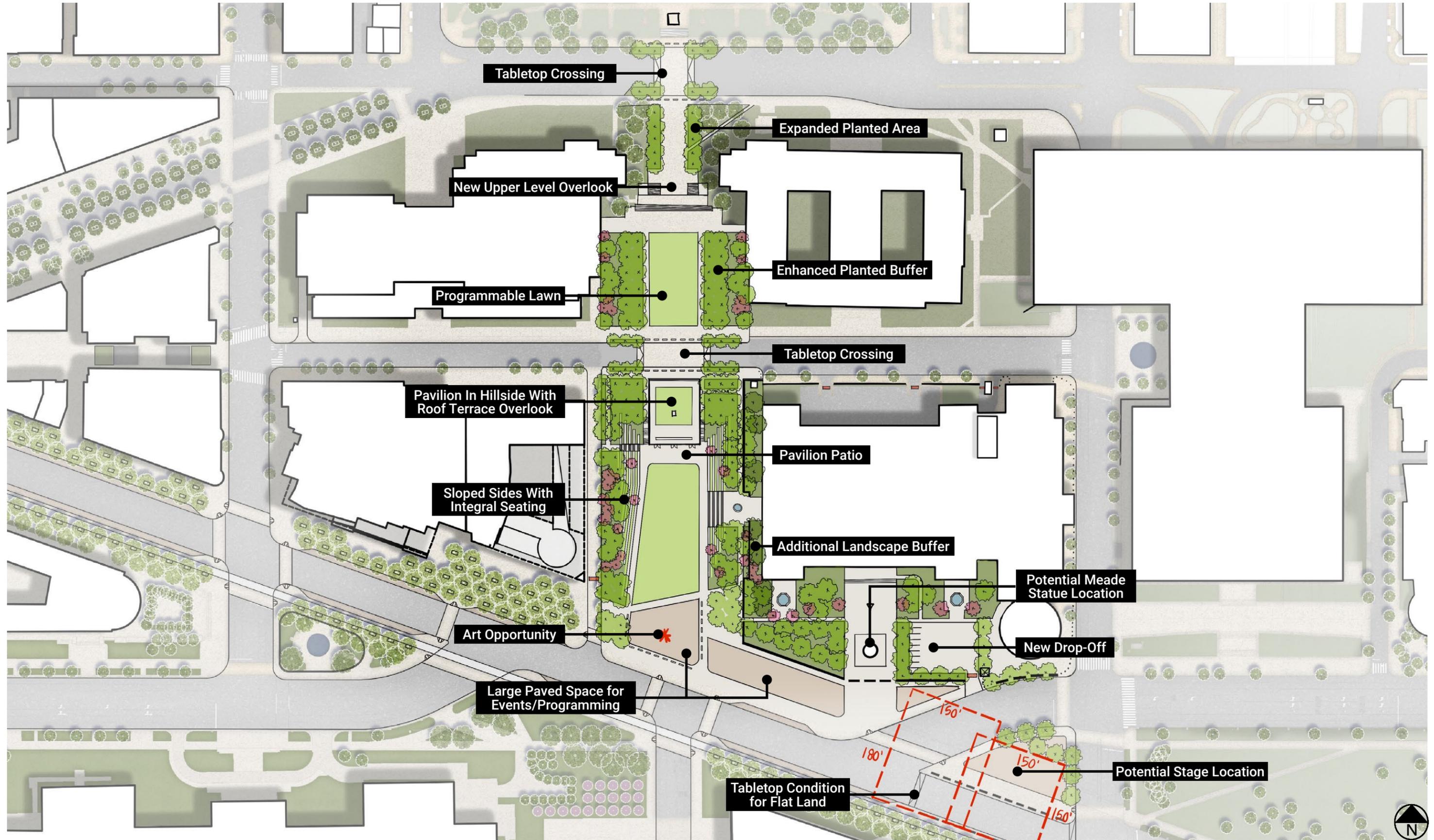
BARRIER-FREE EVENTS ZONE

- At least 200'x300' by utilizing north sidewalk and lawn areas at Courthouse



Eastern End Alternative — Hillside Pavilion Option

Staggered Canopy Grid Corridor Option shown



Eastern End Alternative — Terraced Spaces Option

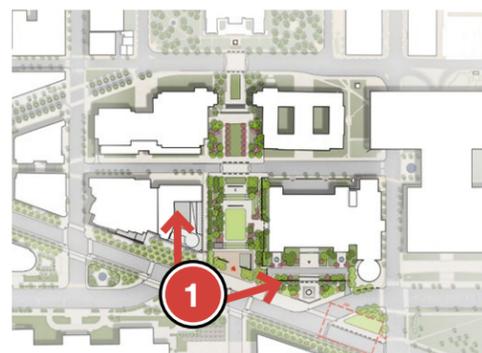
The Terraced Spaces Option for the Eastern End focuses on maintaining and refurbishing significant elements of the existing John Marshall Park. Through a lesser amount of disturbance, the proposed design pushes to increase community amenities and Avenue activation. While not expanding event spaces as much as the other design options, smaller programs could take place and/or the site could be a respite zone from large scale events on the Avenue.

The general existing landform, terracing, and pedestrian circulation of John Marshall Park is proposed to stay as-is. The first change to the site is the reshaping and addition of new paved areas and reprogramming of the lowest tier closest to the Avenue. This tier would remain at the same elevation, but would now include additional community amenities, such as a splash pad, small bosques of trees for shade, a plaza with movable tables and chairs, and a small kiosk. An art piece could also be centered on this tier, to create a more intriguing visual element within the 4th Street viewshed.

The existing tiered lawn levels in John Marshall Park would allow for ample seating and viewing of the new amenities. The central lawn remains as-is, but select trees would be removed to support events/programming. Existing trees to the east and west of the site would remain, with select insertions of trees to fill in gaps and replace unhealthy or dying trees. The groundplane on these eastern and western edges would get a new planting palette that would enhance the shaded nature of the edges and create new horticultural interest for users.

On the top terrace of John Marshall Park, is a planted garden space that buffers the site from the adjacent C Street. Also in this design option, is the inclusion of the tabletopped crossings at C and D Streets. As one heads north of C Street, the garden language of John Marshall is continued in an area that is lawn in the existing condition. Changing these spaces from a lawn and large paved spaces to expanded planted spaces could create a more intriguing journey and connect the tie to Judiciary Gardens, as described in recent downtown DC plans. The eastern and western borders of these garden spaces would also become experientially rich with the introduction of new trees and plantings, and the incorporation of integral seating.

The Prettyman Courthouse entrance remains mostly as-is, with the addition of canopy trees close to the Avenue and a more diverse planting palette that links it to the John Marshall Park. Minor adjustments to the security elements around the Courthouse create a simple approach to security through stone walls and stone block bollards, rather than the existing planters today. These walls and stone blocks double as security and small viewing platforms for events.



Keyplan showing viewpoints for perspective render

KEY ELEMENTS

- Tiered neighborhood park with more activated elements integrated (water feature, kiosk, etc.)
- No change at Prettyman Courthouse

OPPORTUNITIES

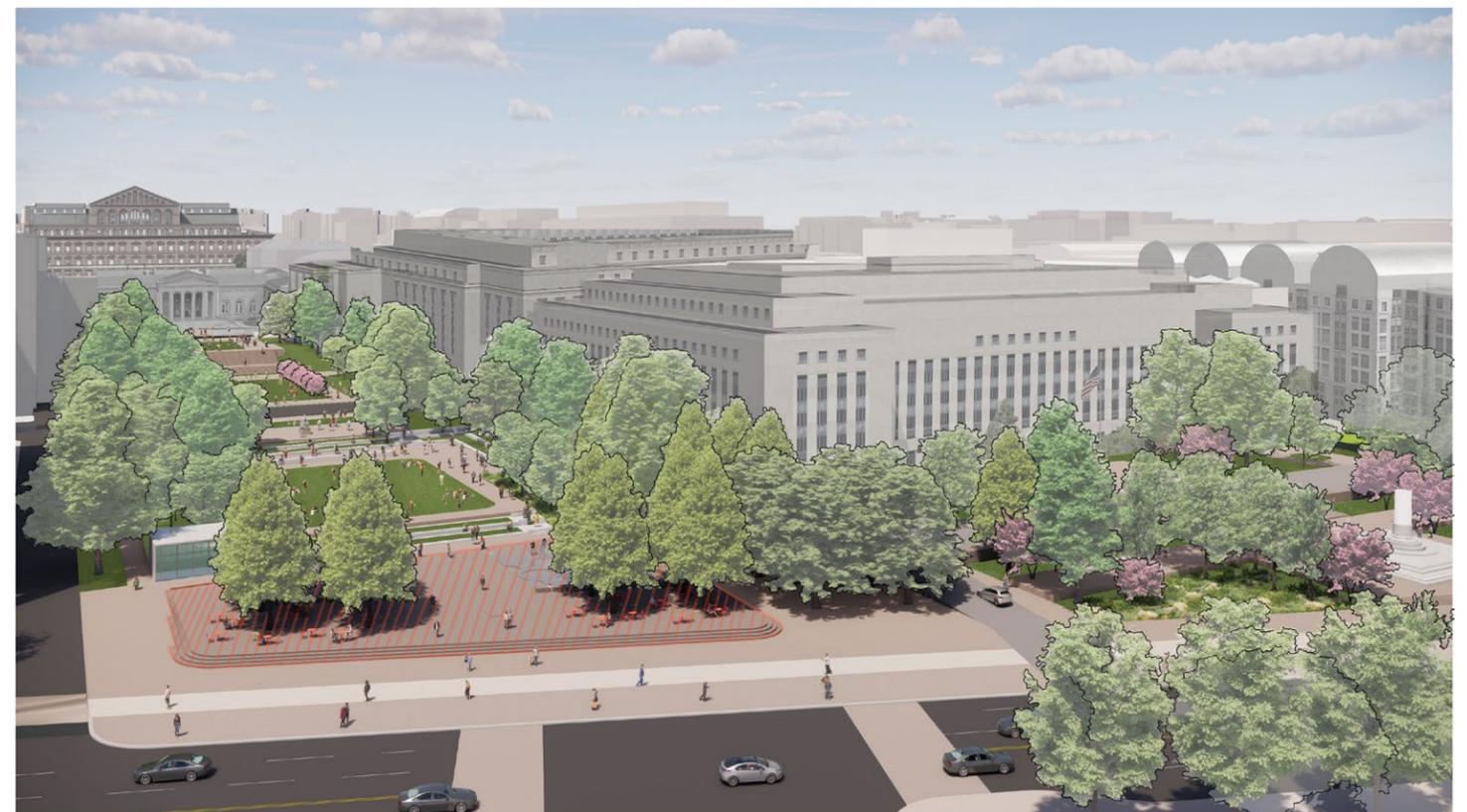
- Provides diverse range of programming opportunities
- Minimal regrading allows opportunity to retain existing vegetation
- No changes to access routes to existing buildings

CONSTRAINTS

- Limited transformation, relies on programming
- Steps and walls remain and act as barriers

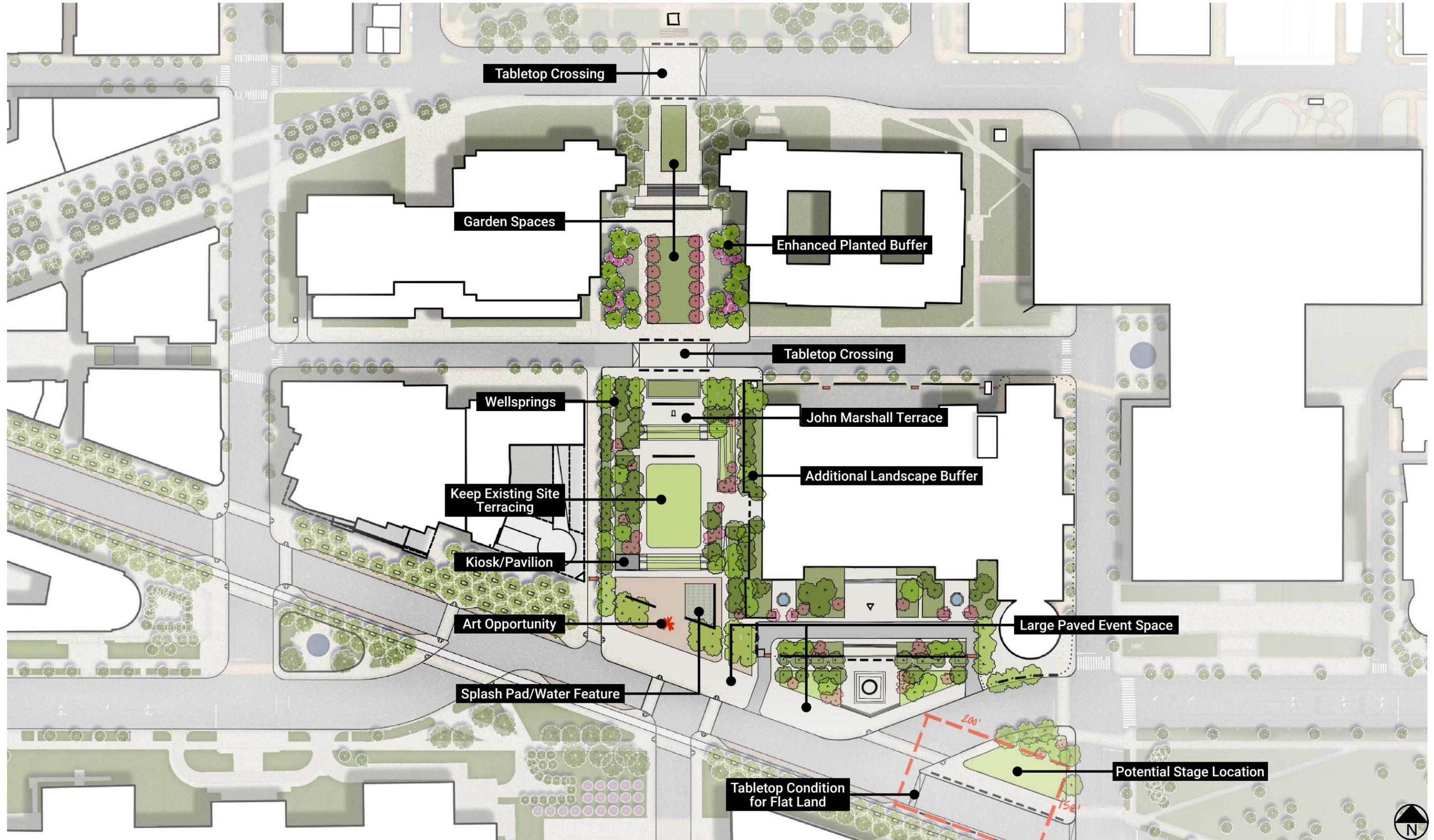
BARRIER-FREE EVENTS ZONE

- At least 150'x300' by utilizing Constitution and triangle park west of 3rd St
- Event Zone further east, less connected to John Marshall Park



Eastern End Alternative — Terraced Spaces Option

Staggered Canopy Grid Corridor Option shown



Eastern End Alternative — Option Summary

RAKED LAWN OPTION



KEY ELEMENTS

- Large, open raked lawn with planted buffers near secure buildings

OPPORTUNITIES

- Stair/wall free
- Supports large scale events with sloped plane and flexible plaza
- Clear axial view north to Old City Hall
- Prettyman Courthouse drive relocation provides additional setback and supports event staging

CONSTRAINTS

- Limited diversity of program (large lawn similar to spaces on National Mall)
- Reduction in “flat land”

BARRIER-FREE EVENTS ZONE

- At least 100’x400’ (similar curb-to-curb today) by utilizing north sidewalk area

HILLSIDE PAVILION OPTION



KEY ELEMENTS

- Large, avenue-level plaza/lawn to support events
- Pavilion embedded in hillside
- Landscape expression strengthens connection to NGA

OPPORTUNITIES

- Limited slope allows for diverse programming area sounded by tiered seating
- Earthwork reinforces axis and integrates pavilion
- Revised drive at Prettyman Courthouse favors public space

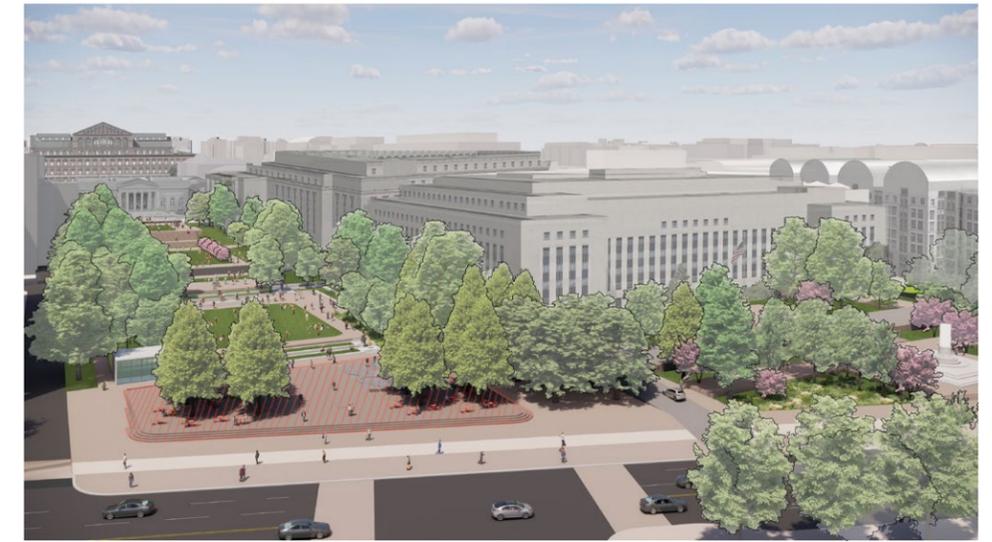
CONSTRAINTS

- Existing building entries are more complex

BARRIER-FREE EVENTS ZONE

- At least 200’x300’ by utilizing north sidewalk and lawn areas at Courthouse

TERRACED SPACES OPTION



KEY ELEMENTS

- Tiered neighborhood park with more activated elements integrated (water feature, kiosk, etc.)
- No change at Prettyman Courthouse

OPPORTUNITIES

- Provides diverse range of programming opportunities
- Minimal regrading allows opportunity to retain existing vegetation
- No changes to access routes to existing buildings

CONSTRAINTS

- Limited transformation, relies on programming
- Steps and walls remain and act as barriers

BARRIER-FREE EVENTS ZONE

- At least 150’x300’ by utilizing Constitution and triangle park west of 3rd St
- Event Zone further east, less connected to John Marshall Park

