Although the Eccles Building was designed as an office building for a government agency and not a banking institution per se, permanence, stability, and security were symbolically conveyed through the 1937 Federal Reserve headquarters building. The expanded Eccles Building and addition to the FRB-East Building will create a forward-looking group of buildings that link the Board’s heritage and historic location on the National Mall with a contemporary architecture and expression that speaks directly to its evolving culture and important role in fostering stability in the nation’s financial systems.

2.12.2 DESIGN CHANGES AND IMPROVEMENTS

Key elements that have changed since the NCPC concept review in 2019 include:

**Eccles Building**
- Development and refinement of the strategy to restore the original skylight in the center wing of Eccles
- Development of the garden wall that defines the entry to Eccles and the emergency exit on the west side
- Additional articulation at Level 4 of the infills
- Introduction of a ramp from the historic lobby to Level 1 to insure universal accessibility
- Revisions to the private dining room lobby on Level 4
- Development and refinement of the historic corridors
- Development of the two officer’s posts in the south lawn to replace the existing ones

**FRB-East Building**
- Elimination of the Level P4 below the south lawn and 20th Street due to extensive bedrock
- Expansion of the MEP penthouse serving the historic building
- Development of two officer’s posts for the south lawn of the FRB-East to be the same design as the ones for south lawn of Eccles
- Development of officer’s posts for the entrance ramp to the garage on 19th Street and exist ramp on 20th Street to be similar in design to the officer’s posts in the south lawns of both Eccles and FRB-East

**Site & Landscape**
- 20th Street will be narrowed from 42’ to 32’-6”. It creates a number of benefits including adding a landscape zone between the garage ramp and sidewalk, restoring the L’Enfant alignment and the street to the 1930’s width, escalating the street for its use, decreasing impervious surface and improving both pedestrian experience and safety.
- Development of and refinement to the perimeter security.
- Development of the public realm.
- Modification to the design of the entrance plaza of FRB-East by rotating the fountain from the northern wall to west wall and eliminating the stair leading up to C Street.

2.12.1 RESPONSES TO NCPC COMMENTS RECEIVED AT PREVIOUS REVIEW

**Massing & Design**
NCPC requests the Board continue to use the Section 106 process to evaluate the scale of the skylight and impacts on views from Constitution Avenue.
- At consulting party meeting number six Fortus presented a refinement for the Eccles skylight and noted that the goal is to balance the preservation of spaces in the interior (courtyard) and minimize impact on site lines on Constitution Avenue. The design team has done a lot of work to make adjustments to the skylight. At the previous consulting parties meeting, David Maloney made a comment about pushing up the skylight above the historic cornice. The design team raised the skylight eight inches to increase the reading of the cornice as an individual element. Fortus showed a series of slides of the previously presented skylight height and the new height and noted that it is difficult to discern, but there is a slight line visible from Constitution Avenue as a result of raising the skylight eight inches. There was general agreement that this best approach.

NCPC requests that if rooftop antennas are anticipated, the Board submit a rooftop antenna plan showing the height and location of future antennas with appropriate setbacks and screening so they are not visible from Constitution Avenue or the National Mall.
- No commercial cellular carrier rooftop antennas for public use will be located on the building rooftops. There will be two small antennas that will project a few feet past the top of the screen wall as shown on the included plans and elevation. Please see section 3.7.9 for more detailed information.

**Transportation & Parking**
NCPC recommend the Board soften the hard edge of the wall between the sidewalk and ramp with landscape buffer.
- One of the benefits to narrowing 20th Street is the creation of a 6’-7” wide landscape strip between the sidewalk and the ramp in addition to the other benefits previously mentioned.

**Landscape & Tree Strategy**
NCPC notes additional refinements to the proposed landscape plan may occur during the section 106 process to further minimize the loss or alternation of historic and character-defining landscape features.
- The design team will respond to any findings/comments coming out of the Section 106 process.

NCPC requests the Board submit a tree-planting plan, including size, type, and location, in accordance with NCPC’s tree replacement policy.
- A planting plan with tree size, species and locations have been incorporated in the narrative submission. Please see section 3.12.

NCPC notes that 35 trees in the right-of-way will need to be removed for perimeter security installation or because of poor health. The Board is committed to replant in accordance with all of DDOT requirements.
- The Board and design team are committed to replanting as many street trees on-site as is feasible while adhering to the DDOT requirements to ensure a successful streetscape is achieved.

