
**THE WHITE HOUSE AND PRESIDENT'S PARK
COMPREHENSIVE DESIGN PLAN
Washington, DC**

Report to the National Park Service

May 4, 2000

Abstract

The Commission approves the Comprehensive Design Plan for the White House and President's Park, Washington, DC, as shown on NCPC Map File No. 1.32(08.20)-40785.

Authority

Section 5 of the National Capital Planning Act of 1952, as amended (40 U.S.C. 71d).

Commission Action

The Commission:

- **Commends** the National Park Service for an unprecedented level of coordination among the cooperating federal agencies and other parties, as well as for the clarity of the Comprehensive Design Plan documents.
- **Approves** the Comprehensive Design Plan for the White House and President's Park, Washington, DC, as shown on NCPC Map File No. 1.32(08.20)-40785, but disapproves the long-term vision to limit through traffic on E Street to two eastbound lanes, and instead requests appropriate Federal officials to work with District officials on a comprehensive long-term solution for downtown traffic problems, which should include further restoration of through traffic on streets around the White House as existed prior to the imposition of the temporary vehicular restrictions in May 1995.

- **Reaffirms :**
 - its comments on the draft EIS noting that “nothing in these comments should be construed as accepting long-term vehicle restrictions on Pennsylvania Avenue in front of the White House.”
 - its December 1999 approval of the interim solution to be implemented by the Federal Highway Administration for two-way traffic on E Street to address the current traffic needs in the downtown area.

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BACKGROUND AND STAFF EVALUATION

DESCRIPTION OF PROPOSAL

Location

The White House and President’s Park is located in the Northwest quadrant of the District of Columbia between H Street on the north, 15th Street on the east, Constitution Avenue on the south, and 17th Street on the west. The major open space components of the site include Lafayette Park, the South Lawn, the Ellipse, the First Division Monument, and Sherman Park. The buildings include the White House, the Dwight D. Eisenhower Executive Office Building, and the Treasury. The Comprehensive Design Plan (hereafter CDP or master plan) also considers the functions and facilities of the White House Visitor’s Center in the Department of Commerce Building at 15th Street and Pennsylvania Avenue, NW, and the related functions of the New Executive Office Building, the houses on Jackson Place, and Blair House.

Site

The setting of the White House within President’s Park is a nationally significant historic and cultural site. The White House is the nexus of many complementary activities; it is the office and home of the president, the ceremonial center for visits by foreign dignitaries, a historic house museum that is open to the public, and the center of formal and recreational activities attended by the president and his guests, the White House staff, and the general public. Lafayette Park has acquired historic significance over the past two centuries as a public park somewhat separate from the White House. Known as a site for first amendment activities, it also functions as public park open space. The Ellipse is used for band concerts, the Pageant of Peace, and other temporary and recreational activities. It is also the gathering point in summer for the White House tours. In addition, all of the grounds around the White House, including the most publicly accessible grounds, are the repositories of historically significant monuments and memorials to persons and events prominent in American history.

President’s Park is surrounded by the Pennsylvania Avenue National Historic Site (1966), the Lafayette Square National Historic Landmark District (1970), the Fifteenth Street Financial

Historic District (determined eligible in 1984), the Seventeenth Street Historic Area (1968), and the Federal Triangle Historic District (1968). President's Park itself is reviewed under a separate agreement with the Advisory Council on Historic Preservation. The Treasury Building and the Eisenhower Executive Office Building (formerly known as the Old Executive Office Building) are individually listed National Historic Landmarks.

Proposed Master Plan

The proposed CDP is designed to forecast use and coordinate planning for the White House and President's Park for the next twenty years.

With its CDP, the National Park Service (NPS) seeks to create a comprehensive and coordinated approach for development that will be both flexible and functional. The need for the plan arose primarily as a result of the severe space constraints that currently exist at the White House, and the need to coordinate different functions that now overlap each other in limited space.

Further, NPS seeks to restore, to the extent possible, the historic park setting of the White House and grounds and to protect the historic resources of the buildings and grounds. The proposed removal of staff surface parking from the precinct will greatly aid this effort.

The proposed CDP does not address the future use of the two blocks of Pennsylvania Avenue, NW between 15th and 17th Streets in front of the White House. (Following the closing of the avenue to normal vehicular traffic in May 1995, the National Park Service was directed by the U.S. Congress not to expend funds on planning or implementing physical improvements to the two block cartway.) However, the CDP does propose using some of the area below the avenue for parking, storage, and related service circulation

The proposed CDP is designed so that potential future decisions about the vehicular use of Pennsylvania Avenue can be incorporated as flexibly as possible. The CDP notes that the current and proposed land use for the two blocks of the avenue remains the same: public open space.