Eastern End Alternative — Option Summary, Plan Comparison

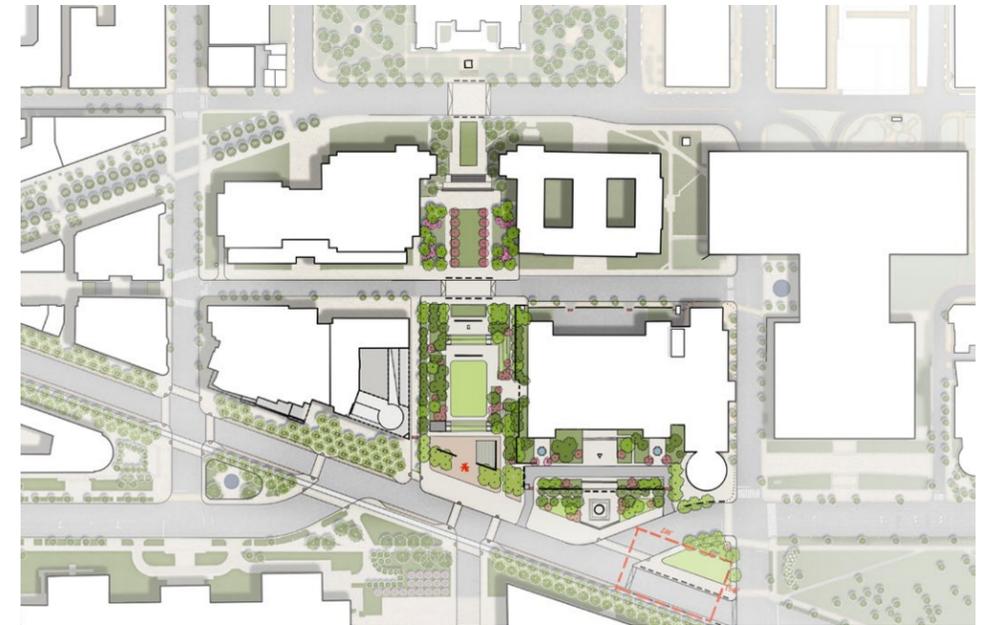
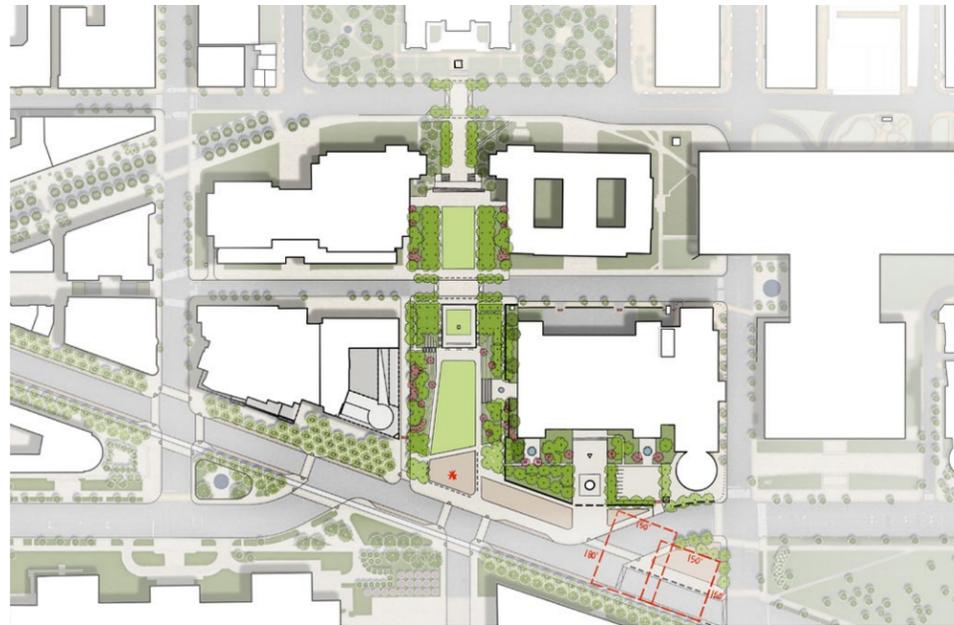
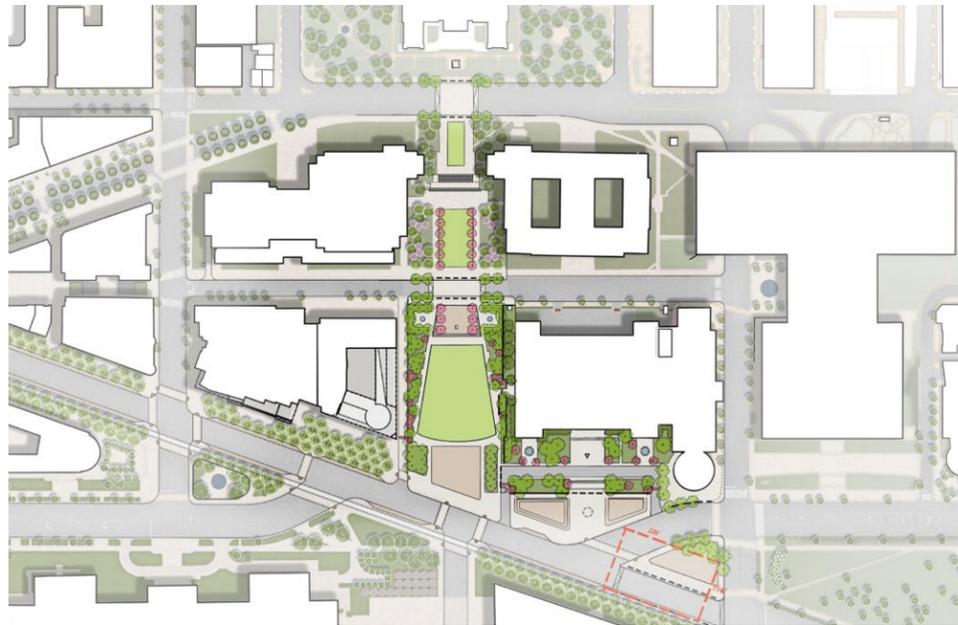
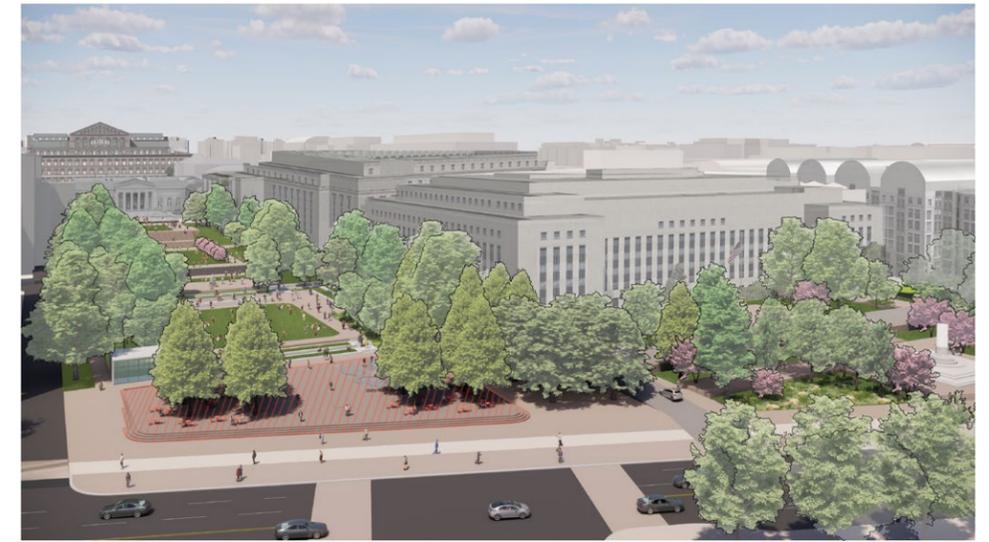
RAKED LAWN OPTION



HILLSIDE PAVILION OPTION



TERRACED SPACES OPTION



Market Square Crossroads Alternative

The Market Square Crossroads Public Space includes Market Square, Indiana Avenue from 7th Street NW to Judiciary Square, the US Navy Memorial, 8th Street NW to the National Portrait Gallery, the Archives-Navy Memorial-Penn Quarter Metro stop, Indiana Plaza, and the portion the Pennsylvania Avenue Corridor in front of the National Archives.

All Options within this Alternative include:

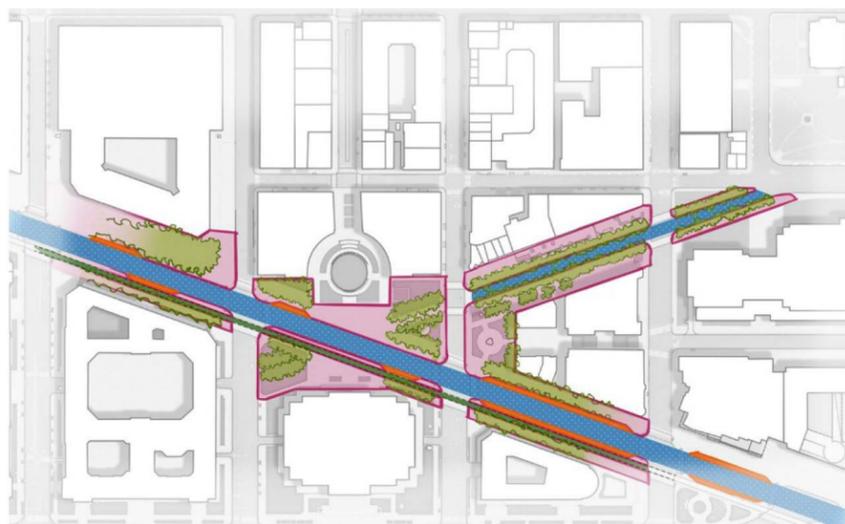
- Threshold expression of the connection to downtown DC at 7th Street NW
- A strategy to re-locate existing sculptures within the Pennsylvania Avenue Historic Site, ideally within the Market Square crossroads where possible
- Reconsiders Indiana Avenue as a street for vibrant daily life, with neighborhood park-like amenities supporting nearby residents

GOALS FOR THE MARKET SQUARE CROSSROADS PUBLIC SPACE ALTERNATIVE INCLUDE:

- Emphasize the Indiana Avenue axis per the L'Enfant Plan
- Support existing and future residents and commercial activity in the area
- Celebrate the connection to downtown DC along 7th Street NW
- Increase programming opportunities for daily, weekly, monthly small-scale events or installations
- Honor the history of markets and crossroads

Both of the following Options satisfy the Plan goals and objectives for this Alternative.

MARKET SQUARE CROSSROADS ALTERNATIVE



LEGEND

- Pedestrian / Sidewalk / Activities Zone
- Cartway for Vehicles
- Separated Bicycle Lanes / Cycletrack
- Pick-up Drop-off (PUDO) Zone



Existing Conditions: US Navy Memorial including monumental poles



Existing Conditions: Air vents and utility structures above the WMATA Metro station below



Existing Conditions: Monuments and memorials in and around Market Square (Temperance Fountain and Grand Army of the Republic Memorial, shown).

Market Square Crossroads Alternative — Crossroads Option

The approach for the Market Square Crossroads Option is focused on creating paved spaces that could support flexible programming opportunities and Avenue event spill-over. Through tree framing and paving patterns, the design highlights four influential zones that converge at Market Square—the Indiana Avenue streetscape and extension, a galleria and gateway to downtown, the US Navy Memorial & National Archives plaza, and an art spine along 8th Street.

The first influential zone is along Indiana Avenue. Here, the vehicular cartway has been reduced and is realigned to be centered between the building faces along Indiana Avenue. An allée of trees—as envisioned by L’Enfant—is established and delineates Indiana Avenue and extends across Pennsylvania Avenue into the National Archives plaza. Framed at the end of the allée is an oblique view of the District of Columbia Courts and a new piece of art at the opposite end to the southwest in front of the Department of Justice with the Washington Monument peaking above. Additional trees and planting along Indiana Avenue between 6th Street and 7th Street support the street as a neighborhood amenity providing shade for outdoor seating along the existing retail locations.

At the intersection of 7th Street and Pennsylvania Avenue is a threshold moment that acts as a gateway to downtown, drawing people up from the National Mall, through Pennsylvania Avenue, and up to downtown. A distinct, bold paving pattern extends through this downtown gateway. The existing Grand Army of the Republic Memorial at Indiana Plaza and the Major General Winfield Scott Hancock Statue remain in their current locations and feature enhanced planting. An overhead galleria element spans along C Street between the buildings on the 600 block of the Avenue. The open-air covering could host regular markets or large events, and use the gateway plaza as a spill-over space as needed.

The US Navy Memorial and National Archives plaza expansion extends across Pennsylvania Avenue to create a cohesive space between the US Navy Memorial and the National Archives. A shared paving and site furnishing language ties the elements together. A vehicular-rated version of that paving pattern and character would be used in the vehicular cartway from curb-to-curb. The open, continuous plaza space maximizes paved areas for program needs and creates a more visible entry at the Metro station. The FDR Memorial Stone is relocated to a new planted space within the Archives plaza that better highlights the site element.

The final influential zone of the Crossroads Option is an art spine along 8th Street. The Hirshhorn Museum, Sculpture Garden, and National Portrait Gallery all border the Project Study Area along 8th Street. Within the Project Area, this corridor is enhanced with moments of art that draws people through the space.

KEY ELEMENTS

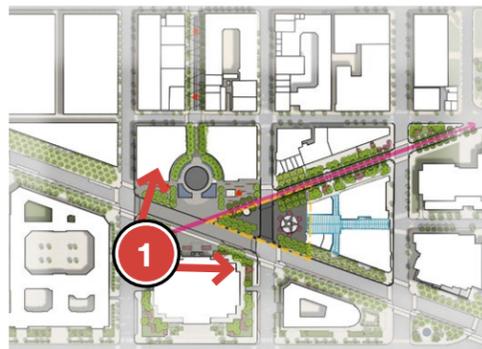
- Prioritizes four influential zones
- Allée of trees along Indiana Avenue as envisioned by L’Enfant
- Gateway to downtown expression
- Potential pavement materials to cross the Avenue and/or 7th Street
- Potential large galleria at C Street alley

OPPORTUNITIES

- Creates a strong threshold and identity marker at the gateway
- Emphasizes L’Enfant axis along Indiana Avenue with an Allée of trees
- Larger galleria provides more covered open-air space to support programming

CONSTRAINTS

- Larger expanses of hardscaped plaza
- Neighborhood park amenity experiences focused on only at Indiana Avenue

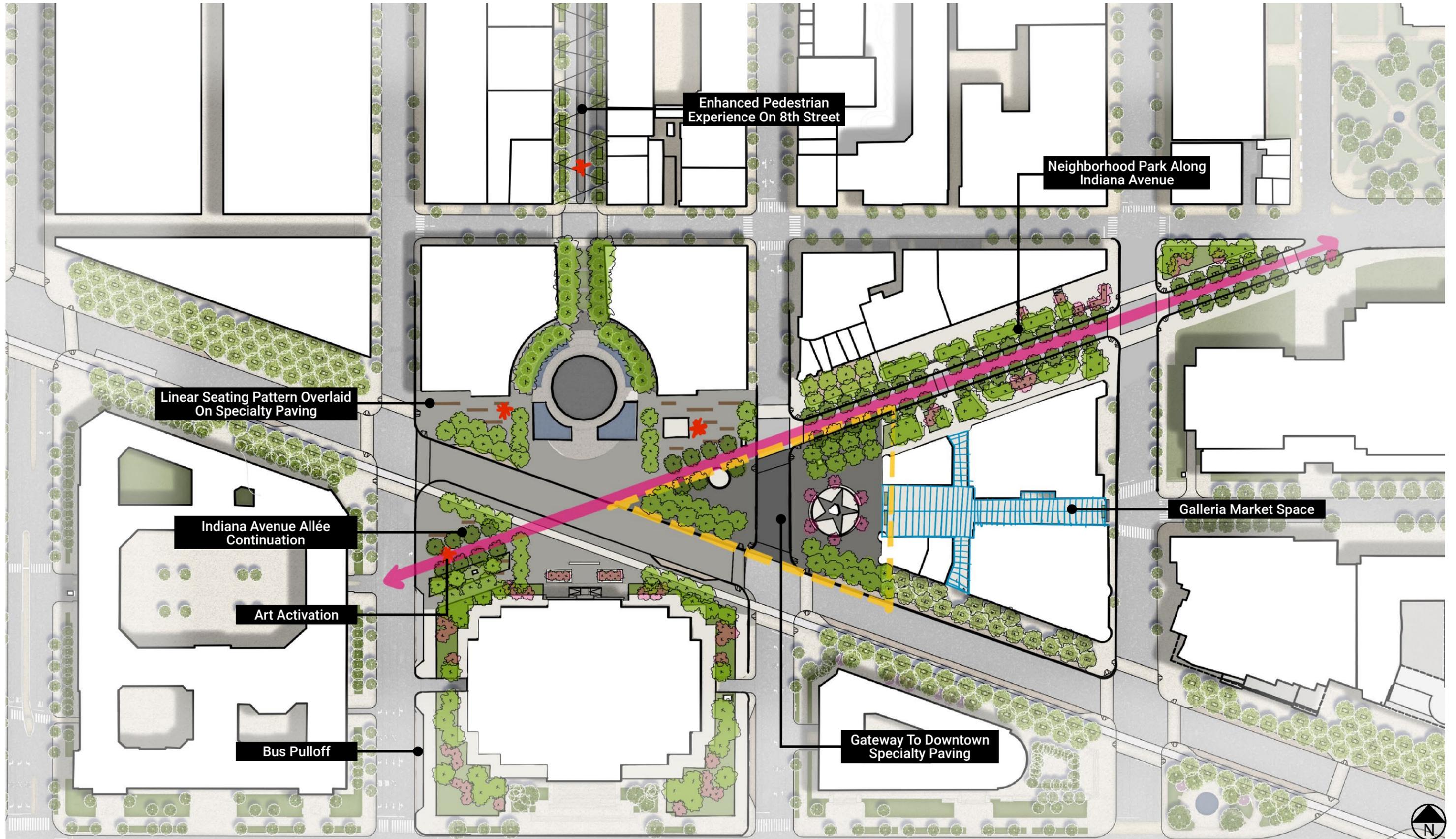


Keyplan showing viewpoints for perspective render



Market Square Crossroads Alternative — Crossroads Option

Staggered Canopy Grid Corridor Option shown



Market Square Crossroads Alternative — Neighborhood Garden Rooms Option

The second Market Square Crossroads Option features a series of horticulturally rich and intimate garden rooms that support the many statues, memorials, and existing focal elements at Market Square. This option is more focused bringing a human scale to these spaces through neighborhood park-like amenities.

The Indiana Avenue vehicular cartway has been reduced and is tabletopped to calm traffic and promote a pedestrian friendly street. The street is realigned to expand the sidewalk spaces north of the Indiana Avenue cartway. These two moves create the necessary space for Indiana Avenue to become its own neighborhood park to support the residents in the area. Splash pads, elements of play, lawn panels, and dog parks are examples of programming that could occur within the park. Street trees line Indiana Avenue and reflect the L'Enfant plan. Along the Indiana Avenue axis, the existing Major General Winfield Scott Hancock Statue remains in its existing location and becomes a focal element within a garden room. Across Pennsylvania Avenue, where the Indiana Avenue axis terminates in the National Archives plaza is another garden room that features a new piece of art.

The existing Grand Army of the Republic Memorial remains in its existing location and is another focal point of a garden room. A modest overhead galleria element spans along C Street between the buildings on the 600 block of the Avenue. The architectural expression is further offset from the existing roof lines in this option to not overwhelm the existing historic structures. The open-air covering could host regular markets or large events.

The US Navy Memorial remains as-is, but the plaza spaces that flank it are enhanced with an expanded planted area. The National Archives plaza is similarly treated with a garden room and lush planting outside of the 8th Street viewshed. The existing trees around the National Archives are to remain, with the insertion of new canopy and understory trees and planting at the groundplane to create a cohesive planting palette throughout Market Square.