NCPC requests the Board continue to coordinate with DDOT and the Public Space Committee.
- The design team participated in a (Preliminary Design Review Meeting) PDRM with DDOT on 11 March 2021 to present the narrowing of 20th St, balancing traffic, safety, sustainability, and pedestrian/streetscape experience improvements. The design team applied for concept approval of the entire site, including perimeter security, utilities, and street narrowing on 19 March 2021. DDOT provided comments and the application was reviewed at the 27 May 2021 PSC hearing. DDOT expressed support for the Board’s strategies that are being implemented. However, a number of details are still in the process of being resolved. The design team, DDOT and OP will meet as required to gain final concept approval at the meeting on 24 June 2021 PSC Hearing.

**Perimeter Security**
NCPC requests additional information and renderings for the officer’s posts.
- Fortus has developed six site officer’s posts: two are located at the south lawn of the Eccles
5 LANDSCAPE
2.2 | LANDSCAPE AND STREETSCAPE

Circulation, Sidewalks, and Streetscape

Primary pedestrian access into the Eccles Building will take place from 20th Street NW. Primary vehicle access to the Eccles Building will take place from the Martin Building directly to the south. An underground pedestrian tunnel will connect the Eccles and FRB-East Buildings, passing the existing tunnel that connects the Eccles Building and Martin Buildings near Peterson and Pennsylvania Military Farms beyond.

20th Street NW will be completely restored and widened between Constitution Avenue and C Street NW due to underground garage and tunnel construction. 20th Street is proposed to be widened from the existing 42'-0" wide to 210'-0" wide to create a more pedestrian-friendly corridor for the historic L’Enfant plan width and continuity. This adjustment creates additional alignment for street tree plantings on the east side of 20th Street; a planted buffer along the garage wall was long and unlikely. The east side of the street was previously widened by a 12'-0" right-of-way for the Martin Building and now cleared mid-block crossings on 20th Street NW will connect the Martin Building to the Eccles Building with the main entrance of the FRB-East Building. Special paving and trees will be used to connect crossings and pedestrian connections between the two buildings separated by 20th Street NW. A precedent for this approach exists between the Martin Building and the Eccles Building at 18th Street NW, which has pavers crossing over the street in front of the main staff entrance to the Eccles Building.

The streetscape and sidewalks will be completely restored and widened due to disturbance from construction activities and the removal and replacement of the perimeter security. It is assumed that the 20th Street curbs and drainage will be demolished and completely repaved to current DDOT standards as mentioned above, but all other curbs will remain in place to the extent possible. Portions of curbs will be replaced with curbside, curb ramps, and for uniformity reasons.

Overall Vegetation (Not building specific)

The proposed planting design will include plants selected to thrive in the local/regional site conditions, and to increase species diversity while retaining the character of the significant historic landscape. Native and regionally adapted species will be utilized whenever possible. The design includes a tree preservation strategy that will seek to protect as many healthy existing trees as possible. Tree protection caging may include fences protecting tree root zones, temporary measures to prevent soil compaction and root damage where tree protection fencing is not practical, pruning, fertilization, air spading, or root prizing.

Missing trees along the Constitution Avenue terrace will be replaced with 8-inch caliper trees to create a more uniform design expression. All existing trees will be topped, trimmed, and pruned with tree size, underdrainage systems will be added to the south garden terrace.

New tree plantings within the terraces will utilize large caliper trees, 12 to 15 inches. Davey potted stock will be replaced with plants that better match the original design intent and are well adapted to the local environmental conditions.

LANDSCAPE PLAN

Figure 15: The flat side of the trunk entering the soil suggests that this street tree has a belowground girdling root.

Figure 13: A northern red oak (Quercus rubra) exhibiting generally good structure with well-spaced, horizontal branching and a clear leader for most of its height. Compare this generally good structure to the belowground girdling root and the restricted rooting area.