Land Use Plan

The existing land use designations remain unchanged in the proposed plan. The land uses are:

- Public Open Space (the Ellipse, South Lawn, First Division Monument and Sherman Park, Lafayette Park and Pennsylvania Avenue between 15th and 17th Streets, NW).
- Office Use (Eisenhower Executive Office Building and the Treasury).
- Executive Residence and Office (the White House and its east and west wings).
- Visitor Services and Orientation (the White House Visitor Center in the Commerce Department Building and the Ellipse Visitor Pavilion, to be replaced by the Events Plaza).

Urban Design Framework Diagram

The framework focuses on the well-known north-south special view or vista along the 16th Street axis, which will remain uninterrupted in the CDP. Further, there are secondary, screened views of the White House from the north both on Vermont and Connecticut Avenues, NW. By proposing an events plaza at the northeast corner of the Ellipse, activities involving tents, bleachers or other temporary facilities will be placed away from the central vista of the White House as viewed from the south.

Landscape Plan

The proposed CDP enhances the parklike character of the precinct and therefore the pedestrian experience. Vehicular traffic, including the Tourmobile route, would be removed from the Ellipse Roadway. The Ellipse would become a pedestrian park and additional informal garden paths focusing on the existing monuments would be designed. Gateways for pedestrians at the edges would be enhanced. Mature landscaping lost through the construction of underground facilities would be replaced. NPS's grounds maintenance facilities would be redesigned and service vehicles parked in the underground facility. The proposed events plaza would centralize activities and lessen the damage to the landscape that now occurs when temporary facilities are erected.

Circulation Plan

Scenic automobile and bus routes currently exist on all the perimeter streets of the precinct as well as on E Street through the precinct. In the proposed CDP, these remain unchanged. The Tourmobile route around the Ellipse drive would be removed; the Ellipse would become exclusively a pedestrian area, except for the garage portals at Constitution Avenue. Authorized vehicles would continue to be allowed on West and East Executive Avenues and through Jackson and Madison Places.

Surface staff parking spaces would be eliminated from the precinct. Surface public parking spaces would be eliminated from Constitution Avenue and from 17th Street on the south and west sides of the Ellipse.

A long-term proposal, to be implemented if and when it is no longer necessary to accommodate westbound traffic on E Street, would be to establish two eastbound lanes on E Street, with a third lane for authorized vehicles. This could only be accomplished in conjunction with a comprehensive solution to traffic in the downtown area.

The White House (pedestrian) tour route would continue to begin and end at the same points but would be modified to the extent that a portion of the route would be placed underground on moving sidewalks. Enhanced visitor facilities in the Commerce Department building would allow for the increased comfort of tourists as well as an improved opportunity for interpretation of the site. Tourists would no longer need to cross E and 15th Streets at grade. However, their experience of walking along the South Lawn fence and northward on East Executive Park would remain unchanged.

Site Development Plan

The following is a summary of the elements in the proposed plan:

- The historic park setting of the White House would be improved by the removal of surface parking for staff. Currently, there are 1,140 staff parking spaces around the Ellipse; West, South and East Executive Avenues; 17th Street; State and Hamilton Places; and Jackson Place. The cars would be moved to private parking facilities off-site and ultimately to proposed underground parking garages. An Ellipse parking facility (approximately 850 parking spaces) for staff parking and park maintenance vehicles would be entered from portals on Constitution Avenue at 16th Street, NW. Pedestrian portals would be constructed at the intersections of E Street at 15th and 17th Streets. In addition, a smaller parking facility (approximately 280 parking spaces) would be constructed under Pennsylvania Avenue to the east of Blair House for the use of motorcades, diplomatic and business visitors, and senior staff. The two proposed facilities would accommodate nearly a one-for-one replacement of surface parking spaces with underground parking spaces.
- Public parking spaces (103 spaces) around the Ellipse on Constitution Avenue and 17th Street would be removed. (The option of providing public parking in the Ellipse facility during non-working hours would be considered during the design development phase.)
- Street vendor sites around the perimeter of President's Park would be removed.
- Pedestrian safety and an enhanced park setting would be achieved by a proposed long-term change to E Street traffic. Traffic would be carried in two eastbound lanes with a third lane reserved for authorized vehicles.
- The delivery of goods to the White House would be improved by use of the New Executive Office Building's existing loading docks on H Street, in conjunction with proposed underground connecting storage areas and service corridors.
- The news media would have additional and upgraded interior space. Meeting and conference space, as well as other physical and communications needs of the Executive Office of the President, would also be improved or modernized.
- The visitor facilities would be enhanced and enlarged in order to provide further opportunities for interpretation of the site. The White House Visitors Center and Museum in the Commerce Department building would be expanded. (The map illustration is merely conceptual.) The temporary visitor pavilion at the northeast corner of the Ellipse would be removed. Rather, visitors would proceed along an underground corridor (with skylights) whose walls would be lined with interpretive material. Visitors would exit at ground level in the Lily Triangle without having to cross Pennsylvania Avenue, 15th Street, or E Street at grade. They would then walk northward on East Executive Avenue alongside the South Lawn to the visitor entrance building. The existing temporary Ellipse visitor pavilion would be replaced in the same location with a permanent events plaza.