KEY ELEMENTS

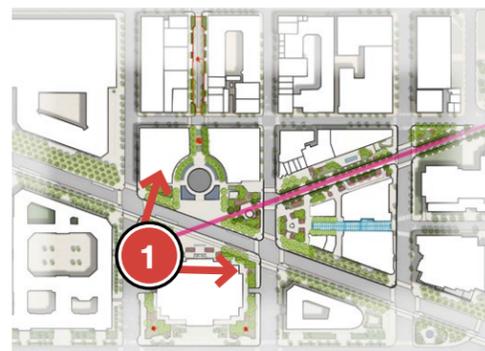
- Creates “garden rooms” around various monuments and memorials
- Neighborhood park amenities extend beyond Indiana Avenue
- Smaller potential galleria option on C Street

OPPORTUNITIES

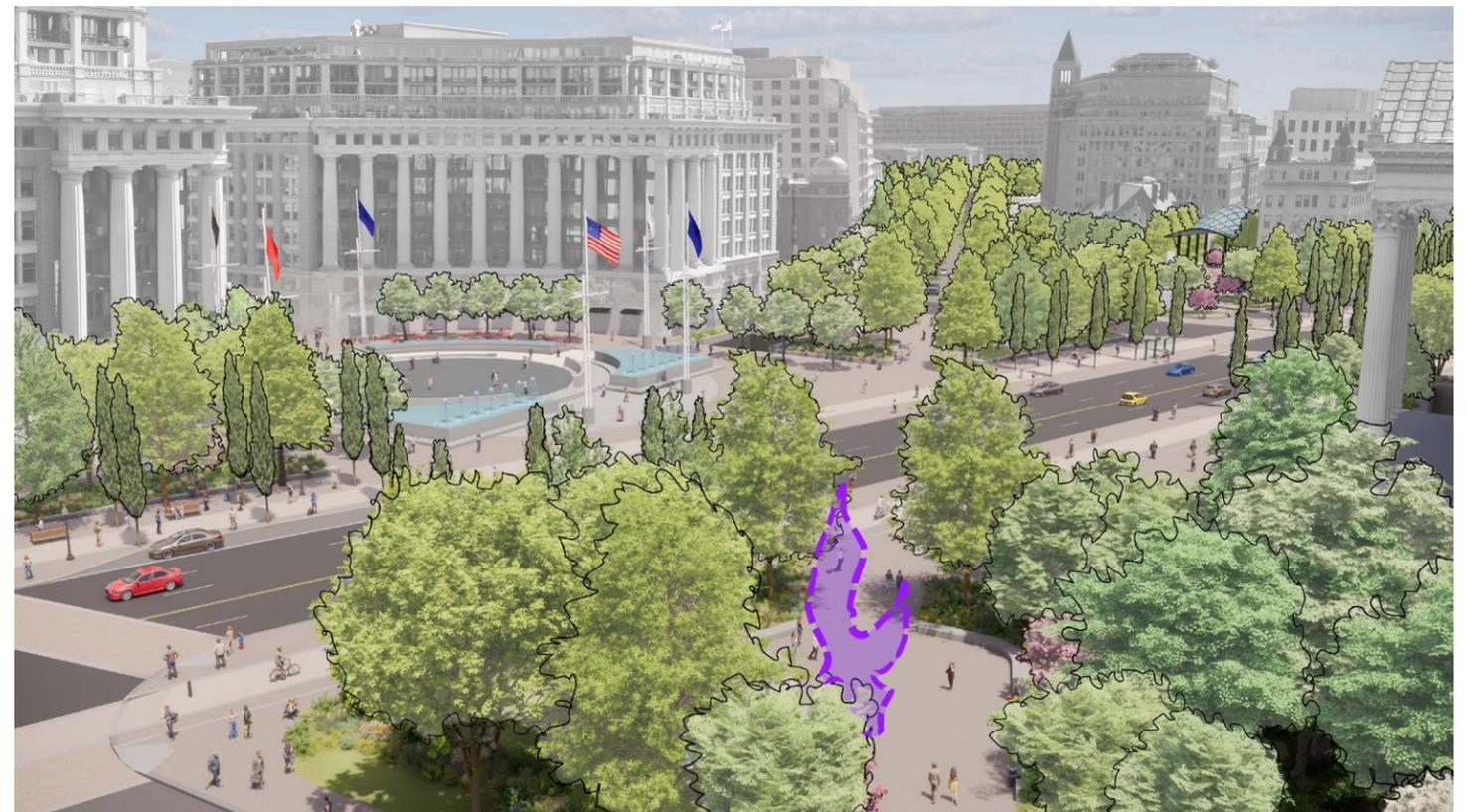
- Intimate garden rooms help bring a human scale to the spaces
- Larger extents of neighborhood park amenities
- Smaller galleria may be easier to integrate with existing buildings along C Street

CONSTRAINTS

- Less emphasis on L'Enfant axis along Indiana Avenue
- Less emphasis on gateway to Downtown

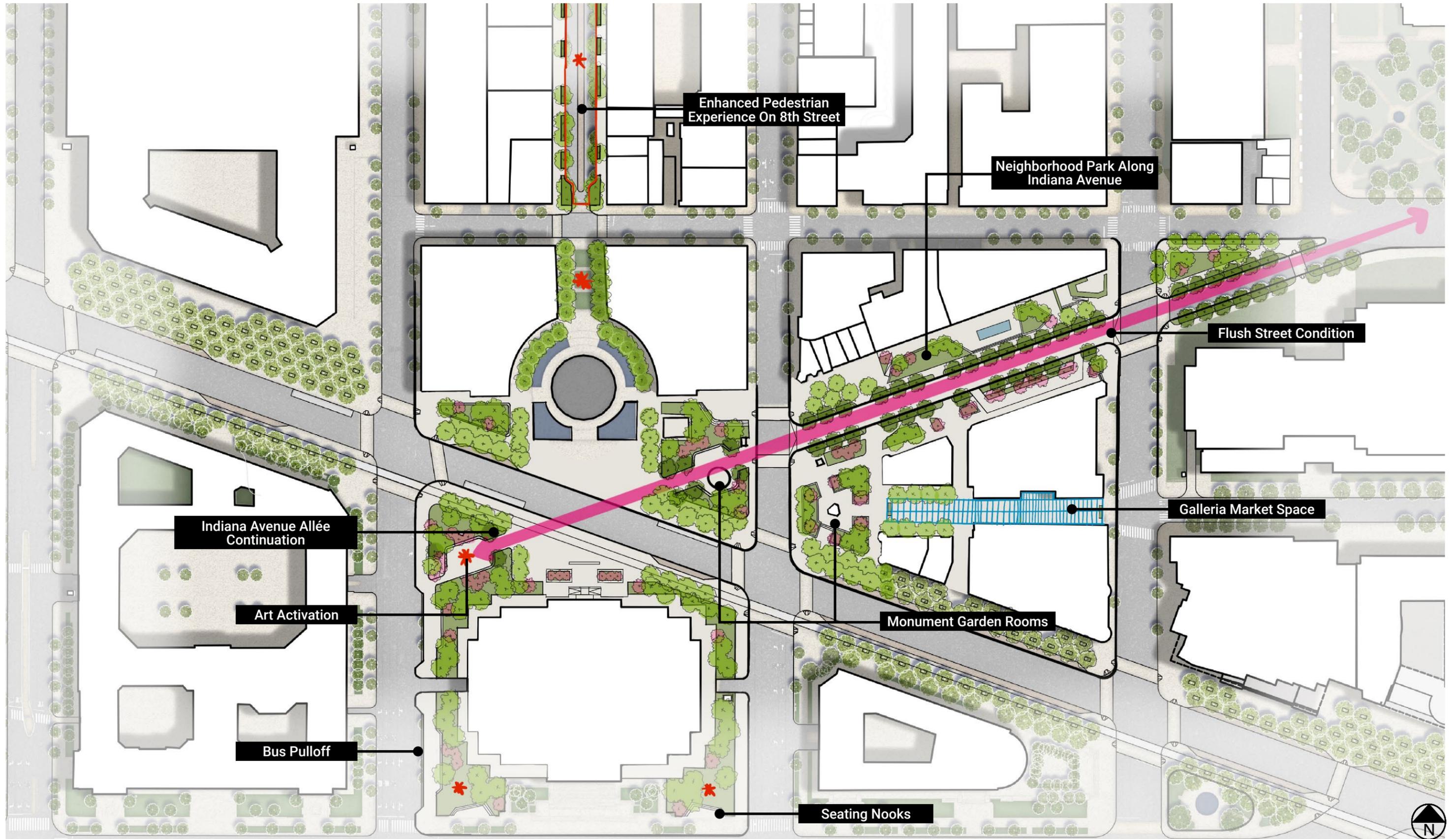


Keyplan showing viewpoints for perspective render



Market Square Crossroads Alternative — Neighborhood Garden Rooms Option

Staggered Canopy Grid Corridor Option shown



Market Square Crossroads Alternative — Option Summary

CROSSROADS OPTION



KEY ELEMENTS

- Prioritizes four influential zones
- Allée of trees along Indiana Avenue as envisioned by L'Enfant
- Gateway to downtown expression
- Potential pavement materials to cross the Avenue and/or 7th Street
- Potential large galleria at C Street alley

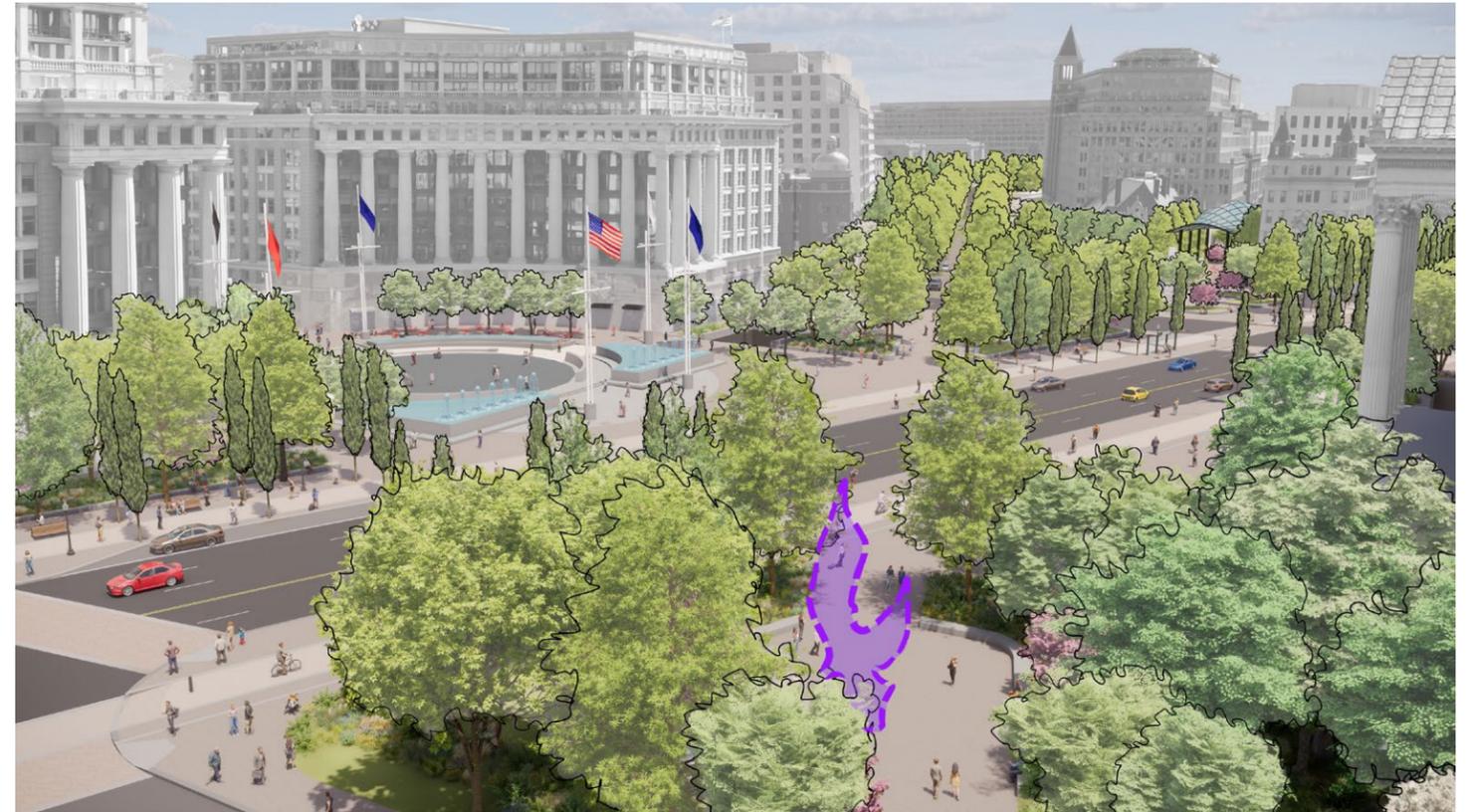
OPPORTUNITIES

- Creates a strong threshold and identity marker at the gateway
- Emphasizes L'Enfant axis along Indiana Avenue with an Allée of trees
- Larger galleria provides more covered open-air space to support programming

CONSTRAINTS

- Larger expanses of hardscaped plaza
- Neighborhood park amenity experiences focused on only at Indiana Avenue

NEIGHBORHOOD GARDEN ROOMS OPTION



KEY ELEMENTS

- Creates “garden rooms” around various monuments and memorials
- Neighborhood park amenities extend beyond Indiana Avenue
- Smaller potential galleria option on C Street

OPPORTUNITIES

- Intimate garden rooms help bring a human scale to the spaces
- Larger extents of neighborhood park amenities
- Smaller galleria may be easier to integrate with existing buildings along C Street

CONSTRAINTS

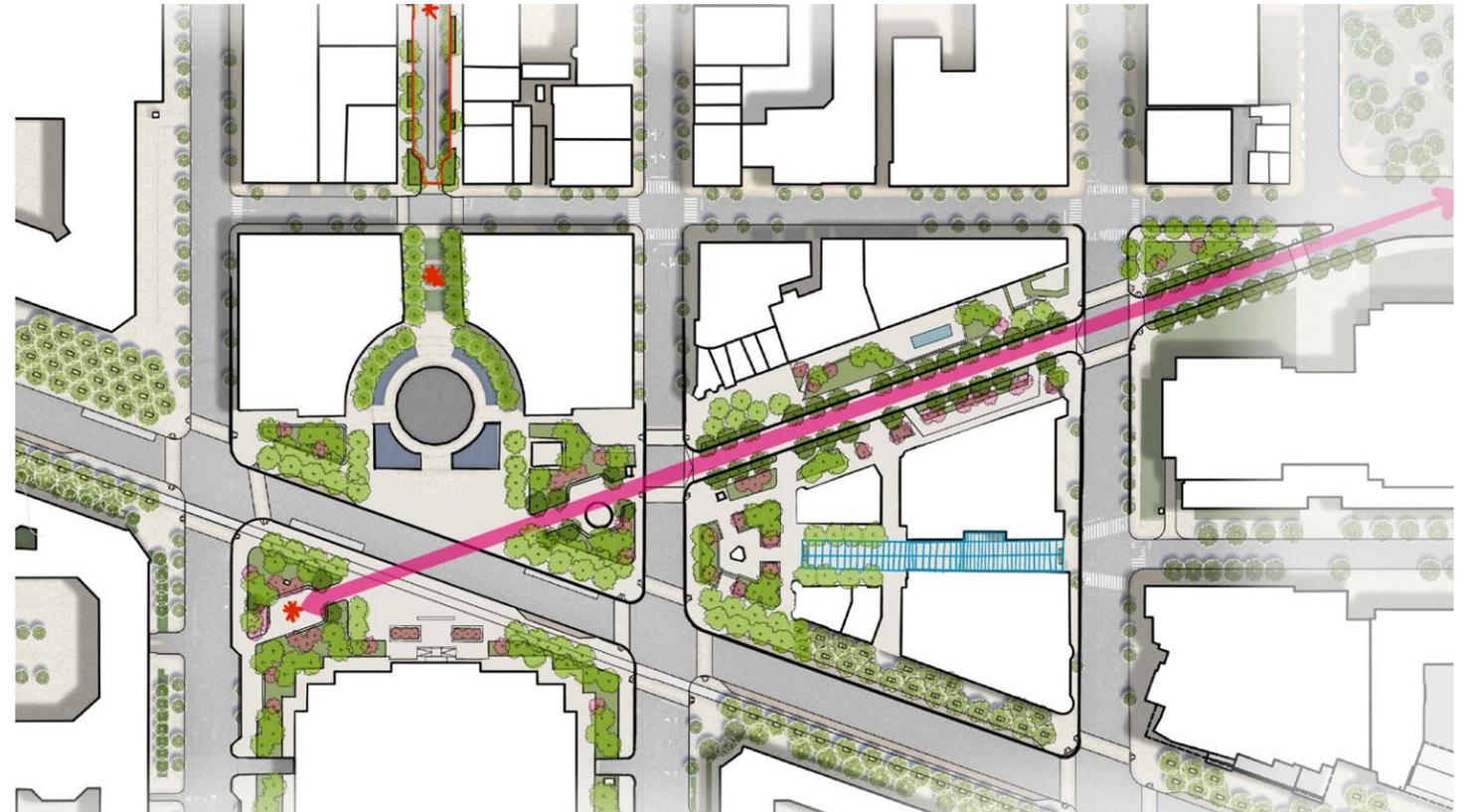
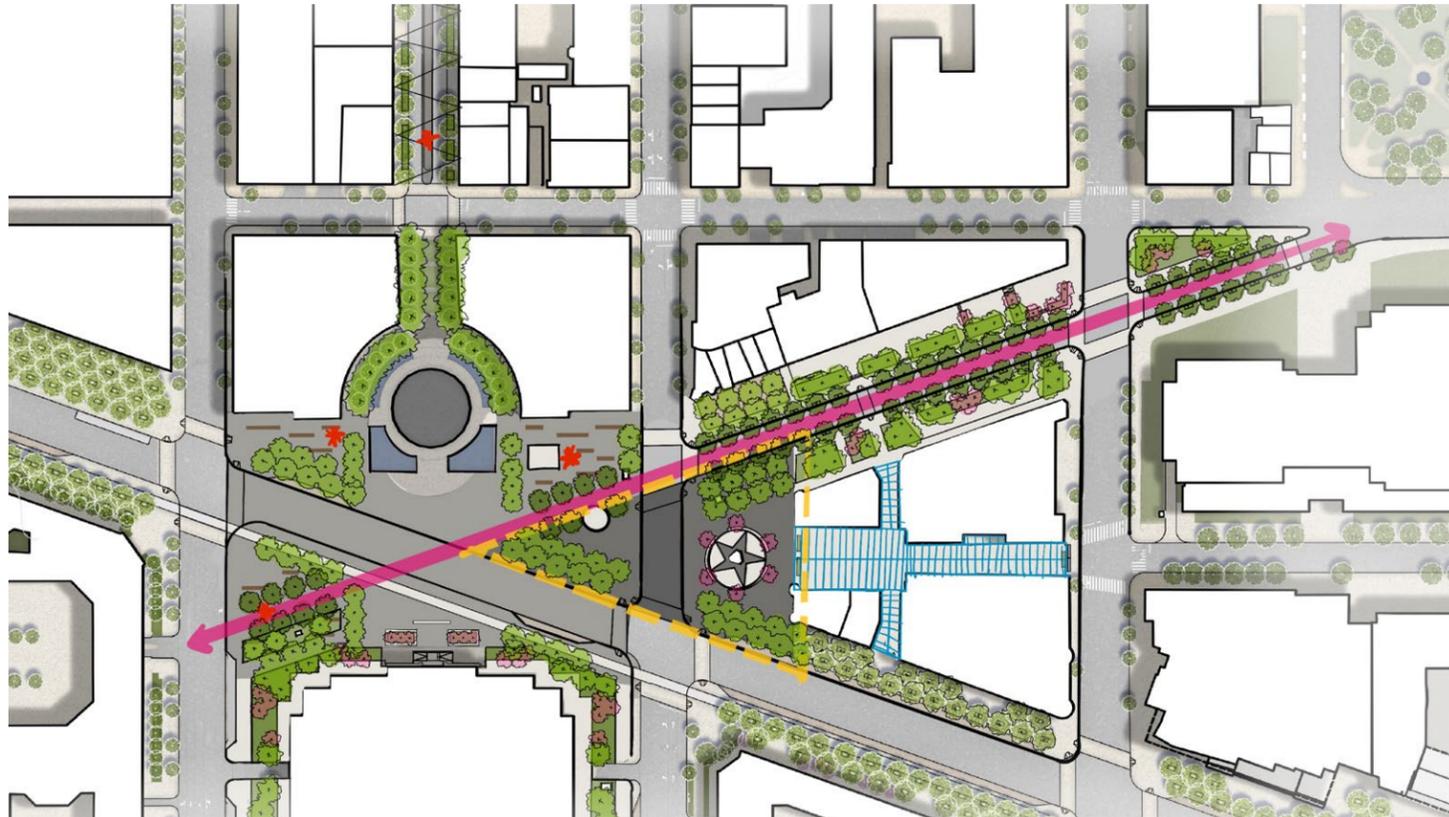
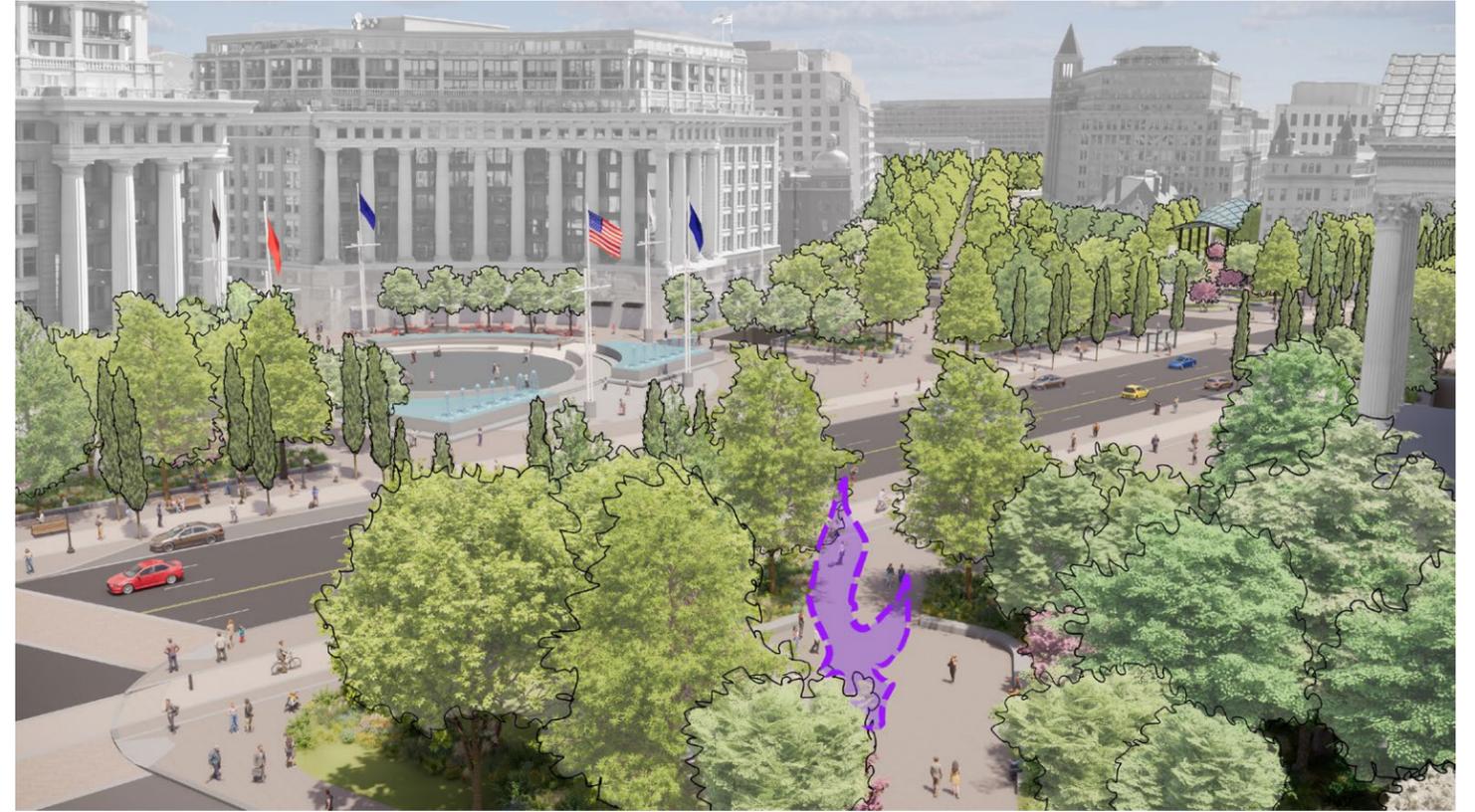
- Less emphasis on L'Enfant axis along Indiana Avenue
- Less emphasis on gateway to Downtown