Figure 16: Basal damage and decay on an oak. Extensive minor damage, Gloomy scale, and have restricted rooting area. Note the many large pruning cuts near the same area. These cuts were small, eliminating the need for large cuts. The major wound that will become life-limiting. This tree also exhibits an excessive lean.
Proposed design: matches 1931 Historic curblines and centerline
24’-0” CURB-TO-CURB

Street tree replacement in the right-of-way will follow DDOT requirements. Removal and replacement of bollards to acquire replacement full street trees with the exception of very large trees along Constitution Avenue. Street trees will delay construction. Avenue will be replaced with 4” thick truck caliber trees. Minimum 20-year tree time will remain and rest not considered pavement systems. If impacted in selected areas. Trees in the right-of-way will be upper dirted, trimmed, and include erosion systems.

Select large bollards and trees will be removed and replaced since the security and construction activities relates to the garage and curvilinear areas at FRB East Buildings. Trees will be replaced with 2’-0” to 3’-0” caliper trees where necessary. Shrubs will be replaced with large shrubs.

2.12.2 Perimeter Security
The existing bronze-clad perimeter security system around the Eccles Building will be replaced by a cable rail system similar to one installed at the Department of Commerce. It will be more compatible and less onerous than the existing. A new perimeter security system is proposed at FRB-East Building as one does not currently exist. The proposed approach to site perimeter security will integrate passive rail with anti-ram barriers to enhance, reduction in width, and other site elements. The appearance of security barriers should match the campus and their effects on the historic integrity of the FRB Buildings will match the security system with planning, incorporation into site amenities, and integration of multiple barrier types.
The proposed approach to site perimeter security will integrate a comprehensive post-and-rail system, anti-ram bollards and anti-ram elements, and where&nbs...
OFFICER POSTS | 1951 GARAGE EXIT (WEST, ‘TYPE B’)

VIEW OF 1951 GARAGE EXIT OFFICER POST (WEST) FROM SOUTH

VIEW OF 1951 GARAGE EXIT OFFICER POST (WEST) FROM SOUTH WEST

VIEW OF 1951 GARAGE EXIT OFFICER POST (WEST) FROM SOUTH EAST

ENLARGED PLAN OF 1951 GARAGE EXIT OFFICER POST

property line

site wall as integrated security

fixed bollards, typ.

gravel strip, 2’ wide

access path, 3.5’ wide

OFFICER POSTS | 1951 GARAGE EXIT (WEST, ‘TYPE B’)

VIEW OF 1951 GARAGE EXIT OFFICER POST (WEST) FROM SOUTH WEST

VIEW OF 1951 GARAGE EXIT OFFICER POST (WEST) FROM SOUTH EAST

ENLARGED PLAN OF 1951 GARAGE EXIT OFFICER POST

property line

site wall as integrated security

fixed bollards, typ.

gravel strip, 2’ wide

access path, 3.5’ wide
FEDERAL RESERVE BOARD | FORTUS

FRB EAST | CONSTITUTION AVE NW SECTION - NORTH/SOUTH

EXISTING CONDITIONS

- Granite clad end post
- Bollard in metal sleeve
- Flush granite curb
- Post and rail: cable barrier in metal sleeve
- Post and rail: intermediate post in metal sleeve

POST-AND-RAIL VEHICULAR BARRIER

- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier

FRB EAST | CONSTITUTION AVE NW SECTION - NORTH/SOUTH

EXISTING CONDITIONS

- Granite clad end post
- Bollard in metal sleeve
- Flush granite curb
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POST-AND-RAIL VEHICULAR BARRIER

- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier

FINAL REVIEW

MARRINER S. ECCLES BUILDING AND FEDERAL RESERVE BOARD-EAST BUILDING | NATIONAL CAPITAL PLANNING COMMISSION

- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier

CONSTITUTION AVE NW

- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier

PUBLIC SIDEWALK

- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier
- Post-and-rail vehicular barrier

CONSTITUTION AVE NW
ECCLES - C STREET PERIMETER SECURITY

POST AND RAIL, 4' OPENING, CENTER BOLLARD

EXISTING TRAFFIC CONTROL BOX

EXISTING TRAFFIC CONTROL BOX

EXISTING TRAFFIC CONTROL BOX

ZONE OF HIGHER THREAT

BOLLARD

PROPERTY BOUNDARY

CARRIAGE WALL (EXISTING)

CARRIAGE WALL (NEW)

VEHICLE BARRIER

ECCLES - C STREET PERIMETER SECURITY

20TH STREET & C STREET - EXISTING (Looking SW)

21ST STREET & C STREET - EXISTING (Looking SE)