- The construction of a permanent events plaza would minimize the time needed to set up for temporary events; would move tents, bleachers and other temporary structures away from the views to and from the White House; and would reduce wear and tear on the grass in the Ellipse.

PREVIOUS COMMISSION ACTION

The Commission formally commented on the Draft Environmental Impact Statement and the Draft CDP at its March 4, 1999 meeting. These comments were conveyed by letter dated March 11, 1999. The Commission had previously commented by letters dated May 30, 1997 and June 19, 1997 on the Draft EIS and the proposed CDP. NPS began work on the Plan in 1992. The Executive Director and the Commission have commented formally and informally to NPS since March 1993.

In its comments of March 11, 1999, the Commission noted that “nothing in these comments should be construed as accepting long-term vehicle restrictions on Pennsylvania Avenue in front of the White House.”

Further, the Commission:

- Noted the well-developed assumptions of the framework and design guidelines for President’s Park. New aboveground structures were limited, thereby preserving the historic character of the White House and President's Park. In addition, NPS sought a balance between the highly intensive use of the historic structures and ground for the functions of the Office of the President and the preservation of the White House as a symbolic an accessible resource for citizens and visitors.
- Endorsed the removal of on-street surface parking and vehicular traffic from much of the precinct as the most effective means of enhancing the historic park setting of the White House. Noted that related negative impacts included the loss of mature trees in the Ellipse due to the construction of the underground parking facility.
- Endorsed the removal of metered parking and vendors around the perimeter of the precinct, recognizing the negative economic impact to the District of Columbia but also acknowledging the ultimate benefits to the appearance and functioning of the White House.
- Noted that the proposed portals to the underground parking facility would introduce a significant utilitarian element to the symbolic White House view that would need to be carefully designed. It might also affect traffic patterns on Constitution Avenue.
- Noted the distinction between the interim and long-term solutions for E Street traffic, with the understanding that the interim solution would remain in effect until a comprehensive study of downtown traffic could be undertaken and solutions implemented to improve the level of service throughout the downtown area. The ultimate establishment of two lanes of

normal vehicular traffic on E Street would improve pedestrian safety, primarily that of tourists, within the precinct.

- Commended NPS on the proposed event plaza on the Ellipse, which would significantly improve the appearance of the Ellipse and the north-south views.
- Endorsed the concept of the enhanced Visitor's Center, including the underground walk to the Lily Triangle.
- Noted NPS's intention to prohibit future memorials in President's Park, which accorded with the Commission's efforts to develop policies to protect the central cross axis of the Monumental Core and to plan for future memorials.

CONSULTATION

Consultation between the National Park Service and the Commission, and among all the cooperating agencies, has been extensive throughout the development of the CDP. The Executive Director served as a member of the Executive Committee for the Plan. NPS first consulted with Commission staff at an issues workshop in the spring of 1993 and has continued to consult with staff and the Commission throughout the development of the Plan.

EVALUATION

The Comprehensive Design Plan for the White House and President's Park represents a thorough and comprehensive planning effort. NPS is to be commended for an unprecedented level of coordination among the cooperating agencies. District of Columbia agencies have been consulted throughout the study, and the public nationwide has been consulted at various points.