Market Square Crossroads Alternative — Option Summary, Plan Comparison

CROSSROADS OPTION



NEIGHBORHOOD GARDEN ROOMS OPTION



Western End — Two Alternatives

The Western End Public Space includes the National World War I Memorial at Pershing Park and Freedom Plaza, approximately from Pennsylvania Avenue South to Pennsylvania Avenue North between 15th Street NW and 13th Street NW. The Western End is the current-day terminus of the Pennsylvania Avenue view corridor and is surrounded by President’s Park to the west; the Willard Hotel, the JW Marriott, and the National TheatreDC to the north; and the Wilson Building (DC Mayor and Council offices) and Federal Triangle to the south. Presently, the inaugural parade travels along Pennsylvania Avenue south of Freedom Plaza and the National World War I Memorial at Pershing Park and north along 15th Street NW. Freedom Plaza is an important site for First Amendment activities due to its proximity to the Wilson Building, the large expanse of paved area, and proximity to the National Mall.

There are two alternatives for the Western End Public Space. In the Diagonal Cartway Alternative, the Pennsylvania Avenue vehicular cartway bisects Freedom Plaza and recreates the historic alignment of the Avenue, making two triangular public spaces. In this Alternative, the inaugural parade continues along the Pennsylvania Avenue vehicular cartway and turns north at 15th Street NW.

In the Contiguous Freedom Plaza Alternative, the Pennsylvania Avenue vehicular cartway continues around Freedom Plaza and the National World War I Memorial at Pershing Park. The Pennsylvania Avenue viewshed remains open and clear. In this Alternative, the inaugural parade could divert from the vehicular cartway at 13th Street NW and moves through the plaza along the Pennsylvania Avenue historic axis.

Two Options are included within each of the two Alternatives. All Options within these Alternatives include:

- Additional tree cover and plantings to provide shade on hot days
- Flexible public space to support a wide variety of events including First Amendment activities
- Pennsylvania Avenue cycletrack and E Street bike lane connections to the 15th Street NW bike lanes
- Traffic calming measures at E/W streets outside of the Pennsylvania Avenue vehicular cartway

GOALS FOR THE WESTERN END PUBLIC SPACE ALTERNATIVE INCLUDE:

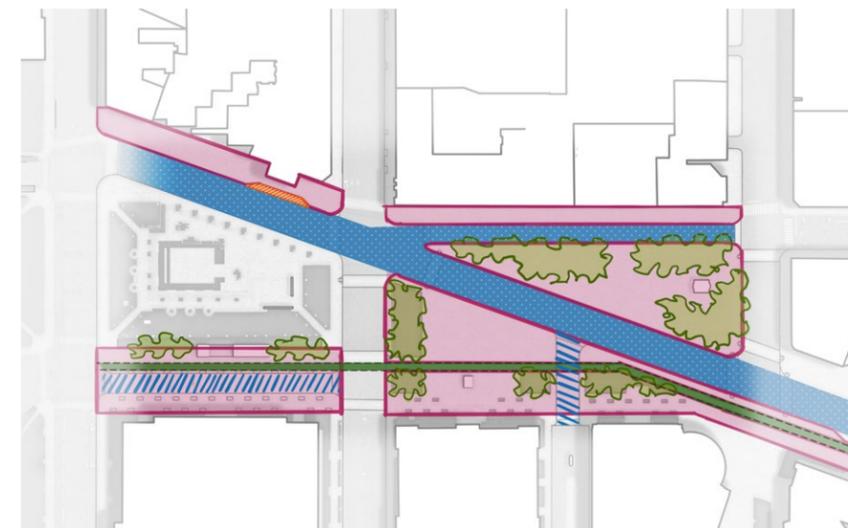
- Maintain an appropriate route for the inaugural parade, minimizing turns where possible
- Relieve stress on the National Mall for First Amendment activities and other planned events
- Introduce shade or other amenities to create a more welcoming public space
- Celebrate the Capitol viewshed

All four of the following Options satisfy the Plan goals and objectives for these Alternatives.



Existing Conditions: Freedom Plaza’s large expanse of paving supports events such as First Amendment activities, but can also be hot for event attendees.

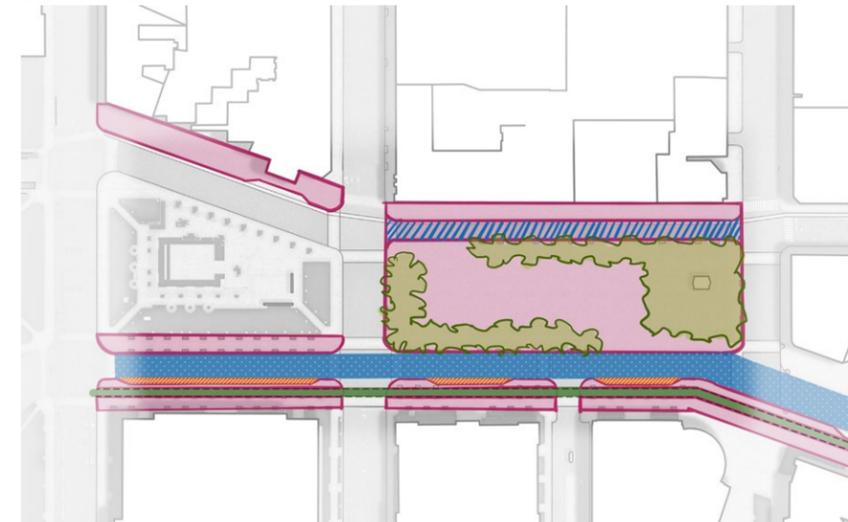
DIAGONAL CARTWAY ALTERNATIVE



LEGEND

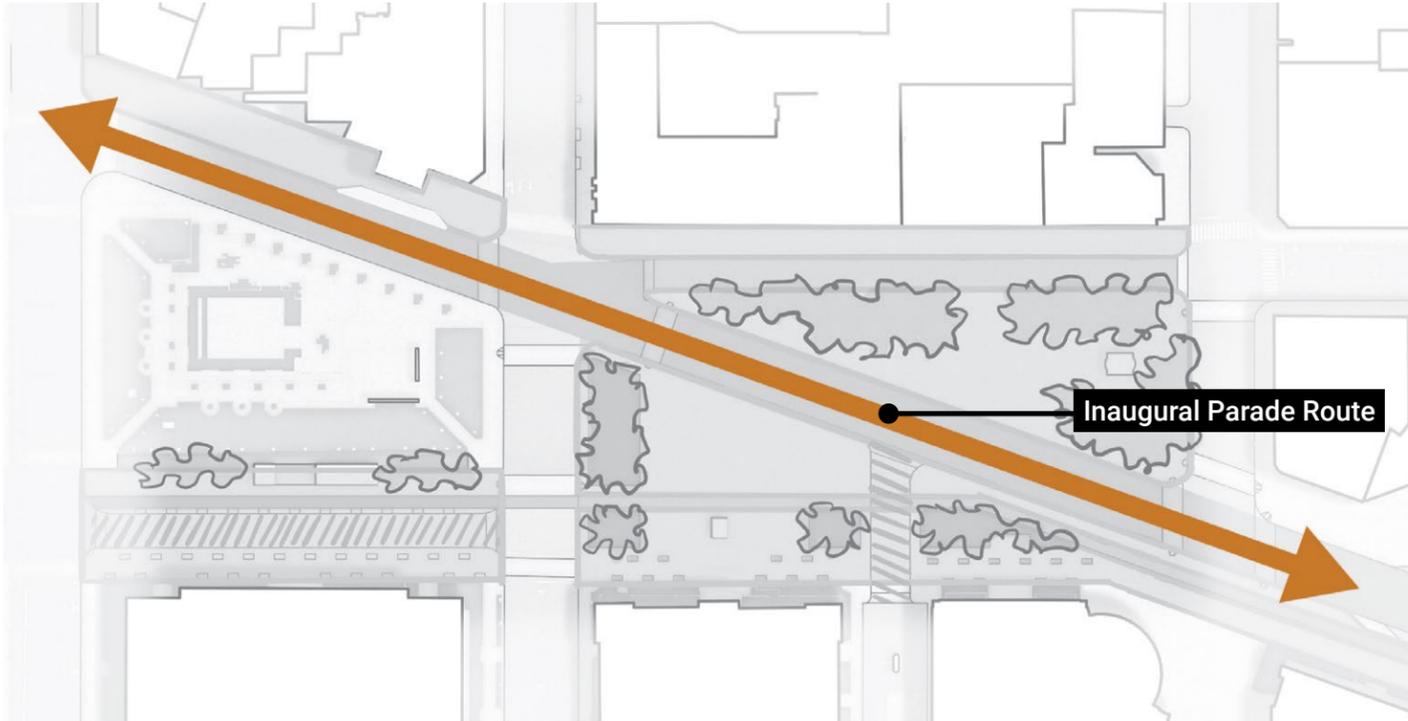
- Pedestrian / Sidewalk / Activities Zone
- Cartway for Vehicles
- Separated Bicycle Lanes / Cycletrack
- Pick-up Drop-off (PUDO) Zone

CONTIGUOUS FREEDOM PLAZA ALTERNATIVE



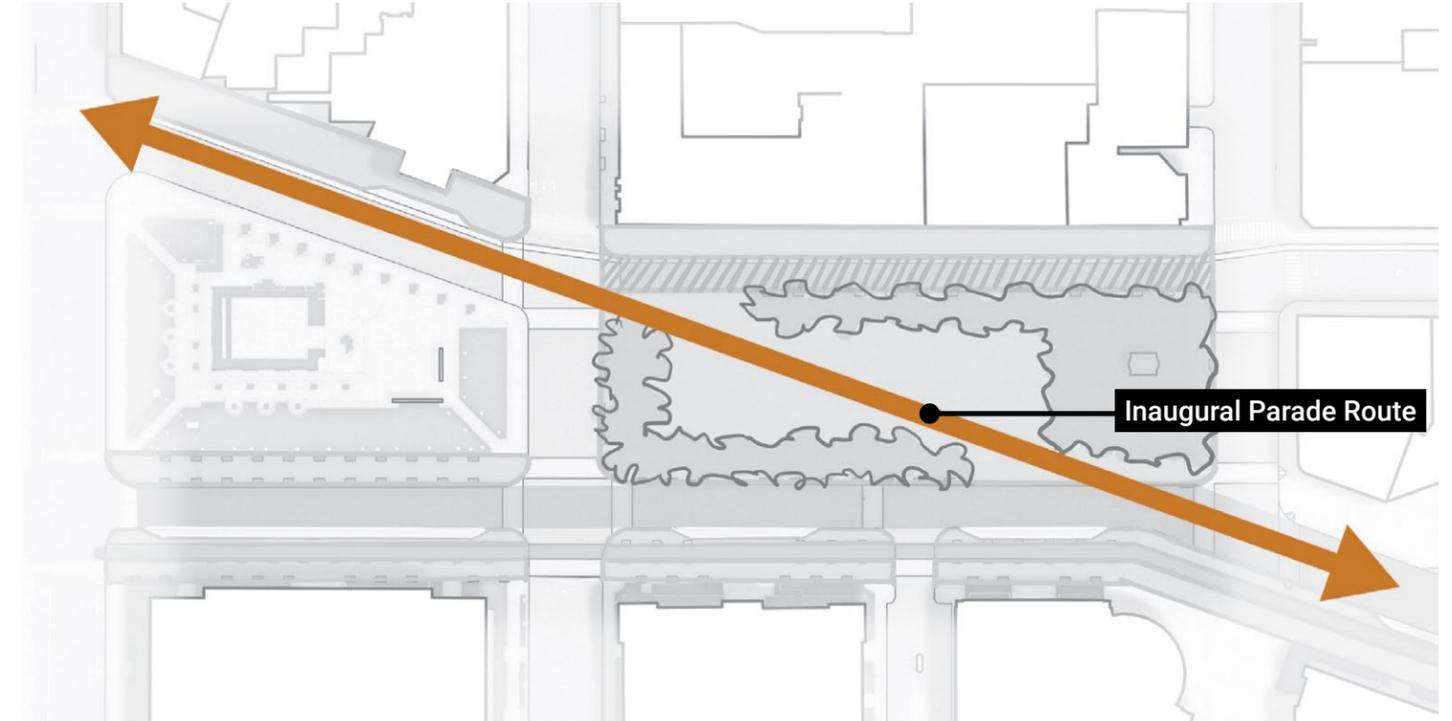
Western End — Two Alternatives

DIAGONAL CARTWAY ALTERNATIVE

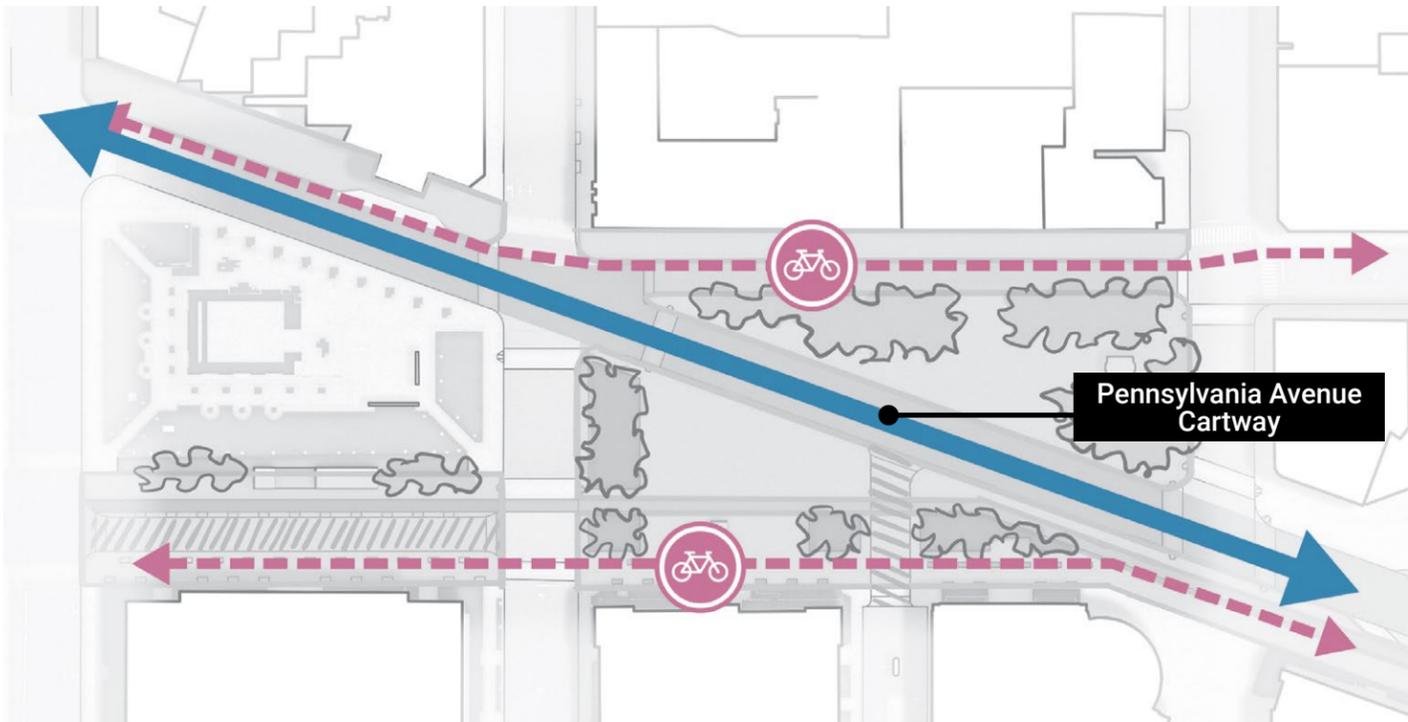


Inaugural parade route follows the Pennsylvania Avenue vehicular cartway

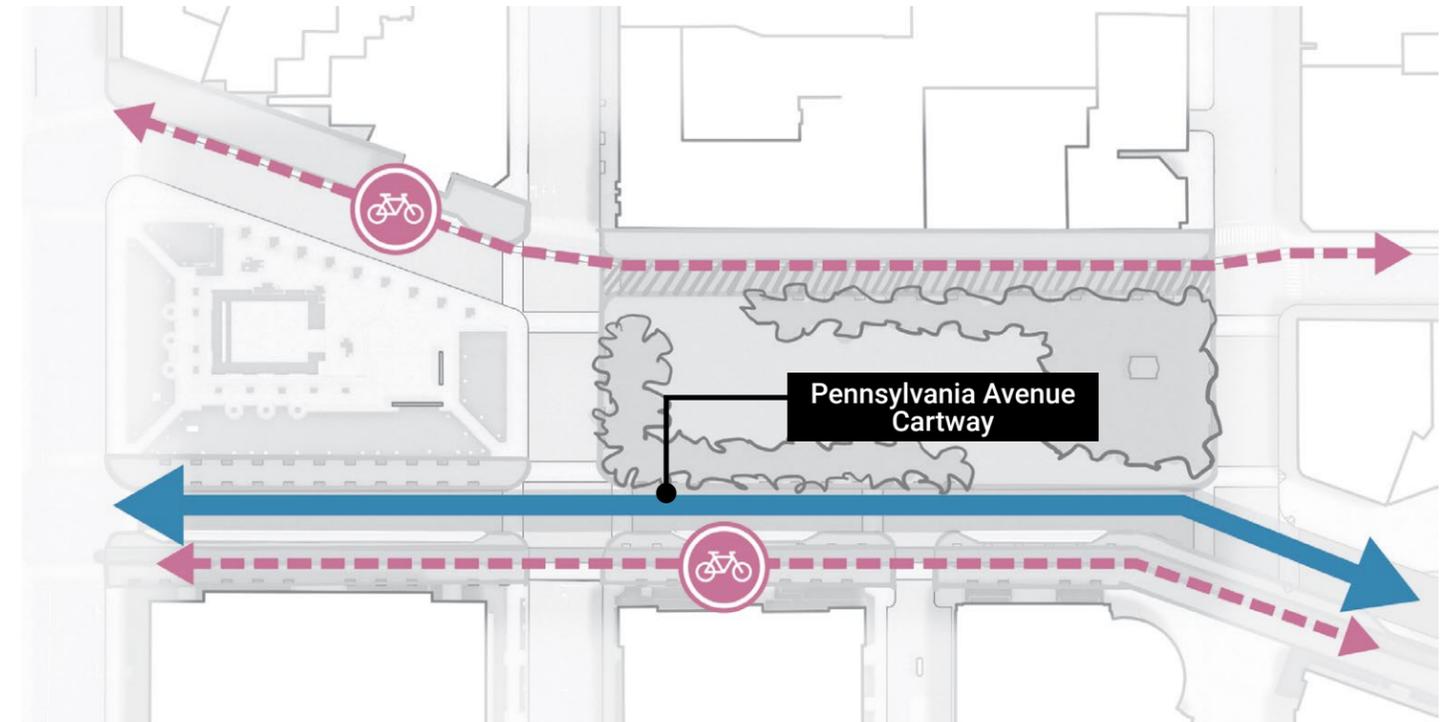
CONTIGUOUS FREEDOM PLAZA ALTERNATIVE



Inaugural parade route follows the Pennsylvania Avenue viewshed and moves through Freedom Plaza



Vehicular cartway follows the Pennsylvania Avenue viewshed and breaks Freedom Plaza into two triangular spaces. The Pennsylvania Avenue cycletrack and E Street bike lane connect to 15th Street NW



Vehicular cartway moves around the plaza and the National World War I Memorial at Pershing Park. The Pennsylvania Avenue cycletrack and E Street bike lane connect to 15th Street NW



Western End — Diagonal Cartway Alternative, Planted Respite Option

The overall design of the Planted Respite Option for the Western End Diagonal Cartway Alternative is centered around the realignment of Pennsylvania Avenue extending through Freedom Plaza and terminating at 15th Street, resulting in two triangular plazas with associated pedestrian friendly streets that connect to the north and south sidewalks. The southern triangle is more formal and garden-like, while the northern triangle is more open and plaza-like in design.