20TH STREET & C STREET - EXISTING (Looking SE)

21ST STREET & C STREET
Quercus coccinea (Scarlet Oak) - quantity: 20
Quercus rubra (red Oak)
Quercus phellos (Willow Oak) - quantity: 63
Ulmus Americana 'VALLEY FORGE' ('VALLEY FORGE' AMERICAN Elm)- quantity: 4

STREET TREES

Magnolia virginiana - Sweetbay Magnolia  - quantity: 8
Prunus Pendula 'Pendula Rosea' - Weeping Cherry  - Quantity: 1

UNDERSTORY

Eccles
Constitution ave nw
C street nw
21st street nw
20th street  nw
19th street  nw
Virginia AVe nw
Property line
Property line

EXISTING ELM TO REMAIN, TYP.

Existing oak to remain existing weeping cherry
Prunus Pendula 'Pendula Rosea'
Ulmus americana 'VALLEY FORGE'

2"-2 1/2" caliper
4 1/2" caliper

Tree planting - Quantities, species, and caliper size

SCALE: 1" = 60'-0" 0 30 60 120

bollard in metal sleeve

MATCHED SPECIMEN

EXISTING ELM TO REMAIN, TYP.
The project will preserve some landscape character-defining features of the Eccles Building landscape while rehabilitating circulation to create universally accessible routes, improving perimeter security (described in the perimeter security section), reconfiguring the east and west courtyards, and a portion of the fountain gardens. The proposed design retains a symmetrical site layout with geometrically ordered gardens on each side of a central walk leading up a flight of steps to elevated front gardens.

Pathways will provide access to the lawn and garden terrace from the southwest and southeast corners with new sloped walks. The two fountain gardens will both be accessible by sloped walks from the south that will remove existing stairs. The existing historic pebble stone mosaic paving surface material may not meet ADA requirements, and the new pathways will improve the accessibility into garden.

Other landscape elements will be removed, salvaged, and rebuilt in original locations. Portions of the east fountain garden will have to be removed and rebuilt due to the extent of underground work. Both fountains will undergo repair work. The marble walkway at the edge of the building’s south façade will be salvaged and rebuilt to accommodate the below-grade foundation work on the building. Bioretention areas are proposed south of the marble walkway in place of the row of magnolias that will be removed to help satisfy stormwater requirements. An evergreen hedge will be installed surrounding the bioretention areas based on the historical design.

Bioretention areas will be located a minimum of 10 feet from the south side of the Eccles building. Planting in bioretention areas will include native species that tolerate higher levels of saturation as well as dry conditions. More traditional shrub will be planted at the perimeter of the bioretention areas.

Figure 2-4: Eccles Proposed Rendering

**Bioretention areas**

- Large: 1500 cubic feet of soil within a R27’
- Medium: 1000 cubic feet of soil within a R22’
- Small: 600 cubic feet of soil within a R16’

*Soil volume is calculated as: (Area of Open Soil x Depth of Soil) + (Area of Covered Soil x Depth of Soil)."
**PROPOSED PLANT PALETTE**

**WEST - LAWN**
- Tall Fescue and Fine Fescue mix
- Annual Rye
- Tussock Sedge
- Kentucky bluegrass
- Soft Rush
- Switchgrass

**SOUTH - SUBRETENTION**
- Soft Rush
- Terraced Bank
- Shrubs

**EXISTING GARDEN**
- Hemlock Hedge
- Azalea
- Weeping Cherry

**EXISTING GARDEN**

**ECCLES - CONSTITUTION AVENUE LOOKING NORTH AND EAST**

**BIORETENTION**

**LAWN**

**FORTUS**

**MARRINER S. ECCLES BUILDING AND FEDERAL RESERVE BOARD - EAST BUILDING | NATIONAL CAPITAL PLANNING COMMISSION**
The proposed landscape design reflects the formality and symmetry of the historic design, while addressing program needs related to creating a new main building entrance, improving universal accessibility, and enhancing site security. It includes the replacement of the building terrace and the south lawn and improvements to the garden spaces. Within the garden spaces, two water features are proposed on either side of the lawn. An accessible route will be provided at the SE and SW corners of the site.