The staff believes that the implementation of the master plan will result in the enhanced operation and appearance of the multiple uses at the precinct, some of which can conflict at times and exacerbate stress on the historic resources of the site. The proposals in the CDP will alleviate the worst space and use conflicts and allow for improved coordination of resources at the site.

Staff also supports NPS's policies and goals to enhance the historic park setting of the White House, the symbol of the United States presidency known around the world. While acknowledging some negative effects of proposals in the CDP, such as loss of mature plantings in the interim, and the loss of some public parking spaces around the site, the staff finds the goals of the CDP on balance to be preferable to the current situation. The appearance, function, and security of the precinct will be improved as a result of these proposed changes.

The closing of Pennsylvania Avenue to normal vehicular traffic remains an outstanding issue for all parties. The CDP adequately allows for whatever decision is ultimately made about the use of the avenue. The staff firmly believes that approval of the CDP should not be tied to an ultimate solution to Pennsylvania Avenue traffic. Indeed, the future use of the avenue could

change several times in the coming decades. The elements of the CDP should be implemented in a timely manner for the long-term benefit of the precinct.

The staff concurs with NPS's reaffirmation in the master plan of its vision of an improved pedestrian experience, including improved safety, within President's Park. This vision encompasses reducing the potential for conflict between pedestrians and vehicles along E Street where the South Lawn joins the Ellipse. This would be achieved by establishing two lanes of eastbound traffic on E Street, with a third lane for authorized vehicles only. NPS's vision for an enhanced visitor experience in this area was developed before changes were made to the traffic patterns on both E Street and Pennsylvania Avenue in May 1995.

NPS, in recognizing the need to address the current traffic situation, acknowledges in the master plan the proposal by the Federal Highway Administration (FHWA) to add westbound traffic lanes to E Street until a more comprehensive solution for the entire downtown area can be determined. NPS was a cooperating agency in that proposal, approved by the Commission in December 1999. The FHWA plan, referred to in the master plan as the *interim* solution, will remain in effect until alternatives can be determined. Ultimately, NPS proposes implementation of its *long-term* vision for E Street, one that improves pedestrian safety within President's Park by directing vehicular traffic in two eastbound lanes, with a third lane for authorized vehicles only.

In accordance with Master Plan submission requirements, the CDP includes a Transportation Management Plan (TMP). The plan identifies existing and proposed practices that are used to manage the employee transportation needs of an approximate workforce of 5,575 employees at the numerous agencies contained within the project boundaries. The existing and proposed parking level of approximately 1,140 closely correlates with the Comprehensive Plan goal of one parking space per five employees. The primary goal of the TMP is to increase the existing level of non-single occupancy vehicle employee commute trips to and from this site. To accomplish this, several specific strategies have been identified.

In addition to including strategies for single-occupancy vehicle trips, the TMP also appropriately includes a monitoring program for future refinement. The plan includes a commitment that the program will be re-evaluated every five-years. The staff would appreciate the opportunity to review and comment on the re-evaluation of the plan every five years.

The employee level of 5,575 includes all employees at the White House and the West Wing, the Eisenhower Executive Office Building, the New Executive Office Building, the offices on Jackson Place, and the Treasury and the Treasury Annex. The employment level has varied from year to year and from administration to administration, and NPS anticipates that it will continue to do so.

The staff anticipates that NPS will submit projects for review by the Commission as proposals in the CDP are developed for implementation. None of the elements has been designed beyond the level of that shown on the accompanying maps. NPS has assured the staff of its desire for close coordination with the Commission as the design and implementation phases progress.

Finally, staff commends NPS for the quality of the submission materials throughout the Commission's review. Indeed, staff has recommended some of the materials as models for other documents. The CDP is very well written and clearly illustrated. The goals and objectives of the plan are clearly stated and the resulting proposals flow logically from them.

Therefore, staff recommends approval of the CDP.

COORDINATION

Coordinating Committee

The Coordinating Committee reviewed this item at its meeting on April 12, 2000, and forwarded the proposal to the Commission with the statement that the project has been coordinated with all agencies participating. The participating agencies were NCPC; the District of Columbia Office of Planning; the Fire Department; the Department of Housing and Community Development; the General Services Administration; the National Park Service; and the Washington Metropolitan Area Transit Authority.

CONFORMANCE

Commission of Fine Arts

CFA, also a cooperating agency involved with the development of the CDP since its inception, approved NPS's proposed CDP at its meeting on April 19, 2000. It had previously approved it at its February 18, 1999 meeting.