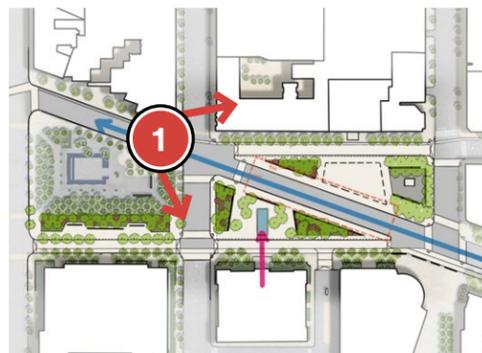
Looking at the southern triangle of the Planted Respite Option, there is a central gathering space aligned with the Wilson Building entrance that includes a water feature that can be turned off for events. The surrounding paved space includes canopy trees to allow for shade during events or first amendment activities. Robust planting and seatwalls define this central gathering space, providing a horticultural buffer/protection from the adjacent streetscape. The plant palette builds upon the landscape language established at the National World War I (NWWI) Memorial at Pershing Park.

At the northern triangle plaza, there is a grand shade structure. This shade structure is centered across from the National Theater and is in line with the building edge of the 1200 block. The structure itself provides an exciting architectural element to the block and shades the open plaza space. To the west is a landscaped bookend that relates to the planting language of the southern triangle plaza. To the east is a more intimate plaza centered around the Brigadier General Casimir Pulaski Statue. This space is framed by trees, stone seatwalls, and specialty paving.

The pedestrian friendly streets allow for cars to access adjacent buildings, but are not to be considered the main path of travel for vehicles. The narrowed streets ramp up to be flush with the adjacent triangle plazas and sidewalk to allow for special events to seamlessly spill over when the streets are closed. The pedestrian friendly street also extends in between 14th and 15th Streets, creating an expanded programmable space during special events. The NWWI Memorial at Pershing Park expands to the south with the narrowing of the vehicular cartway, allowing planted spaces to expand with intimate seated nooks for respite. The cycletrack from Pennsylvania Avenue turns onto the new narrowed southern street, connecting to the 15th Street bike lane.

With this being a potential event space, security considerations will be seamlessly integrated with the design. Bollards, stone walls, and stone seatwalls are located throughout to provide safe everyday experiences in the plazas. For larger events where the cartway will be used, the Avenue be closed to traffic between 13th Street and 14th Street, and temporary or removable barriers activated or tied into the proposed permanent security infrastructure. Also shown in this option, is a potential stage location within the new Pennsylvania Avenue cartway.

Keyplan showing viewpoints for perspective render



KEY ELEMENTS

- Avenue continues through
- Substantial addition of trees / shade

OPPORTUNITIES

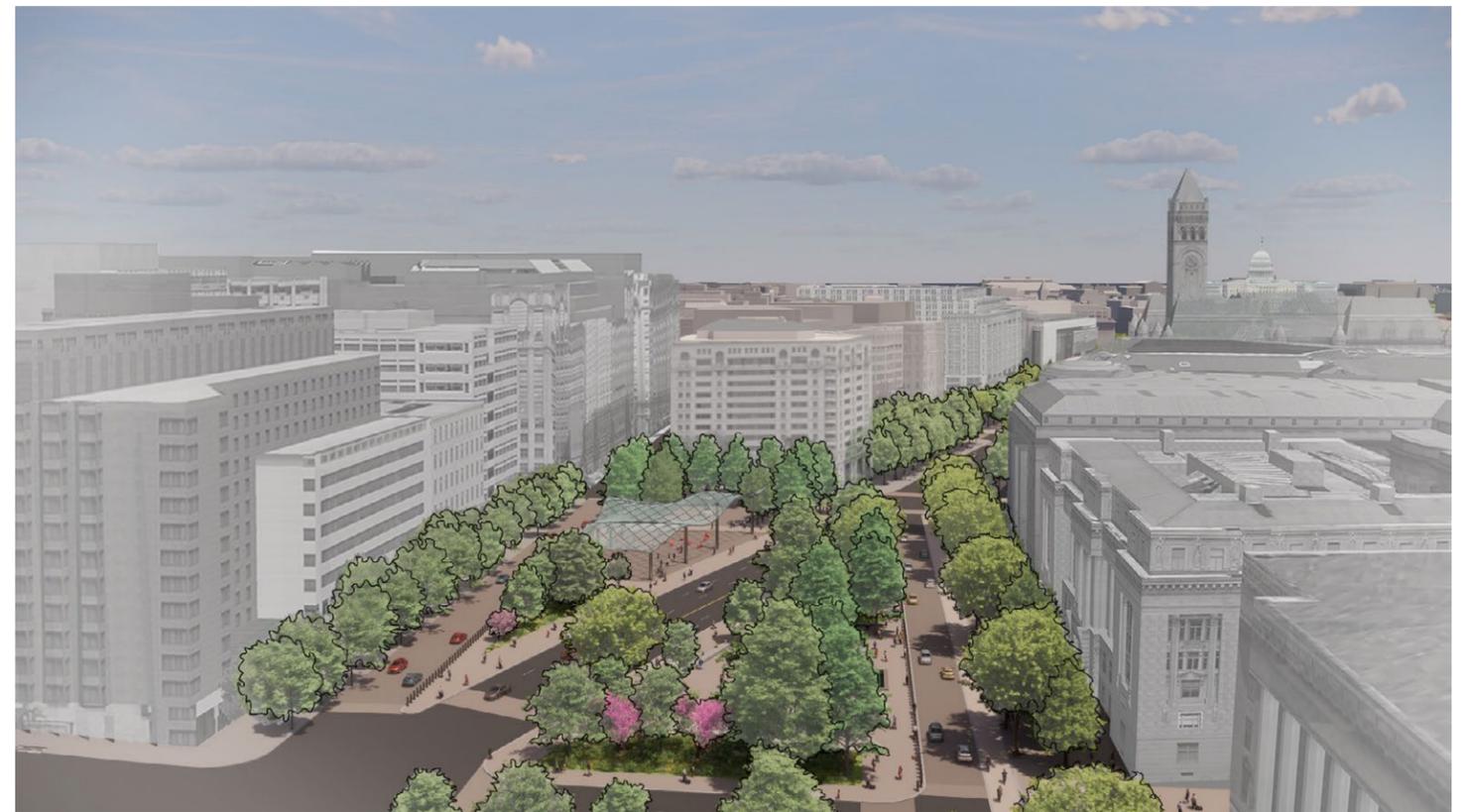
- Planting reinforces two separate zones on each side of corridor
- South side integrates water and shade to support Wilson Building activities

CONSTRAINTS

- Avenue must close to support events
- Large gatherings are fragmented

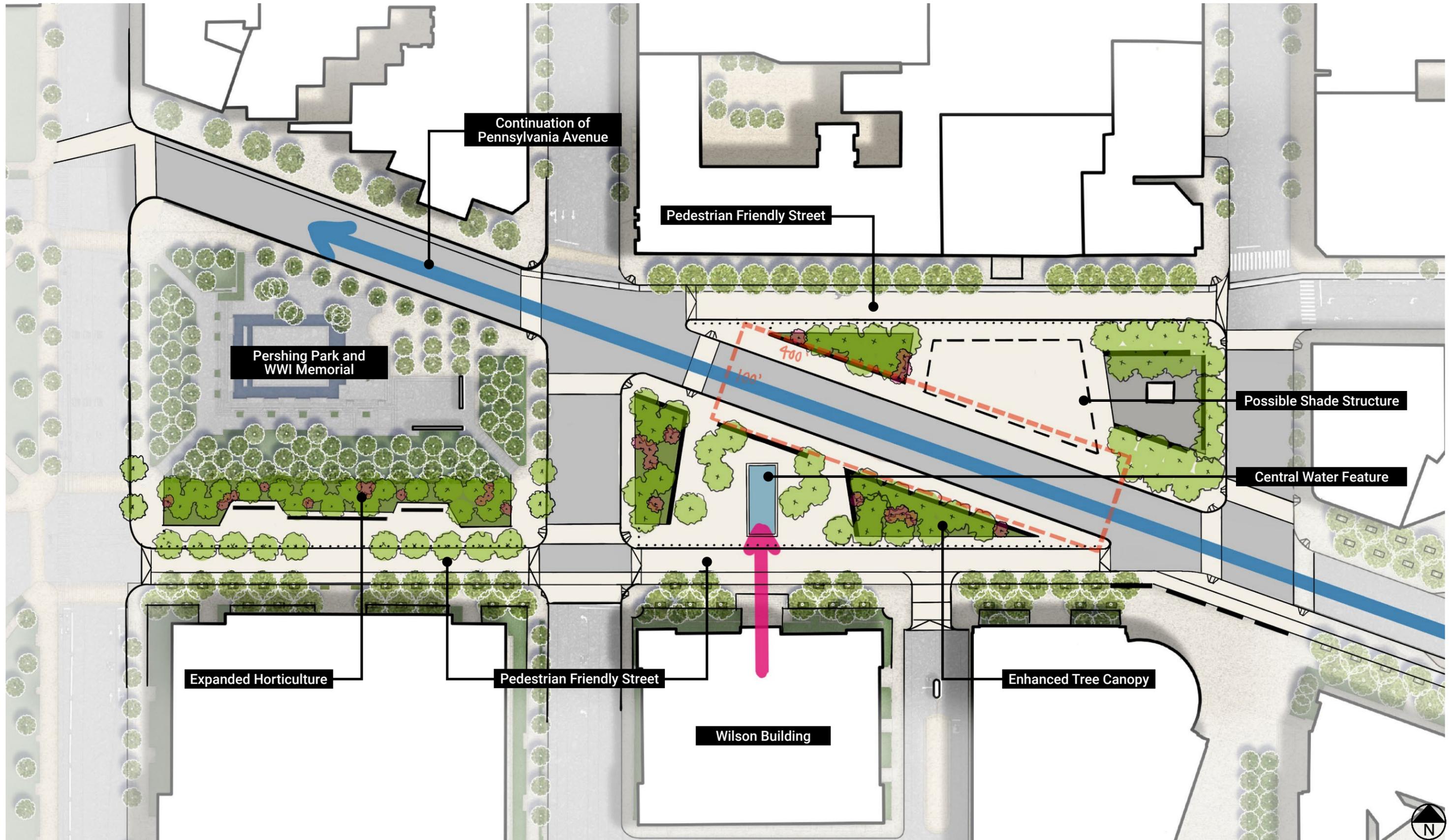
BARRIER-FREE EVENTS ZONE

- At least 100' x 150' utilizing sidewalk areas



Western End — Diagonal Cartway Alternative, Planted Respite Option

Staggered Canopy Grid Corridor Option shown



Western End — Diagonal Cartway Alternative, Triangle Plazas Option

The Triangle Plazas Option for the Western End Diagonal Cartway Alternative focuses on the realignment of Pennsylvania Avenue to extend through Freedom Plaza, then terminating at 15th Street. Where the Triangle Plazas Option differs from the Planted Respite Option is in its design approach for the two remaining portions of the resulting public space. The overall design allows the two plazas to function independently in the everyday, but function as a cohesive whole during events and/or First Amendment activities.

The southern portion of the plaza eliminates the pedestrian friendly street shown in the Planted Respite Option, and instead directly connects the Wilson Building and the Reagan Building to the new proposed plaza, acting as a “front yard” for these buildings. The paved area adjacent to the Wilson Building has ample open plaza space to allow for an event or District-focused First Amendment activity to take place. This space is framed by two walled planted buffers, that add lush character and security to the immediate area. In front of the Reagan Building is also a raised planted bed that has integral seating nooks carved out of the form. With the extensive security requirements associated with the Regan Building, a continuous stone wall element is incorporated that doubles as a seatwall and a barrier. The cycletrack continues from Pennsylvania Avenue and through this southern portion of the plaza, giving cyclists a continued safe journey off of the Avenue.

A rectangular-framed room defined by seat walls visually connects the southern and northern triangular plazas. The space made from these elements is a large open area ideal for large events that could support a large stage. The use of similar materials, patterning, and other site elements could help further connect these two plazas and create a cohesive language between the two triangular public spaces. The rest of the northern triangle plaza uses trees to frame this new room, and also wraps around the Brigadier General Casimir Pulaski Statue. Seatwall elements surrounding Pulaski rest under large canopy trees and create a secure barrier from the surrounding streetscape. The northern triangular plaza includes a pedestrian friendly street that can act as spill over space, and can be closed off for special events.

Between 14th Street and 15th Street south of the NWWI Memorial at Pershing Park is another pedestrian friendly street that provides access to the existing White House Visitors Center. The narrowing of the street would bring ample space for new programmatic opportunities south of the NWWI Memorial at Pershing Park. This space could include a pavilion, kiosk, or museum extension that is surrounded by lush horticulture. The cycletrack also passes through this space and connects to the 15th Street bike lane.

KEY ELEMENTS

- Avenue continues through
- New “front plaza” for Wilson Building without road connection (fewer vehicular conflicts)
- Large plaza, event area straddles Avenue

OPPORTUNITIES

- Landscape yard / plaza on south side offers new program opportunities
- Open flexible spaces on each side

CONSTRAINTS

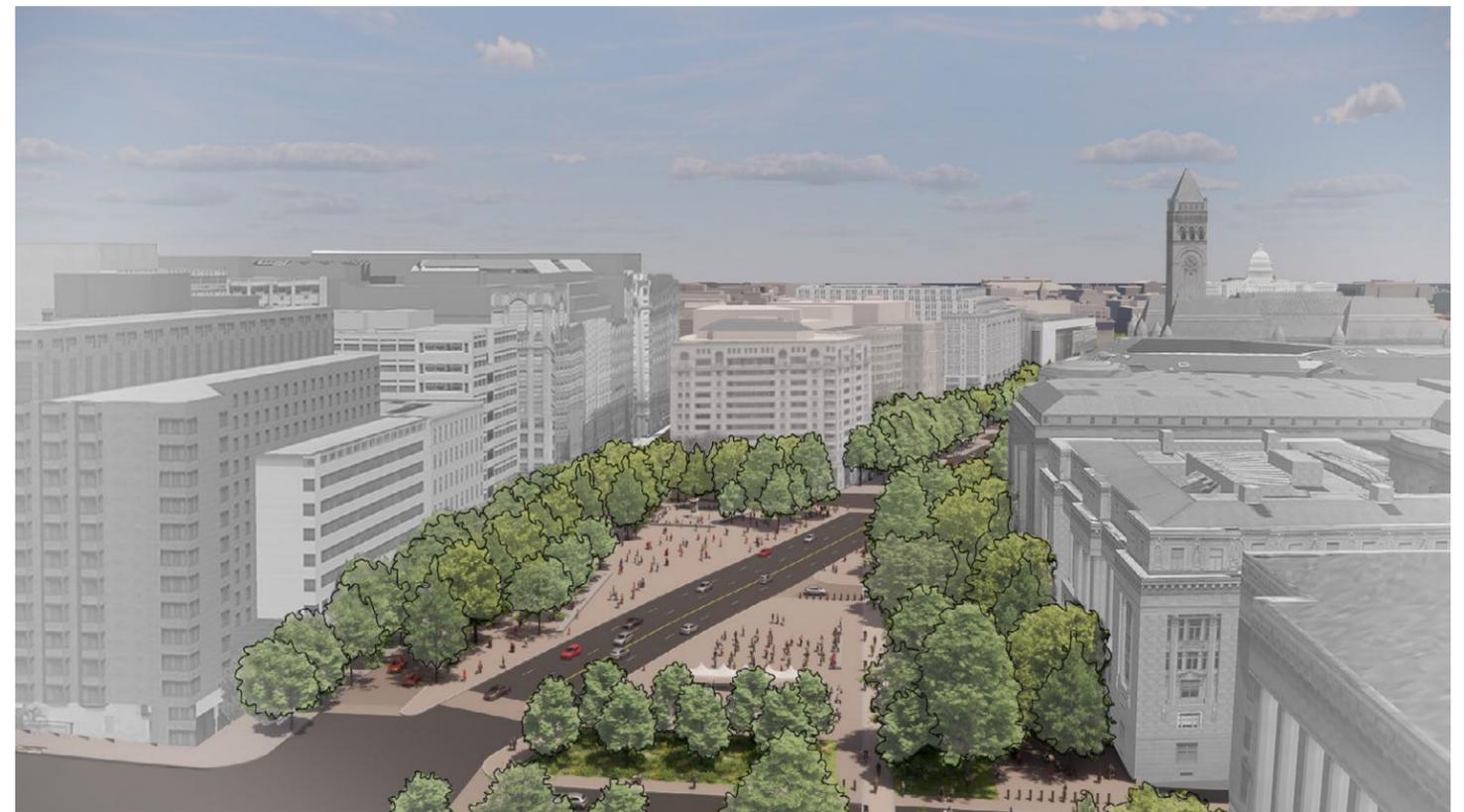
- All traffic needs to move on diagonal corridor to 15th Street (may require edits to edge of Pershing)
- Avenue must close to support events
- Limited shade in plazas