FRB-East Entry

A new sunken outdoor terrace in the northwest corner of the site for employee use, adjacent to the entry, will help activate the corner of 20th Street and C Street. This terrace will be limited to public use and will be bordered by a street water feature on the west side of the plaza that faces west into the main building entry. The water feature will be subtle and inward facing so it will not compete with the more monumental fountains along Constitution Avenue. The perimeter security here has been integrated into the surrounding landscape design as a result of building security and double as fall protection to create a clean and simple landscape expression. The perimeter security line has been set back from the sidewalk with the realignment of 20th Street, which allows for a garden-like landscape buffer between the sidewalk and retaining walls.

FRB-East Gardens Terrace

The South Garden Terrace will be a new underground parking garage. Much of the existing garden terrace will be completely demolished and reconstructed. Historic site and building materials shall be cataloged, salvaged, protected and cleaned and reinstalled. Some modifications are required due to the existing garage ramps and safety rails.
PROPOSED GARDEN TERRACE ENLARGEMENT PLAN

- Post-and-rail barrier
- Bollard with chain
- Sloped walk
- Sloped planting
- Planter with street tree
- Stone seating element, typical
- Building terrace and stairs
- Structural soil below paving

PROPOSED NATIONAL PARK SERVICE TRIMBLE ENLARGEMENT PLAN

- Perimeter security
- Low wall and planted area at service area
- Post and rail at entrance
- Incidence path and planted buffer area over street foods
- Granite paving, typical
- Granite curb
- Granite water feature with arching nozzles
- Tree planting in historic locations
- Lawn terrace
- Granite stairs, typical
- Granite paving
- Structural soil below paving
- Garden terrace enlargement plan

FEDERAL RESERVE BOARD NATIONAL PARK SERVICE
NATIONAL CAPITOL PLANNING COMMISSION

PROPOSED WALL MODIFICATIONS
- Rebuild/improve wall/planted area
- Emmet Street alignment
- Property line
- Sidewalk improvements
- Widened walkway and planted buffer with street trees
- Service and loading/garage entrance
- Proposed egress stairs and pathway
- Post-and-rail barrier
- Sloped walk & Stairs
- Historic wall

PROPOSED GARDEN TERRACE ENLARGEMENT PLAN

- Post-and-rail barrier
- Bollard, minimal
- Sloped walk & Stairs
- Historic wall
- Granite stairs, typical
- Granite paving, typical
- Granite curb
- Granite paving
- Granite water feature with arching nozzles
- Sloped walk
- Sloped planting
- Planter w/ street tree
- Stone seating element, typical
- Building terrace and stairs
- Structural soil below paving
- Garden terrace enlargement plan

FEDERAL RESERVE BOARD NATIONAL PARK SERVICE
NATIONAL CAPITOL PLANNING COMMISSION

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- Post-and-rail barrier
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- Granite stairs, typical
- Granite paving, typical
- Granite curb
- Granite paving
- Granite water feature with arching nozzles
- Sloped walk
- Sloped planting
- Planter w/ street tree
- Stone seating element, typical
- Building terrace and stairs
- Structural soil below paving
- Garden terrace enlargement plan
North of the 1951 addition, the property is owned by the National Park Service (NPS). The building addition related construction will directly impact the property in a few ways, however, the design team is proposing several improvements to mitigate those impacts to both the NPS property and to the adjacent R.O.W. The NPS property will include the excavation related to building addition foundations, installation of perimeter security system and corresponding foundations (described in the perimeter security section). The NPS property includes sensitive habitats and is a Tier 2 Site of the Audubon National Wildlife Sanctuary Program. The design team proposes to accommodate the existing tree root systems and walkway along the edge of the property, so the design team proposes to remove and plant a new row of trees and a continuous planting buffer at the ground plane on the NPS property to minimize visual impacts as well as to create a buffer between the two properties. The design team will coordinate with the National Park Service to discuss and review all improvements.

R.O.W. Improvements

Currently the sidewalk at the intersection of 19th Street NW and Virginia Avenue NW is constricted and inaccessible due to existing traffic lights, a fire hydrant, and curb ramps crossing the sidewalk as seen in Figure 2-6. The improvements also include installing a widened, universally accessible sidewalk with a continuous planter strip along 19th Street to create a vegetated buffer from vehicular traffic. In addition, the team is coordinating with D.C. Emergency Management to close up the center of 19th Street and Virginia Avenue and to re-intervene the traffic control boxes to a better location.