Comprehensive Plan

Several policies in the Federal Elements of the Comprehensive Plan for the National Capital apply to the proposed Comprehensive Design Plan for the White House. The White House and the President's Park are designated as a Special Place in the Preservation and Historic Features element of the Comprehensive Plan. The White House, the Old Executive Office Building and the Main Treasury Building are National Historic Landmark structures and Pennsylvania Avenue

and Seventeenth Street are designated Special Streets in this element. The extensive White House grounds, including the Ellipse, comprise a historic landscape. Policies in this element that apply to the protection and preservation of historic properties and Special Streets and Places specify:

The distinguishing original quality or character of Historic Properties should be protected. The removal or alternation of any historically valuable material or distinctive architectural features should be avoided when possible and kept to a minimum when required for continued use. The design of additions should be compatible with the height, scale, materials, color, texture, and character of the Historic Property.

New construction on Historic Landmarks or in Historic Districts should be compatible with the historical architectural character and cultural heritage of the landmark or district. In design, height, proportion, mass, configuration, building, material, texture, color and location, new construction should complement these valuable features of the landmark or district, particularly features in the immediate vicinity to which the new construction will be visually related.

The existing street space and the buildings fronting on Special Streets and Places should be maintained, protected, and enhanced. Any repair, maintenance, improvements or new buildings should respect the historic elements, enhance the aesthetic quality, and promote the amenity of this space.

An additional policy in this element applicable to the underground parking facility that would be constructed on the Ellipse and the accessibility ramps that would be required specifies:

The distinguishing qualities or character of Historic Landscapes should be protected and enhanced.

The underground parking to be provided in the Plan would require extensive excavation on the Ellipse, including the removal of a substantial number of trees. A policy in this element that addresses the discovery and protection of archeological resources states:

Archeological resources should be retained intact, where feasible. If preservation in place is not feasible or data anticipated to be recorded is judged to be of such significance that excavation is justified, the area of destruction, alteration or disturbance of a recognized archeological resource should be minimized and findings should be documented.

An additional policy in the Parks, Open Space and Natural Features element that applies to the protection of trees specifies:

The green landscape and park-like character provided by trees, grass and other abundant plant materials in the National Capital should be protected and enhanced and should be kept particularly evident in relation to the rivers and urban areas.

The planned underground addition to the existing Visitor Center in the adjacent Commerce Building is generally supported by policies in the Visitors to the National Capital Element which call for improved visitor facilities and signage to accommodate visitors to the Nation's Capital.

The proposed Comprehensive Design Plan and Draft EIS duly note that the Comprehensive Plan parking standard for Federal Facilities in the Central Employment Area is one employee parking space for every five employees; and that mass transit should play an important role in meeting the transportation needs for the site.

National Environmental Policy Act

In conformance with the National Environmental Policy Act (NEPA) NPS completed a Final Environmental Impact Statement in December 1999 and a Record of Decision for the Comprehensive Plan EIS on March 29, 2000.