BARRIER-FREE EVENTS ZONE

- At least 400' x 100' utilizing Avenue and sidewalk areas

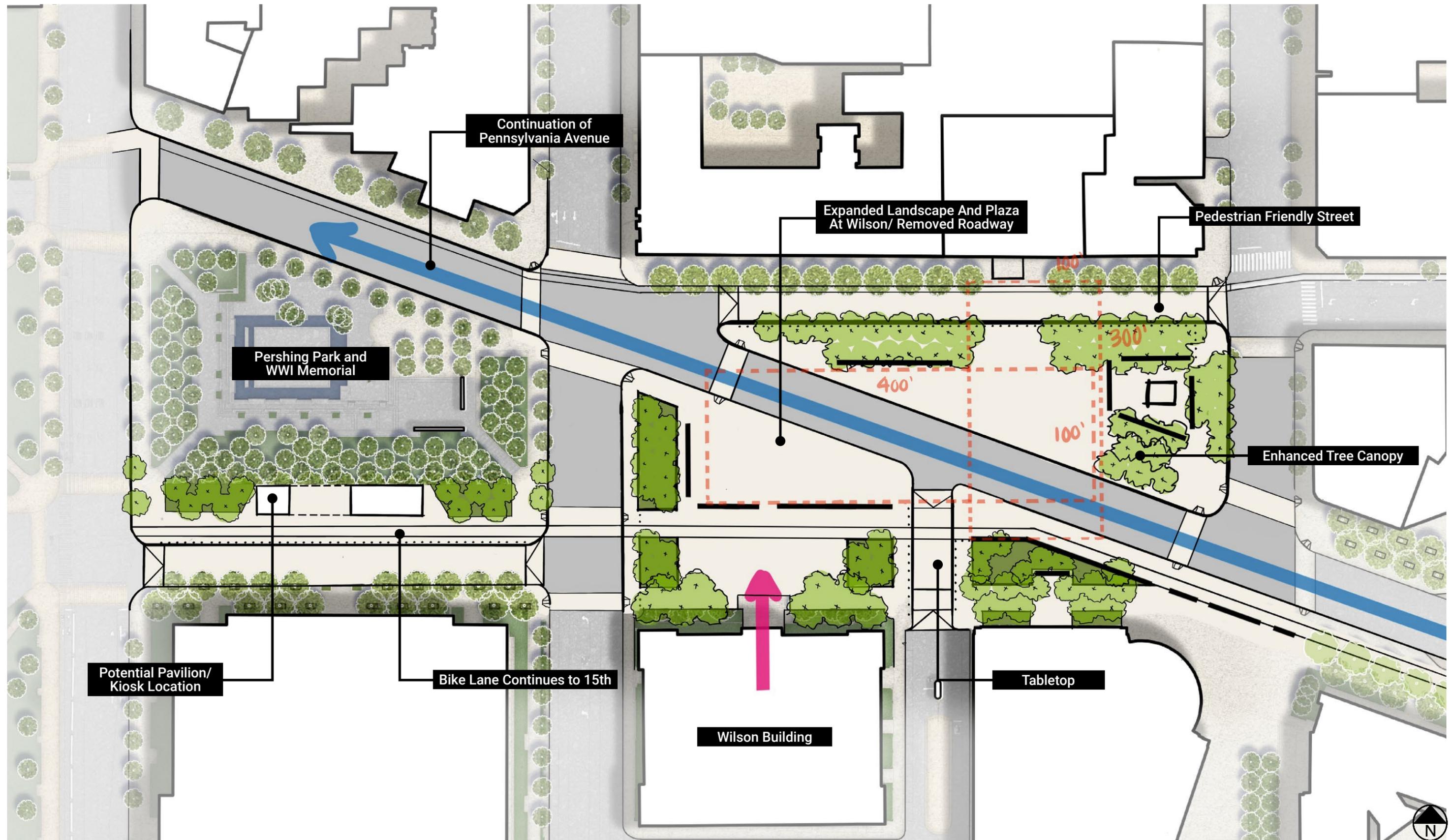


Keyplan showing viewpoints for perspective render



Western End — Diagonal Cartway Alternative, Triangle Plazas Option

Staggered Canopy Grid Corridor Option shown



Western End — Contiguous Freedom Plaza Alternative, Framed Plaza Option

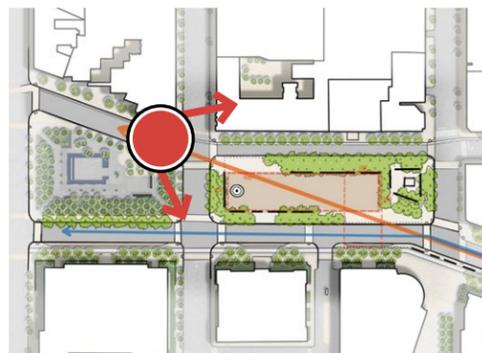
The approach for the Framed Plaza Option at the Western End Contiguous Freedom Plaza Alternative includes maintaining the existing nature of Pennsylvania Avenue continuing south of Freedom Plaza as the main vehicular circulation and the expansion of a large central plaza that is flat and open to allow for large events to take place and for the inaugural parade to enter the plaza space and move through on the Capitol Viewshed axis. A proposed sculpture or monument would sit within this large plaza across from the Brigadier General Casimir Pulaski Statue. This piece or art could be removed for large events like the inaugural parade, allowing for the potential of an ephemeral changing of the monument every four years, or could remain a permanent fixture for the Western End.

The proposed plaza space is fully paved to maximize flexible programming opportunities. Specialty paving is located at the center of the plaza to elevate and frame the space designated for gathering. This paved zone is also further framed by a double allée on all sides and linear seatwalls that double as site furniture and security infrastructure, enhancing both the plaza and adjacent streetscapes. The trees break at the two corners to allow for the diagonal view along the Avenue Corridor, and for the inaugural parade to have its required clear space. The trees also break in front of the Wilson Building to acknowledge an alignment with the District's City Hall. The Brigadier General Casimir Pulaski Statue remains in its existing location, and is framed by a double allée and linear seat walls, to create a more intimate zone surrounding the monument. Bollards are proposed to make the large open space feel secure from the surrounding street activity. Where the inaugural parade would cut through the plaza, at the northwest and southeast corners, bollards would be removable or retractable to allow for seamless access to the site.

The southern continuation of Pennsylvania Avenue is narrowed down to four lanes of travel, compared to the existing six lanes today. E Street would remain open to vehicles as a street, but is narrowed down to three lanes instead of the four there today. The parking surrounding the plaza could still take place on both E Street and Pennsylvania Avenue. On the southern sidewalk edge in front of the Federal Triangle buildings, new PUDO zones are introduced to match the regularity of PUDO zones proposed along the Avenue Corridor. Similar to the Corridor Alternative, the bike lanes are also located south of the PUDO at this new east-west portion of the Avenue. This would allow cyclists to remain off the busy cartway and on a secure cycletrack. New security measures that match what is being shown on the plaza are also implemented to further secure the Reagan Building. These seatwalls could double as a viewing location for any event or parade happening on the Avenue.

South of the NWWI Memorial at Pershing Park, the sidewalk will be expanding. This could allow for another row of trees that would line the Avenue and match the trees being proposed at Freedom Plaza on the southern edge.

Keyplan showing viewpoints for perspective render



KEY ELEMENTS

- Inaugural parade to move through plaza at grade
- Corridor tree expression wraps plaza to provide terminus (canopy tree option shown in diagram)
- Complement to Peace Monument in plaza

OPPORTUNITIES

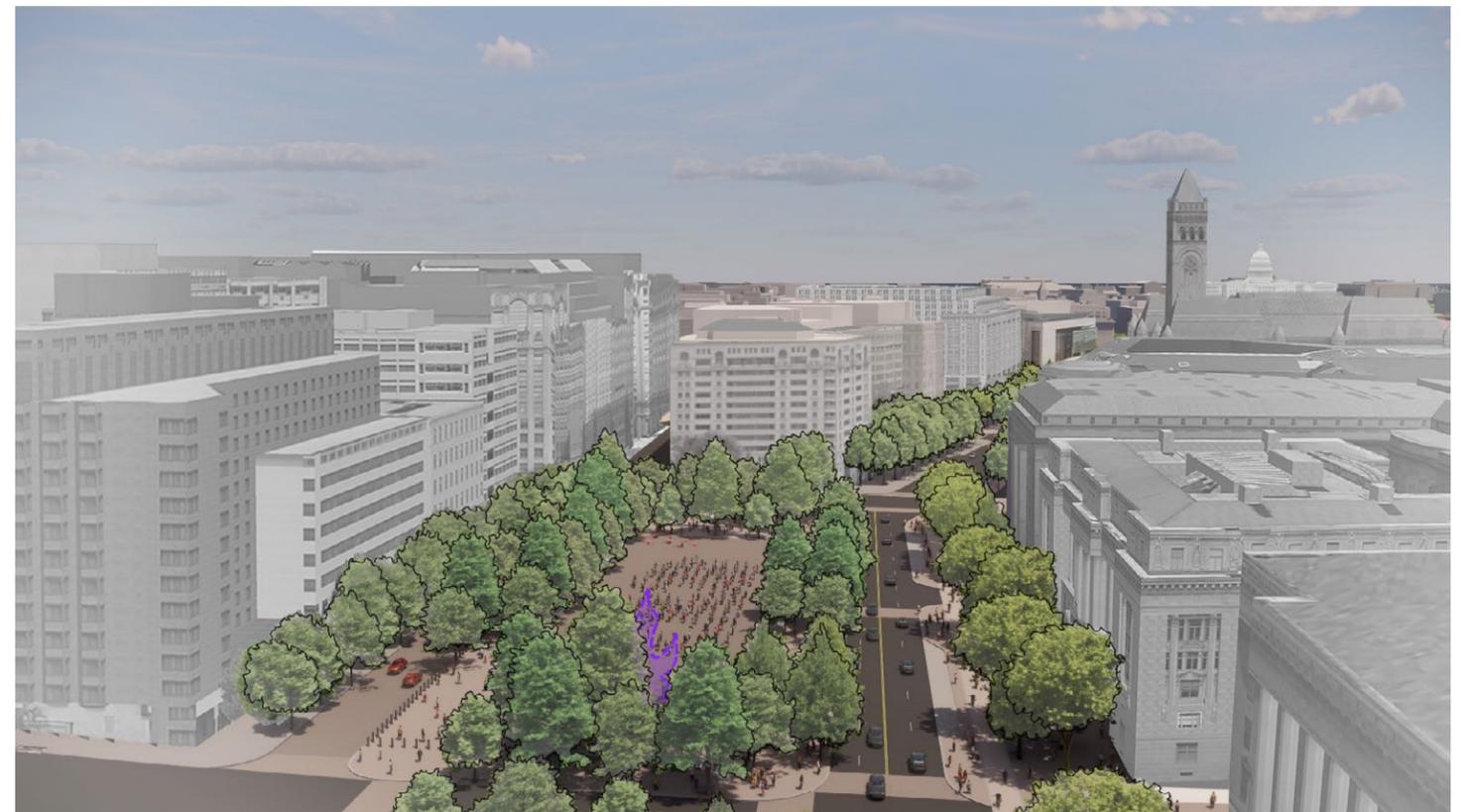
- Shade at perimeter
- Terminus to west end of L'Enfant axis

CONSTRAINTS

- Inaugural parade deflects around sculpture (or sculpture is uninstalled)
- Linear benches or activation to be removed for inauguration

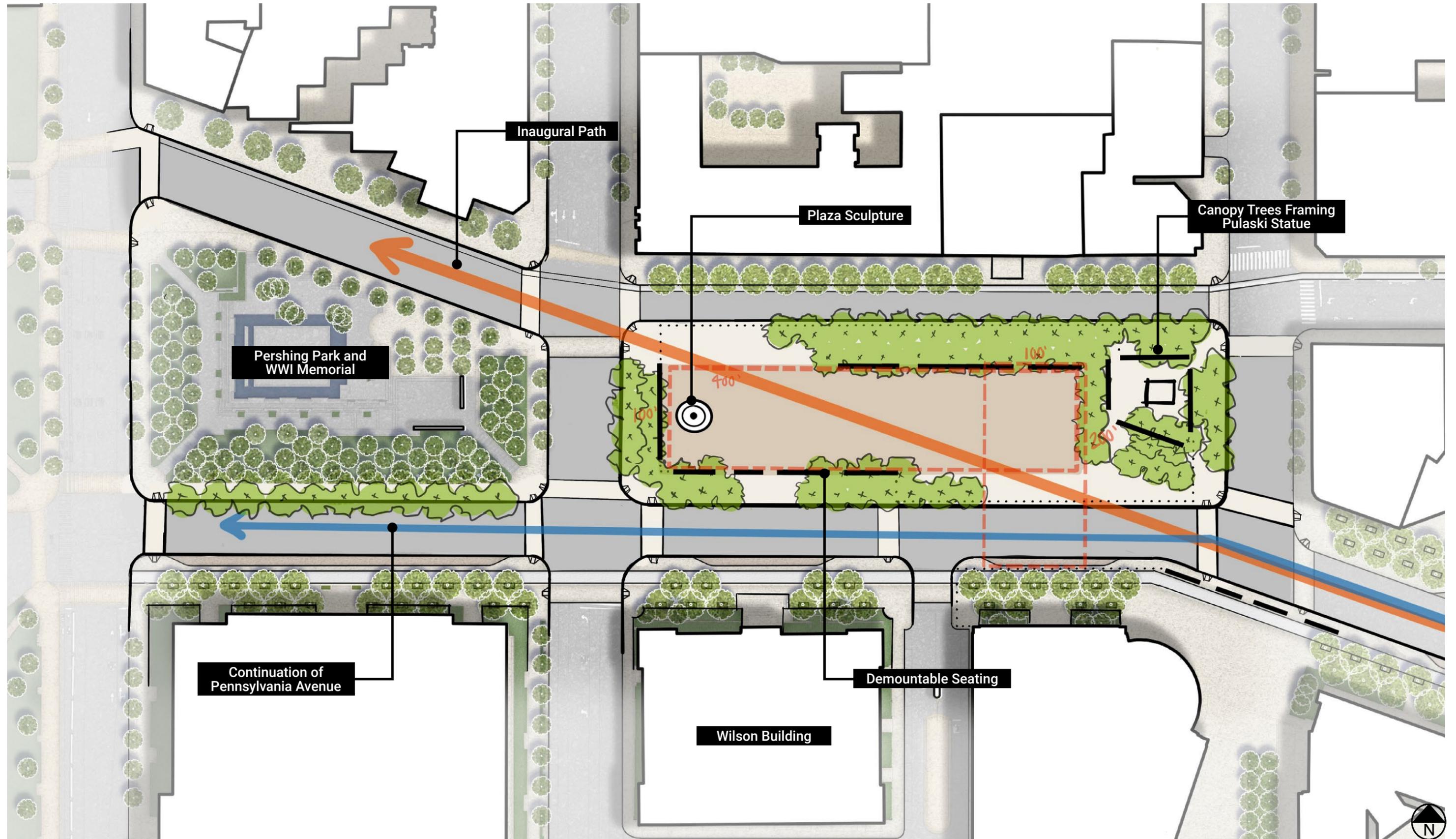
BARRIER-FREE EVENTS ZONE

- At least 200' x 100' utilizing Avenue and sidewalk areas



Western End — Contiguous Freedom Plaza Alternative, Framed Plaza Option

Staggered Canopy Grid Corridor Option shown



Western End — Contiguous Freedom Plaza Alternative, Expanded Plaza Option

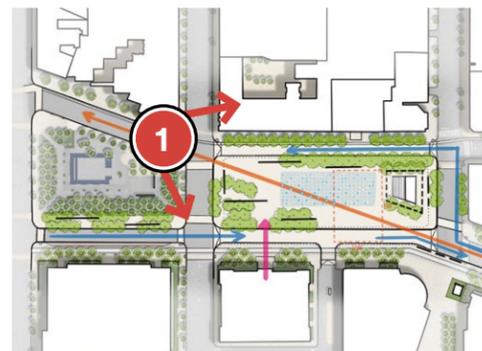
The overall design idea for the Expanded Plaza Option at the Western End Contiguous Freedom Plaza Alternative is to elevate Freedom Plaza to be the new terminus of Pennsylvania Avenue. Both of the streets north and south of the Avenue Corridor between 13th Street and 14th Street would be narrowed and table-topped, creating two one-way pedestrian friendly streets. Making these streets flush with the plaza would create one large plaza terminus for the Avenue. Central to this space would be a new water feature, large in scale to justify its presence and power as a celebratory terminus of the Avenue. A new stepped pavilion structure would overlook the site.

The plaza is fully paved to support flexible opportunities for programming the site. The flush streets, north and south of Freedom Plaza, further enhance the flexibility as additional spillout zones during an event. The central in-ground water feature would feature controlled and joyful vertical expressions of the water jets in specified zones. More powerful and taller jets of water celebrate the symbolic axis of America's Main Street, while the other zones of the fountain may feature lower jets and sprays of water to promote play and human engagement. The water feature being in-ground allows for the inaugural parade to continue through the plaza without interruption. Allées of trees and linear seat wall elements that double as security elements further frame the plaza space.

Bollards are proposed around Freedom Plaza to create a barrier from the flush spaces that accommodate vehicular travel. Removable or retractable bollards would be placed where the inaugural parade cuts through. The bollard system could tie into the linear seatwalls to create a secure gathering space inside the plaza for events. Additional security is placed in front of the Reagan Building.

The architectural gesture at the eastern end of the plaza is a stepped pavilion that has a large shade canopy above it and conditioned, occupiable space below. The steps are oriented on the western side to face towards the water feature. This could be a shaded space for parents to watch over their children, an office worker to eat lunch, or a viewing platform for a large crowd during events. Below the tiered seats, the pavilion opens up to the street on its east facade and could include amenities such as a cafe, mini museum, or restrooms. The Brigadier General Casimir Pulaski Statue is relocated near the entry of Wilson Plaza and aligned with the building yards of Federal Triangle, extending out towards Wilson Plaza and serves as a terminus along 13th Street NW.

The southern edge of the NWWI Memorial at Pershing Park expands. This could be a new respite zone across from the White House Visitor Center. The inclusion of new canopy trees and linear stone seatwalls continue the language of Freedom Plaza.



Keyplan showing viewpoints for perspective render

KEY ELEMENTS

- Inaugural parade to move through plaza at grade
- Pavilion structure, water feature, and temporary art activate plaza
- Intimate grove provides shade at Wilson Building

OPPORTUNITIES

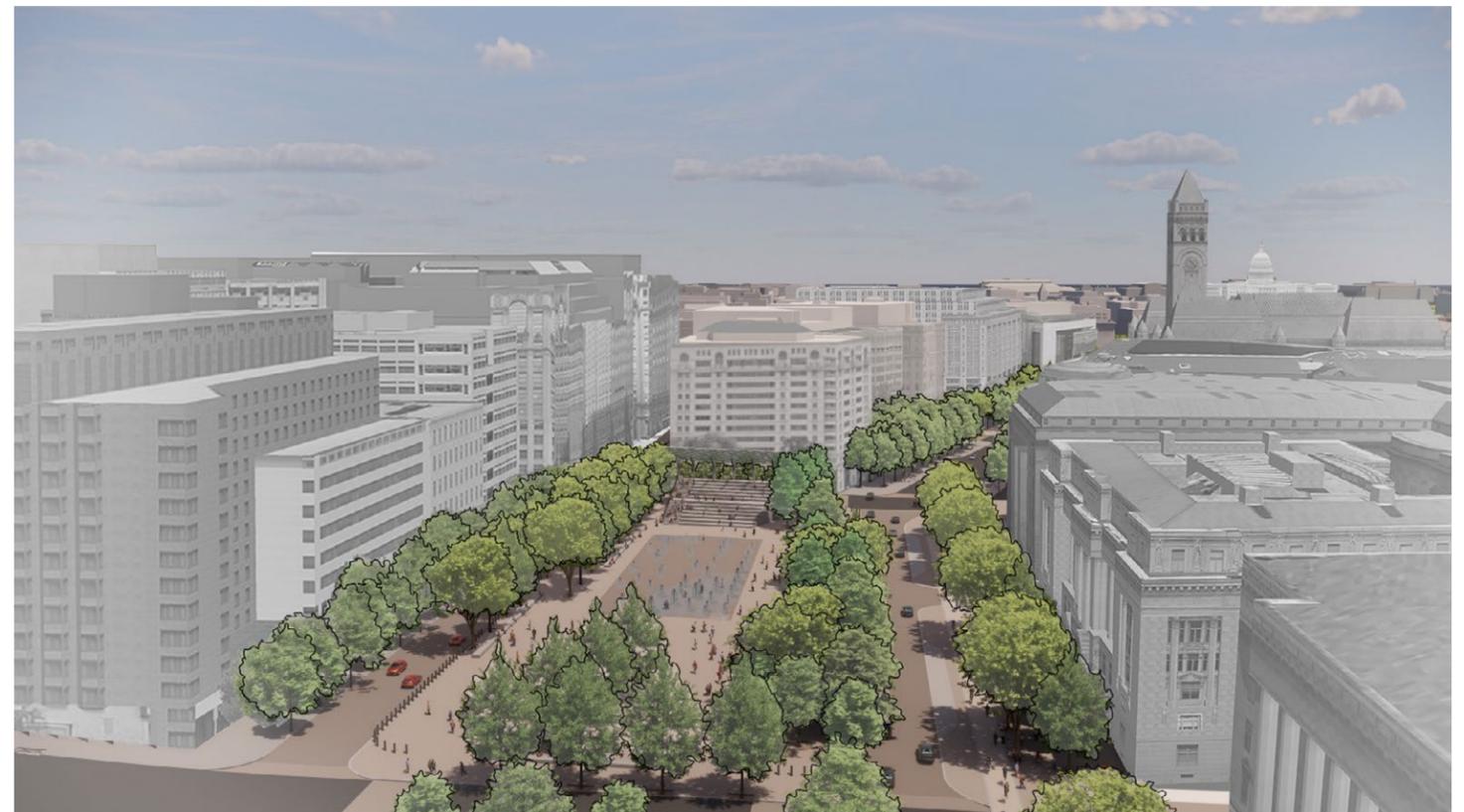
- Potential curbless environment allows for maximum flexibility
- Large at-grade water feature as strong focal point at west end