Utility Infrastructure

The design team will install a new east-west walkway to replace the existing walk that is currently in poor condition.

Currently the sidewalk at the intersection of 19th Street NW and Virginia Avenue NW is constricted and inaccessible due to existing traffic lights, a fire hydrant, and curb ramps crossing the sidewalk as seen in Figure 2-6. The improvements also include installing a widened, universally accessible sidewalk with a continuous planter strip along 19th Street to create a vegetated buffer from vehicular traffic. In addition, the team is coordinating with D.C. Emergency Management to close up the center of 19th Street and Virginia Avenue and to re-intervene the traffic control boxes to a better location.

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Both extensive and semi-intensive systems will be provided to support a vegetated roof terrace with solid volumes ranging from 3” to 8” on average and planters to 30” where structures can accommodate loads. Roof plantings will utilize planting diversity of native and well-adapted species that are drought tolerant and can support urban wildlife and pollinators.

**Eccles Vegetated Roof**

The Eccles Building will have two pairs of vegetated roof spaces. To the north, east and west spaces are limited to a simple extensive type sedum planting area that is not accessible to building users. Access will only be for maintenance of the system. The pair to the south will be larger with more intricate planting and occupiable space. Paved areas created by using a suspended paver system will be furnished with moveable outdoor furniture and planters. Planned areas will be supported by an extensive to semi-intensive vegetated roof system. Maximum occupiable space is not planned to exceed 735sf per terrace.

**FRB-East Vegetated Roof**

The FRB-East Building will have one pair of linear vegetated roof spaces along the northeast and northwest corners of the building addition. Both roof terraces will be accessible and can be used to create usable outdoor space for building users. Occupiable paved areas created by using a suspended paver system will be furnished with moveable outdoor furniture and planters. Planned areas will be supported by an extensive to semi-intensive vegetated roof system. The south garden terrace above the proposed underground garage will function as a vegetated roof and soil depths and volumes will support the growth of large canopy trees, shrubs, perennial plantings and lawn.

2.12.8 *Vegetated Roofs*
OVERALL BUILDING SECTION - LOOKING SOUTH

FRB-EAST BUILDING SECTION - LOOKING EAST

SCALE: 1" = 50'-0" 0 50 100 200

SCALE: 1" = 30'-0" 0 15 30 60

SCALE: 1" = 30'-0" 0 15 30 60

SCALE: 1" = 50'-0" 0 50 100 200

FEDERAL RESERVE BOARD | FORTUS

SOUTH 49' 75' 1951 Concourse 4
1951 P3 Parking
1951 Concourse 3
1951 P2 Parking
1951 Concourse 2
1951 LEVEL 01
1951 LEVEL 03

12'-9" 12'-9" 13'-9" 16'-9 1/4" 13'-4 3/4"

ECCLES LEVEL C2 (NEW)

FRB-EAST BUILDING SECTION

AREAWAY

MECHANICAL AHU

TRAINING CENTER

CONFERENCE/MEETING CENTER

ATRIUM

OFFICE

SEAL:

CONSTITUTION AVE

WASHINGTON, DC 20037

SUITE 200

v 202.833.4400

OWNER:

CONSULTANT:

REMOTE RADIATOR PANELS

PREFUNCTION ELEV PANELS

3AE-500

DRAWN BY: CHECKED BY:

REVISIONS:

8/10/2020

BID SET

BID SET

DESTRUCTION BEYOND RECOGNITION UNLESS OTHERWISE
AND UNAUTHORIZED DISCLOSURE. WHEN NO LONGER NEEDED, IN
PROTECTION AGAINST THEFT, COMPROMISE, INADVERTENT ACCESS,
INSTRUCTED BY THE BOARD'S COTR.

DISCLOSURES, INCLUDING DISCLOSURES TO THE PUBLIC, REQUIRE
EMPLOYEES WHO HAVE A VALID "NEED-TO-KNOW." ALL OTHER
ACCORDANCE WITH THE BOARD'S POLICIES, DESTROY THIS
AND MUST BE HANDLED IN ACCORDANCE WITH THE BOARD'S
THIS DOCUMENT CONTAINS NON PUBLIC INFORMATION OF THE BOARD
FEDERAL RESERVE SYSTEM WARNING:
LANDSCAPE PLAN

SCALE: 1" = 60'-0"