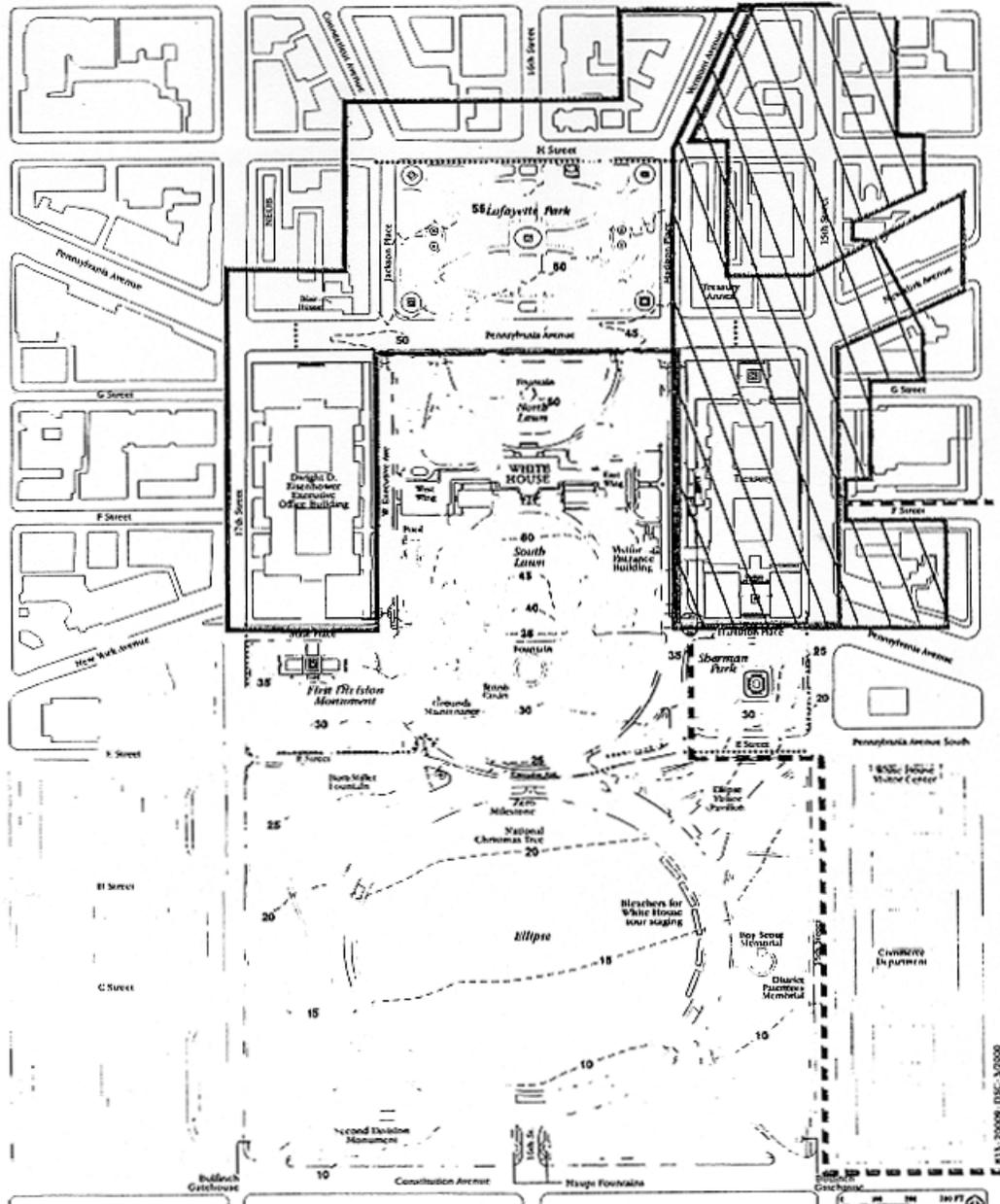
Six issues requested by the Commission to be clarified have been addressed by NPS in the Final EIS. These include:

- *Vehicle volumes and parking space conditions related in the report appear not to consider the existence of the future New Washington Convention Center.* NPS updated the Final EIS information to include identification of the Convention Center project and any cumulative effect from that project.
- *The assumption of the availability of existing parking at various parking garages downtown is not substantiated.* NPS clarified that currently it is their belief approximately 8,800 parking structure spaces are available to the White House area.
- *The assumption of replacement parking for all staff levels appears to be incomplete. The staff believes an opportunity exists in the phased development of this project to reduce, to the absolute necessary, employee parking spaces associated with the White House plan. Transportation management objectives should be identified and proposed in the Final EIS.* NPS provided a Transportation Management Plan for review in its master plan submission.
- *The discussion of impacts on public parking appears to mix the discussion of the eliminated parking spaces for the public and vendors on evenings and weekends with the number of newly constructed underground parking spaces for employees. While the Commission endorses public transit for employees, it sees the availability of some street parking on the blocks near the White House during non-work hours to be desirable.* NPS clarified that the proposed plan would only eliminate on-street parking immediately adjacent to President's Park. In addition, the commitment to further study the public use of the planned underground parking at the Ellipse parking facility is maintained
- *The Draft EIS evaluation is incomplete pertaining to potential non-point pollution of surface waters. The staff believes the opportunity exists in the proposed plan to better control water quality impacts of non-point pollution; these should be discussed.* NPS maintains any water quality impacts will be addressed in the further development of the detailed planning of the project.
- *The Draft EIS doesn't include visual analysis of the impacts of the preferred alternative and other alternatives on the White House viewsheds in this section of the city as a whole.* NPS assures consideration of further detailed visual analysis, that is more meaningful and accurate when further detailed design efforts are accomplished, in the future planning of the project.