CONSTRAINTS

- Pulaski and MLK Jr. Time Capsule relocated within plaza
- Traffic circulation is more complex (one way on each side)
- Limited shade

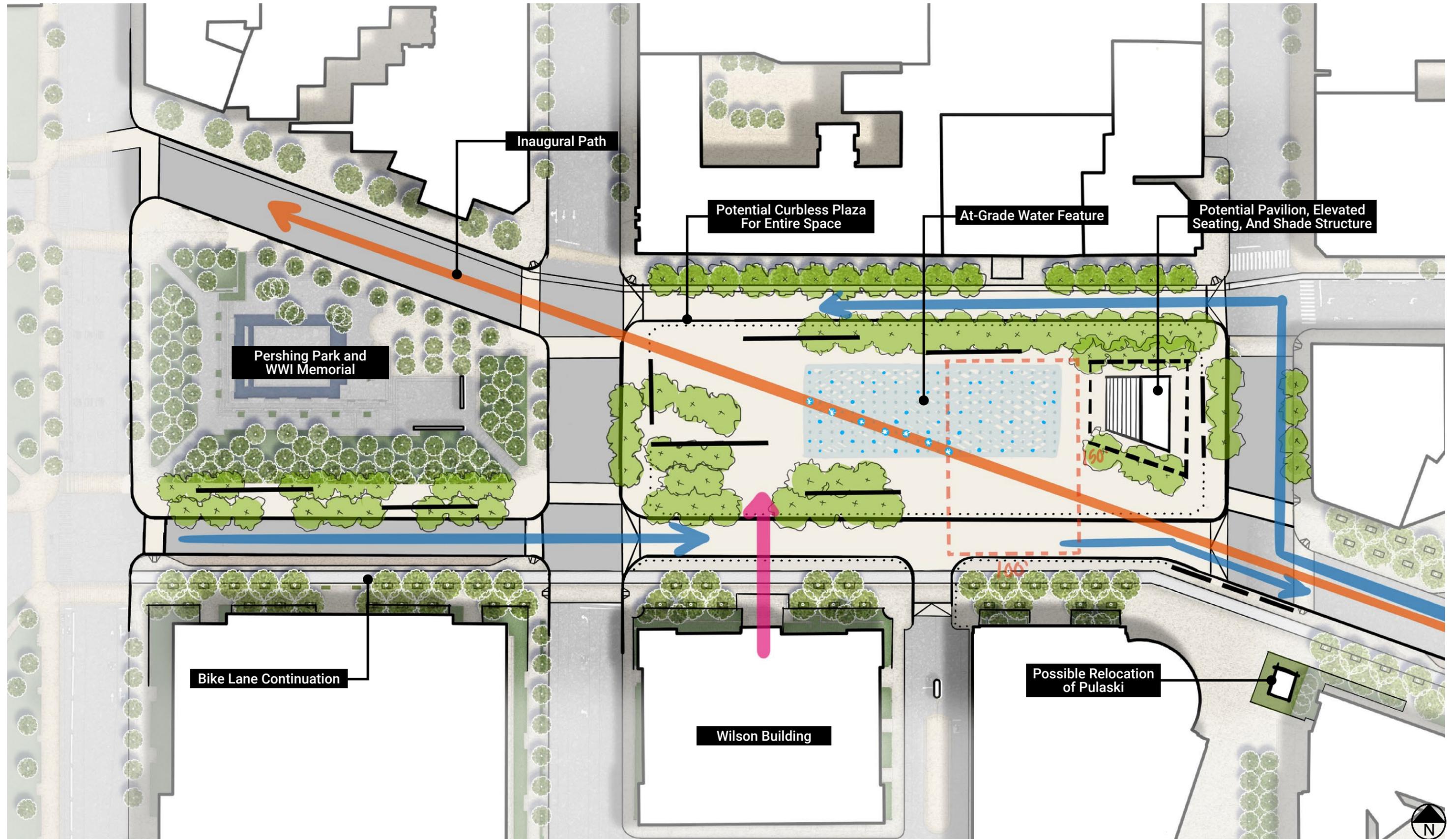
BARRIER-FREE EVENTS ZONE

- At least 150' x 100' utilizing Avenue and sidewalk areas
- Second possible event area over at grade water feature



Western End — Contiguous Freedom Plaza Alternative, Expanded Plaza Option

Staggered Canopy Grid Corridor Option shown



Western End Alternative — Option Summary

DIAGONAL CARTWAY ALTERNATIVE, PLANTED RESPITE OPTION



KEY ELEMENTS

- Avenue continues through
- Substantial addition of trees / shade

OPPORTUNITIES

- Planting reinforces two separate zones on each side of corridor
- South side integrates water and shade to support Wilson Building activities

CONSTRAINTS

- Avenue must close to support events
- Large gatherings are fragmented

BARRIER-FREE EVENTS ZONE

- At least 100' x 150' utilizing sidewalk areas

DIAGONAL CARTWAY ALTERNATIVE, TRIANGLE PLAZAS OPTION



KEY ELEMENTS

- Avenue continues through
- New “front plaza” for Wilson Building without road connection (fewer vehicular conflicts)
- Large plaza, event area straddles Avenue

OPPORTUNITIES

- Landscape yard / plaza on south side offers new program opportunities
- Open flexible spaces on each side

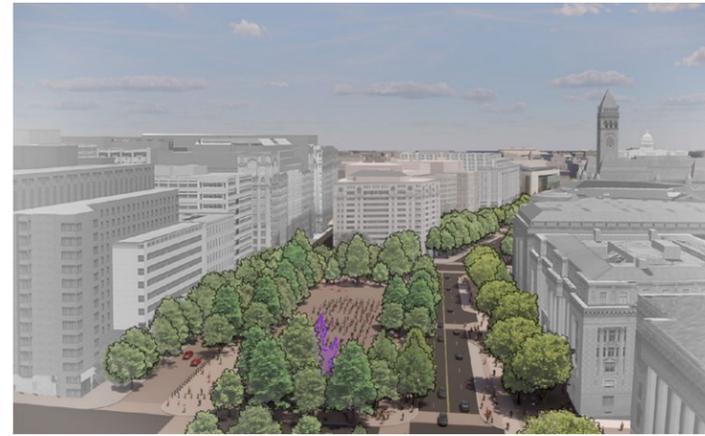
CONSTRAINTS

- All traffic needs to move on diagonal corridor to 15th Street (may require edits to edge of Pershing)
- Avenue must close to support events
- Limited shade in plazas

BARRIER-FREE EVENTS ZONE

- At least 400' x 100' utilizing Avenue and sidewalk areas

CONTIGUOUS FREEDOM PLAZA ALTERNATIVE, FRAMED PLAZA OPTION



KEY ELEMENTS

- Inaugural parade to move through plaza at grade
- Corridor tree expression wraps plaza to provide terminus (canopy tree option shown in diagram)
- Complement to Peace Monument in plaza

OPPORTUNITIES

- Shade at perimeter
- Terminus to west end of L'Enfant axis

CONSTRAINTS

- Inaugural parade deflects around sculpture (or sculpture is uninstalled)
- Linear benches or activation to be removed for inauguration

BARRIER-FREE EVENTS ZONE

- At least 200' x 100' utilizing Avenue and sidewalk areas

CONTIGUOUS FREEDOM PLAZA ALTERNATIVE, EXPANDED PLAZA OPTION



KEY ELEMENTS

- Inaugural parade to move through plaza at grade
- Pavilion structure, water feature, and temporary art activate plaza
- Intimate grove provides shade at Wilson Building

OPPORTUNITIES

- Potential curbsless environment allows for maximum flexibility
- Large at-grade water feature as strong focal point at west end

CONSTRAINTS

- Pulaski and MLK Jr. Time Capsule relocated within plaza
- Traffic circulation is more complex (one way on each side)
- Limited shade

BARRIER-FREE EVENTS ZONE

- At least 150' x 100' utilizing Avenue and sidewalk areas
- Second possible event area over at grade water feature

Western End Alternative — Option Summary, Plan Comparison

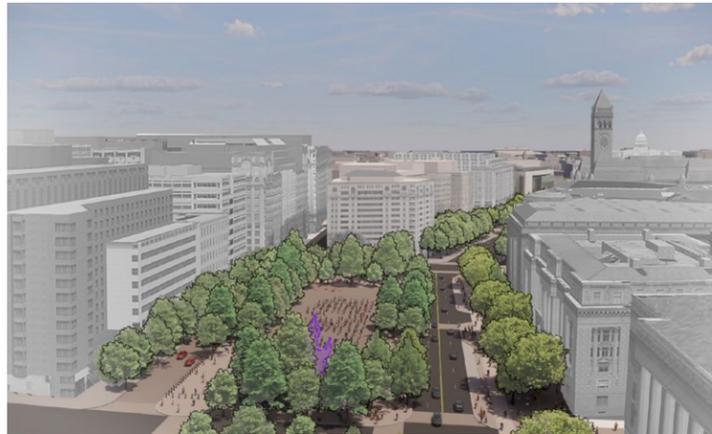
**DIAGONAL CARTWAY ALTERNATIVE,
PLANTED RESPITE OPTION**



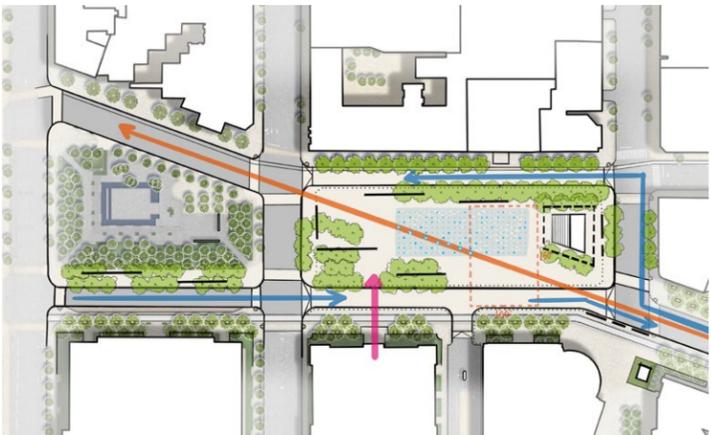
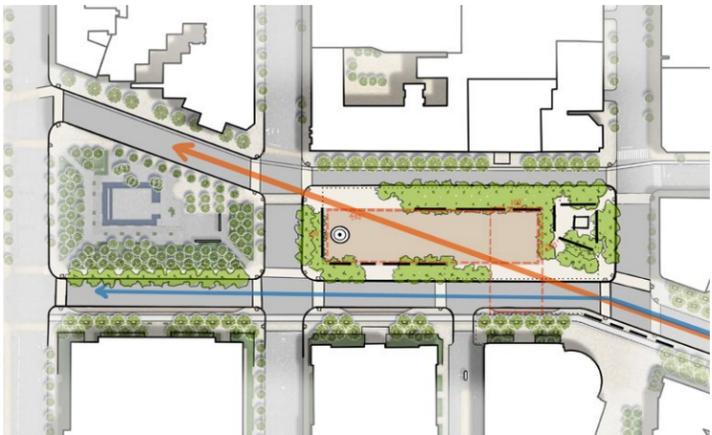
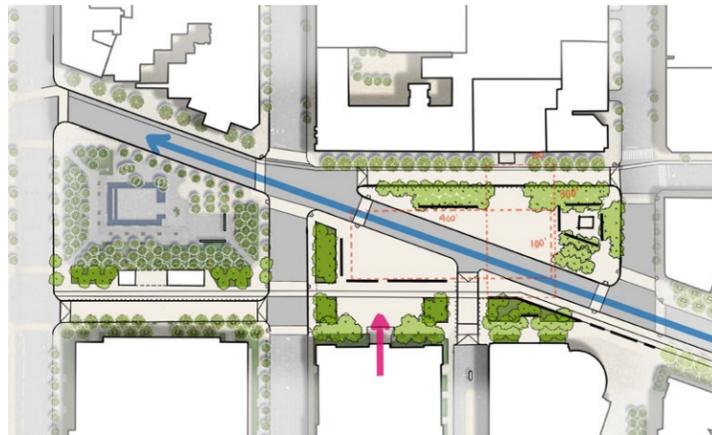
**DIAGONAL CARTWAY ALTERNATIVE,
TRIANGLE PLAZAS OPTION**



**CONTIGUOUS FREEDOM PLAZA
ALTERNATIVE, FRAMED PLAZA OPTION**



**CONTIGUOUS FREEDOM PLAZA
ALTERNATIVE, EXPANDED PLAZA OPTION**



An aerial photograph of Washington, D.C., showing a wide view of the city. The United States Capitol building is the central focus in the background, with its iconic dome. The foreground and middle ground are filled with various government buildings, including the Supreme Court building on the right and several large, multi-story office buildings. A major road, likely Pennsylvania Avenue, runs through the center of the image. The sky is overcast with grey clouds. A large, bold, black text overlay with a white outline and a slight drop shadow reads "EVENTS" in the center of the image.

EVENTS

Events

The Avenue has served as the stage for a multitude of events that celebrate our Nation and the District in moments of joy and mourning. The symbolic link between the Legislative and Executive Branches of the government and the framed viewshed of the US Capitol Building create iconic backdrops for concerts, festivals, parades, marathons, and First Amendment activities alike.

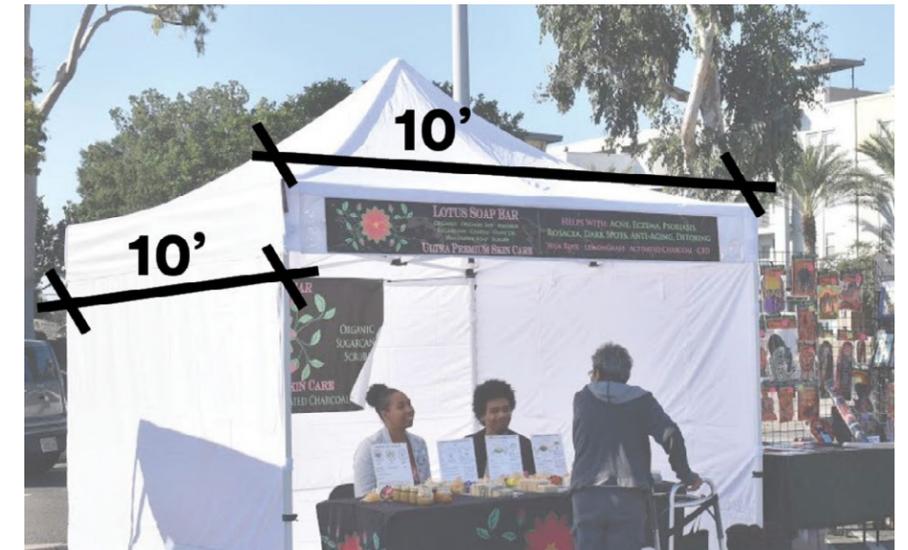
However, the complex layering of management and operational jurisdictions prevents some events from feeling seamless across the public spaces, sidewalk, and vehicular cartway. Events on the Avenue itself can often suffer from intense sun exposure and heat radiating from the asphalt. Bike curbs (Caterpillars), traffic signals, and other vertical elements can create barriers and trip hazards during events. Additionally, the outdated infrastructure and utilities along the Avenue Corridor are often not sufficient to support current events and temporary elements (bathrooms, security, wastewater hookups, electricity, etc) can be costly and time consuming to set up for smaller and medium sized events.



Spectators line the Avenue for the Washington Capitals Victory Parade (2018). Event goers spanned the sidewalk and existing cartway area.

Event Drivers

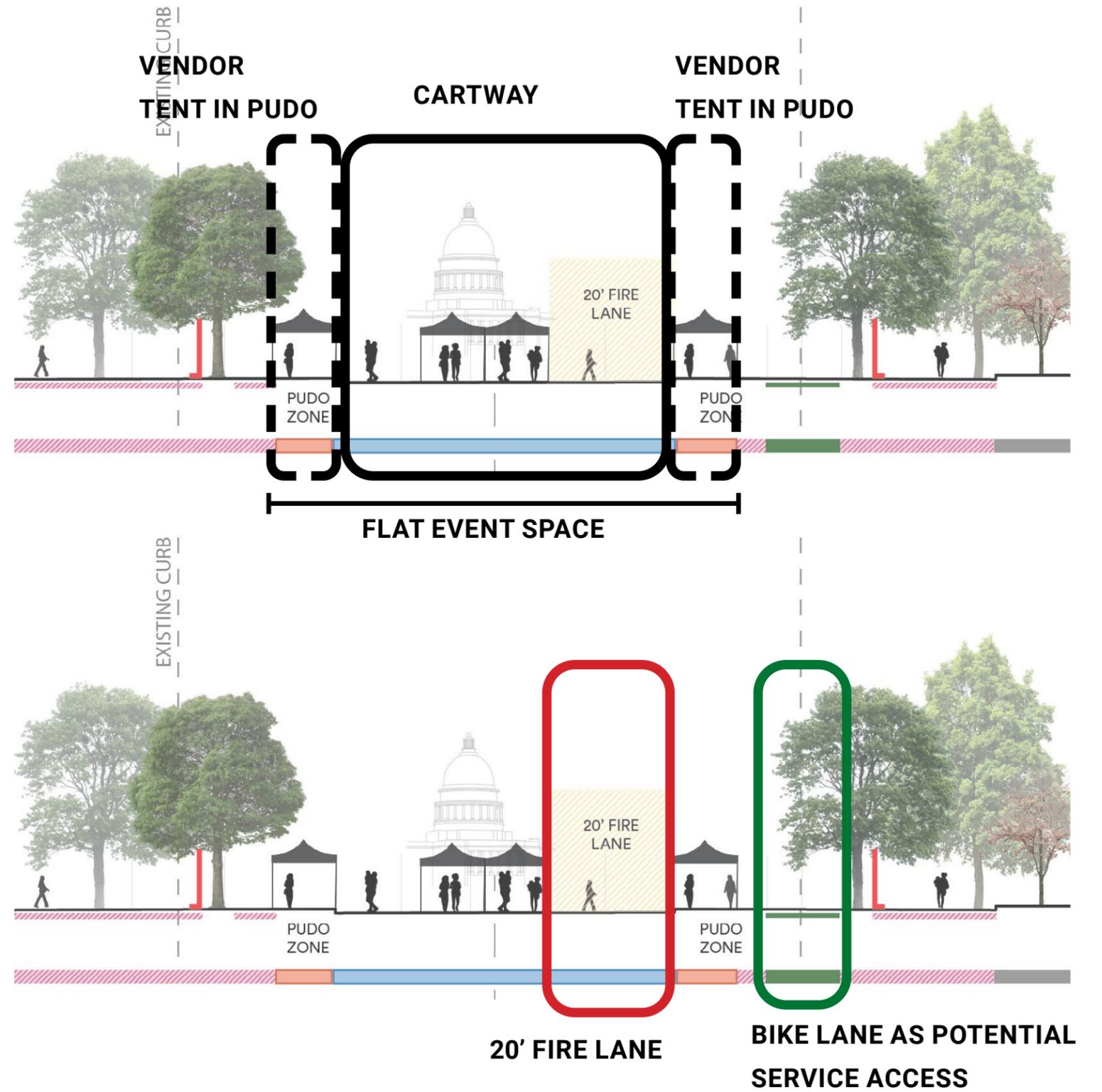
- There are a number of north-south streets that are emergency routes and must remain clear for most events
- There is a desire for the Avenue to accommodate larger stages
- A 20' fire lane is critical and required for all events
- Integrated infrastructure (power, Wi-Fi, comfort stations, wastewater hookups) at areas of high event usage could reduce the need for temporary and costly site elements
- Primary safety for attendees must be considered with vehicle ram barriers. Additional security screening is required for some events (especially national security events such as the presidential inauguration)
- The standard 10'x10' tent is also an important building block to event layouts
- Separating service lanes from event patrons is a desire for event producers
- Curbs can cause challenges for seamless access between the cartway and sidewalk spaces during events
- Permanent elements in the roadway frequently cause injuries to event attendees (such as the curb barriers for the bike lanes and the traffic signals in the center of the street today)
- During hot events, trees or temporary structures can provide shade but must not block clear sightlines to the stage or main attraction



Event Dimensions At Corridor

The dimensions of the corridor alternative (both options) under consideration have been calibrated to work with a typical event set-up of four rows of tents with a 20-foot fire lane. This flat event space does utilize the PUDO areas, so in the current corridor options the PUDO areas on the eastern end are much longer than other blocks to accommodate more tents in this more frequently used event space.