National Historic Preservation Act

NPS is proceeding under a Programmatic Agreement. This document serves as a specifically negotiated umbrella agreement that describes how a federal agency will meet its responsibilities under the National Historic Preservation Act.

The Advisory Council on Historic Preservation, like the Commission, is one of the federal cooperating agencies with which NPS had been consulting since the inception of the development of the CDP. NPS has also actively consulted with the DC SHPO throughout the study.



Historic Districts

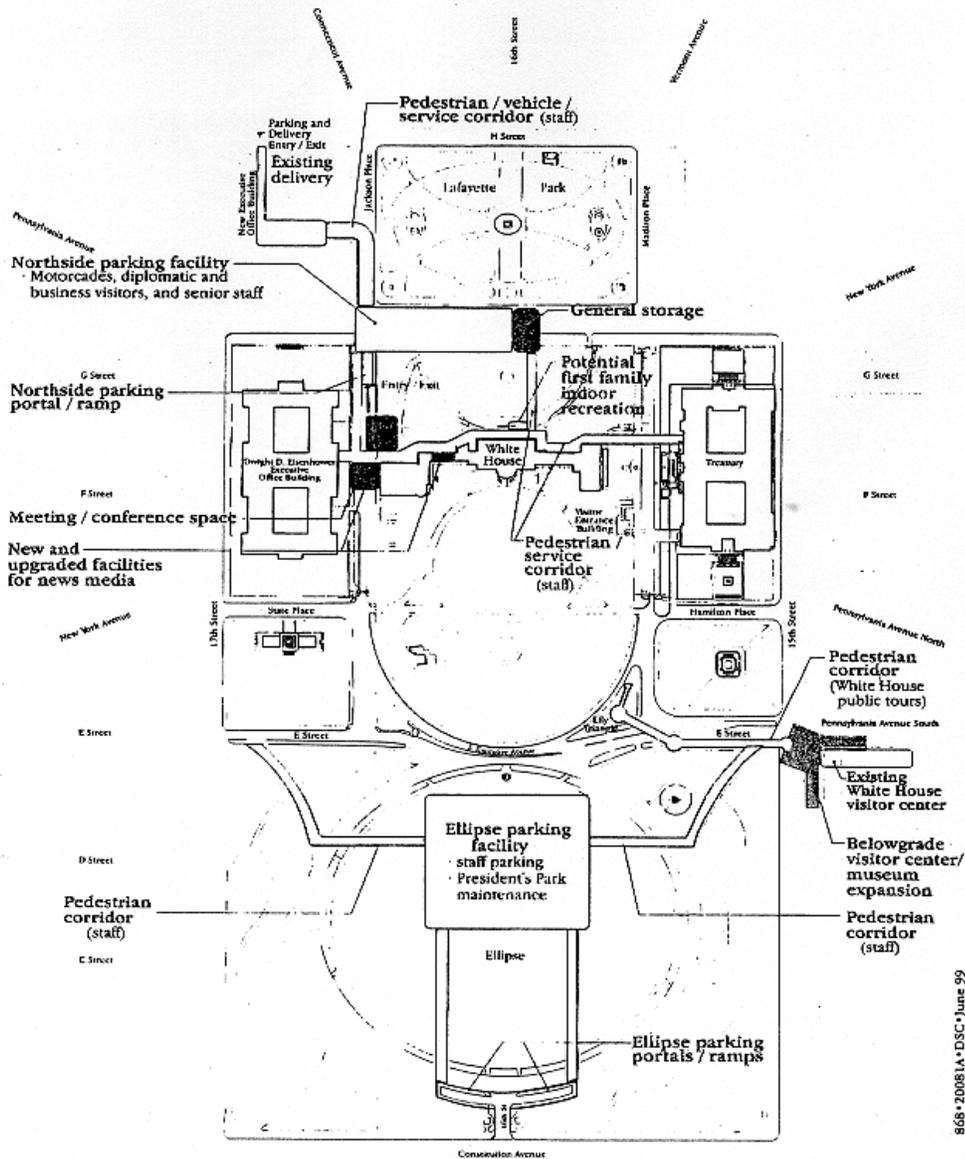
- Pennsylvania Avenue National Historic Site 1966 (NR - NHS)
- Lafayette Square National Historic Landmark District 1970 (NHL)
- Fifteenth Street Financial Historic District (Determined NR Eligible) 1984 *Owner Objection

- Federal Triangle Historic District 1968 (DC)
- Seventeenth Street Historic Area 1968 (DC)
- Existing Elevation Contour (5 ft interval)