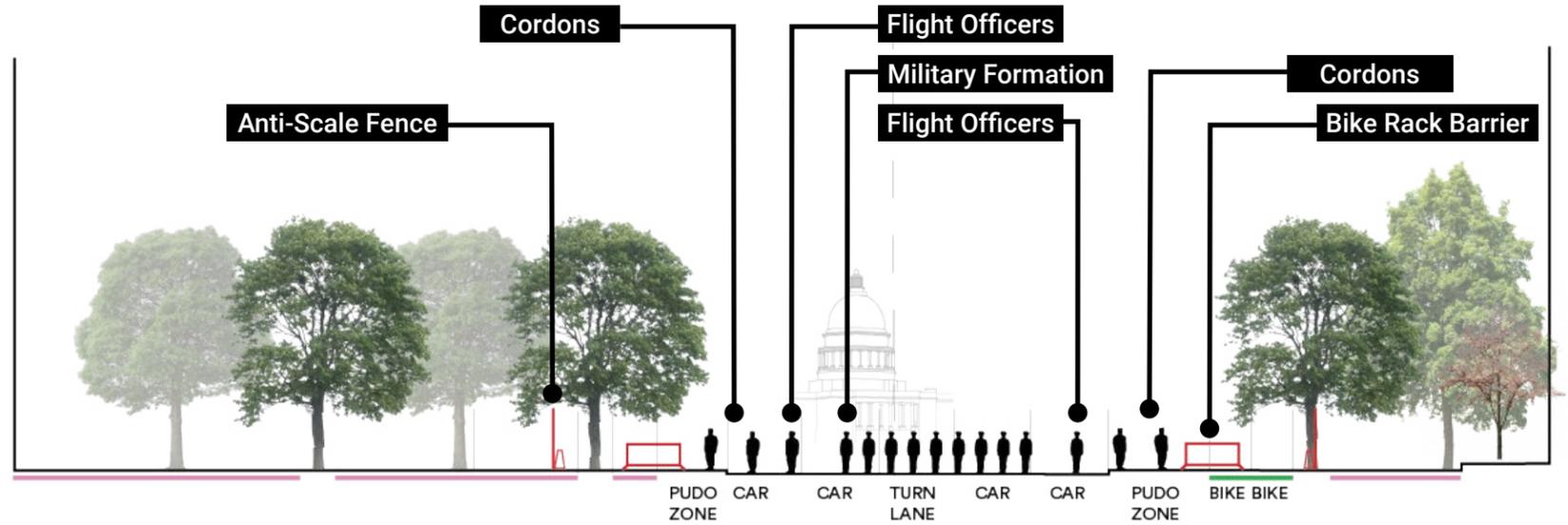
A 20 foot fire lane is accommodated between the rows of tents and the bike lane could be utilized as service access.



Inaugural Parade

The inaugural parade is accommodated in a similar manner as it is today, with the exception of the curb relocation in areas where the cordons of officers are standing stationary. This approach has been initially approved by the Military District of Washington.

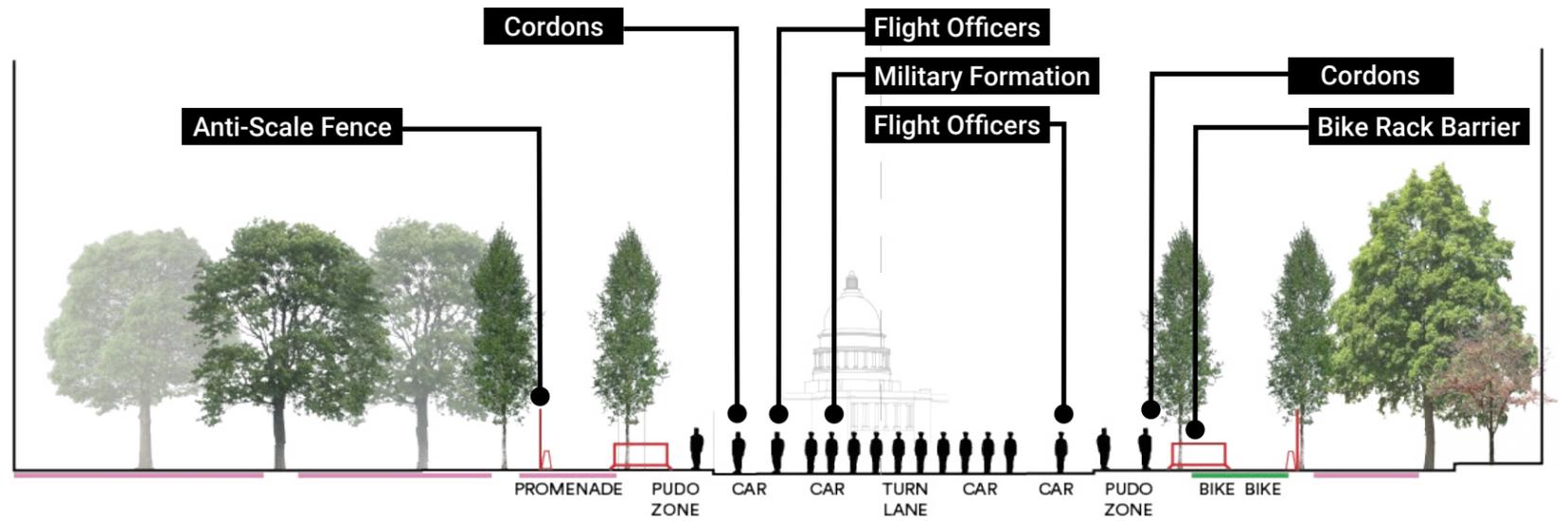
Further coordination will continue with the Metropolitan Police Department, Military District of Washington, and others.



Inaugural Parade Layout In Corridor Alternative, Staggered Canopy Grid Option



Presidential Inaugural Parade (U.S. Army image public domain/Sgt. George Huley)



Inaugural Parade Layout In Corridor Alternative, Continuous Fastigiate Allée Option

First Amendment Activity on the Avenue

Conceived of as a physical and symbolic link between the executive and legislative branches of the US government, Pennsylvania Avenue has served as a central stage of political power, public celebration, mourning, and protest, attracting every walk of citizen, statesmen, and visitor alike. In daily life, it has long served as a place of work and business as well as a place of lodging and amusement. For people of all backgrounds, it is a place for the nation to express emotions ranging from joy and celebration to grief and anguish. It is a place to commemorate history, witness the present, and challenge and inspire the future.

Throughout the 18th and 19th centuries, the Avenue largely functioned as the city's main street, accommodating the city's market and many businesses essential to everyday life.

Beginning in the McMillan Era and continuing to present day, the Avenue has become an important venue for peacefully assemble and protest. In 1913, the National American Woman Suffrage Association organized a massive march for voting rights along Pennsylvania Avenue the day before President Woodrow Wilson's inauguration. Though the first organized march of protest, known as Coxey's Army, occurred in 1894, the suffrage march solidified the use of the Avenue for First Amendment gatherings. Other large protests include civil rights demonstrations; anti-war protests (Vietnam and Iraq); and protests for the environment, labor rights, and LGBTQ+ rights. In the fall of 1969, up to 500,000 people marched in the Moratorium to End the War in Vietnam. Counter-inaugural marches were also held to protest the war at President Nixon's 1969 and 1973 inaugurations.

Somber moments of national unity and reflection have included state funeral processions of six Presidents, including those for President Lincoln (1865), President Kennedy (1963), and President Carter (2025).

Over time all such events have shaped the meaning and significance of the Avenue, reflecting the nation's culture and values as a public space and link between the government and the people.

Today, the Avenue continues to be a backdrop for daily activities and special programming—from nationally prominent events such as World Pride (2025) to local and regional celebrations, including the Washington Nationals World Series victory parade (2019) or the annual Marine Corps Marathon, among many others.



Example of First Amendment activity on the Avenue, “Women Strike for Peace” marchers, August 26, 1977 (Diane L. Kuzio/Smithsonian Institution)



Farmers driving tractors at night on Pennsylvania Avenue, as part of an American Agriculture Movement rally, 1977 (Library of Congress)

Event Views — Festival / Market Setup



Event Setup Layout In Corridor Alternative, Continuous Fastigate Allée Option



Keyplan showing viewpoints for perspective render

Event Views — Concert Setup



Event Setup Layout In Corridor Alternative, Staggered Canopy Grid Option



Keyplan showing viewpoints for perspective render



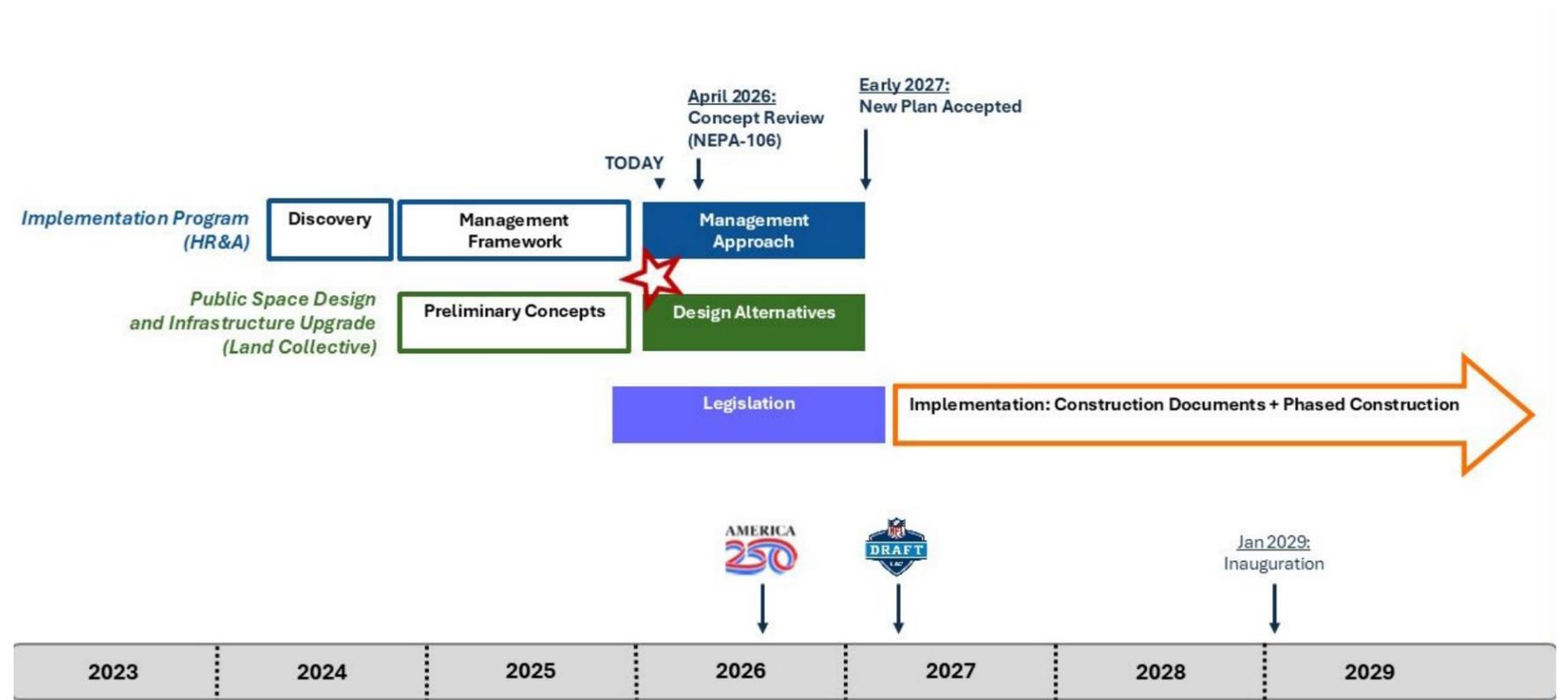
PHASING & IMPLEMENTATION

Phasing & Implementation

This Project is a planning effort and it is too early to determine the cost for the physical changes. Once a preferred alternative is identified, schematic drawings prepared, and a comprehensive survey completed, a reliable magnitude of cost can be estimated, which will help inform the potential funding sources. These are important details and will be further examined during future phases of design development.

The Public Space Master Plan could be implemented through multiple phases. The Design Team has explored multiple options for phasing and some of the potential phasing strategies are included on the following pages. Multiple phases will be necessary to implement the Public Space Master Plan due to things like the inaugural parade, the large scale and complexity of the Project Study Area, and utility/ infrastructure upgrades. Although implementation will be phased, the Avenue should be designed comprehensively. The Avenue Corridor itself should be implemented as one project and/or continuously to support utility upgrades and a cohesive and consistent frame of the Capitol viewshed.

Final design and implementation are not part of the scope of this Project. The Public Space Master Plan that will result from this Project will serve as guidelines for the Project Area and set the direction of studies to be completed as part of the final design. As a planning commission, NCPC will not be leading the final design and implementation, and a separate yet-to-be-determined entity will lead the implementation of the Public Space Master Plan.



Current project timeline

Phasing & Implementation — Potential Strategies

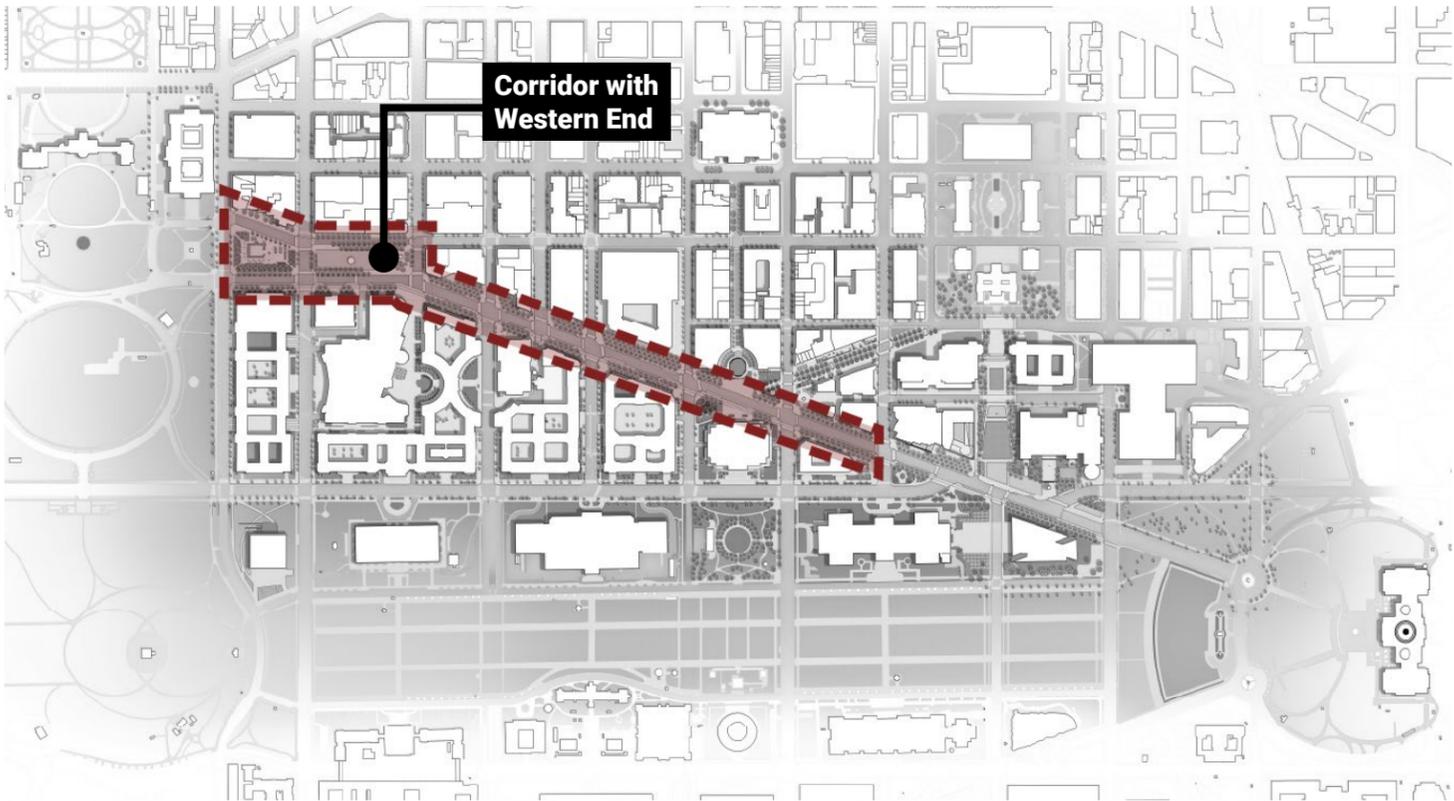
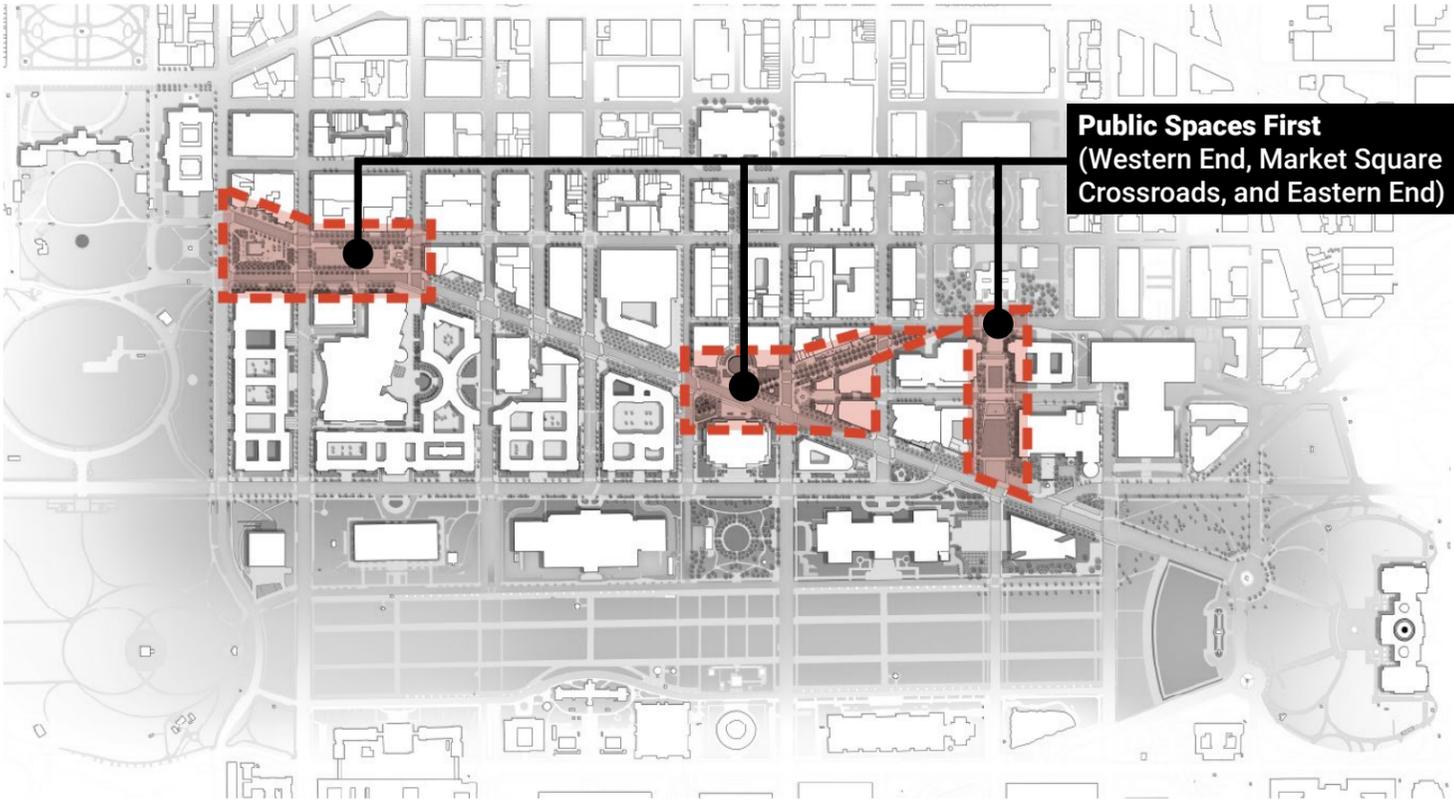




Image courtesy Architect of the Capitol