- Existing Trees and Shrubs Area
- Existing Lawn or Planted Areas
- Concrete Barriers

Existing Conditions • Map A



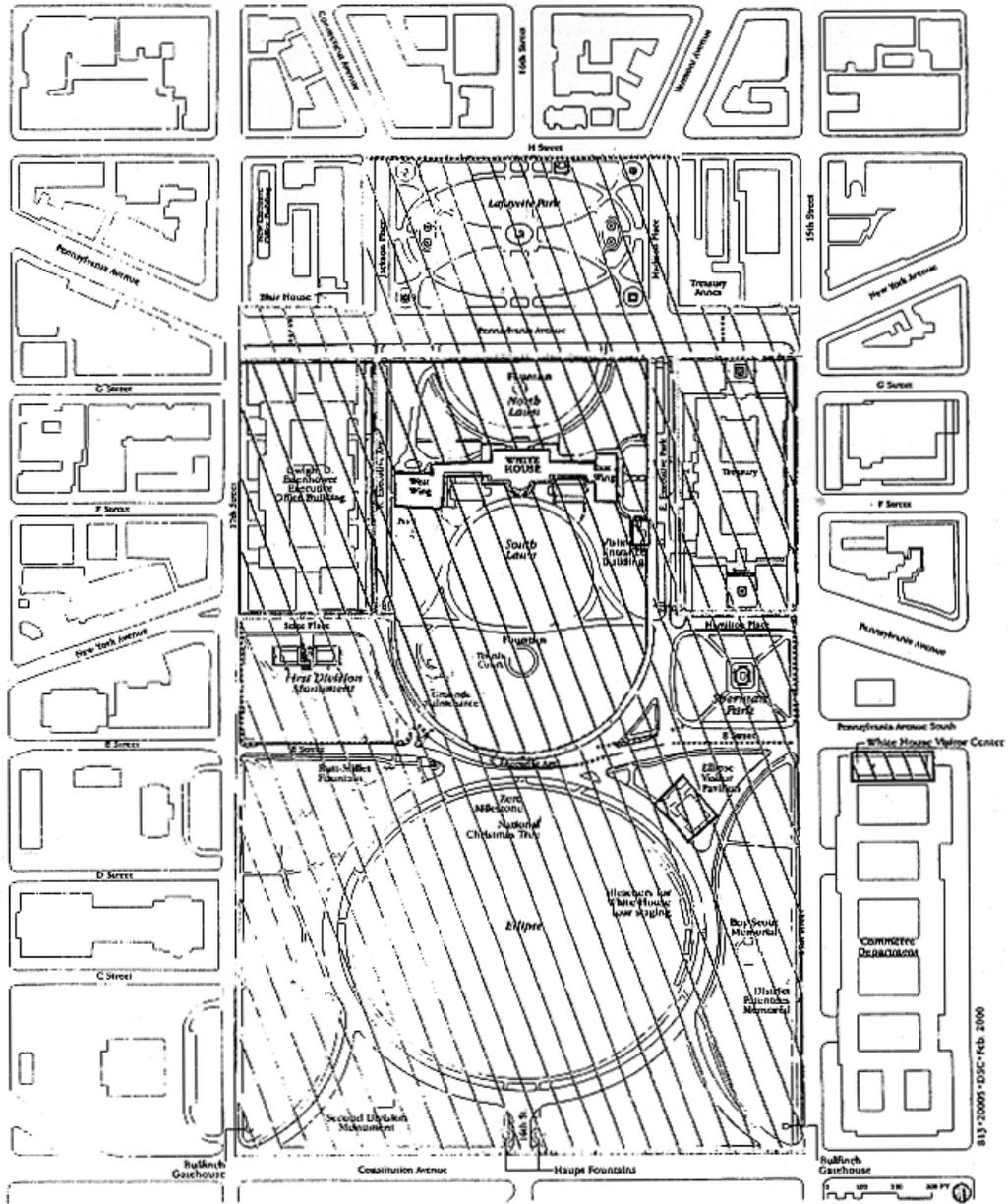


868-20081A-DSC June 99

- | | | | |
|---|--------------------------------------|---|-------------------|
|  | Proposed facility |  | Access portal |
|  | Proposed vehicle/pedestrian corridor |  | Existing delivery |
|  | Proposed parking | | |

Belowground
Proposed Plan



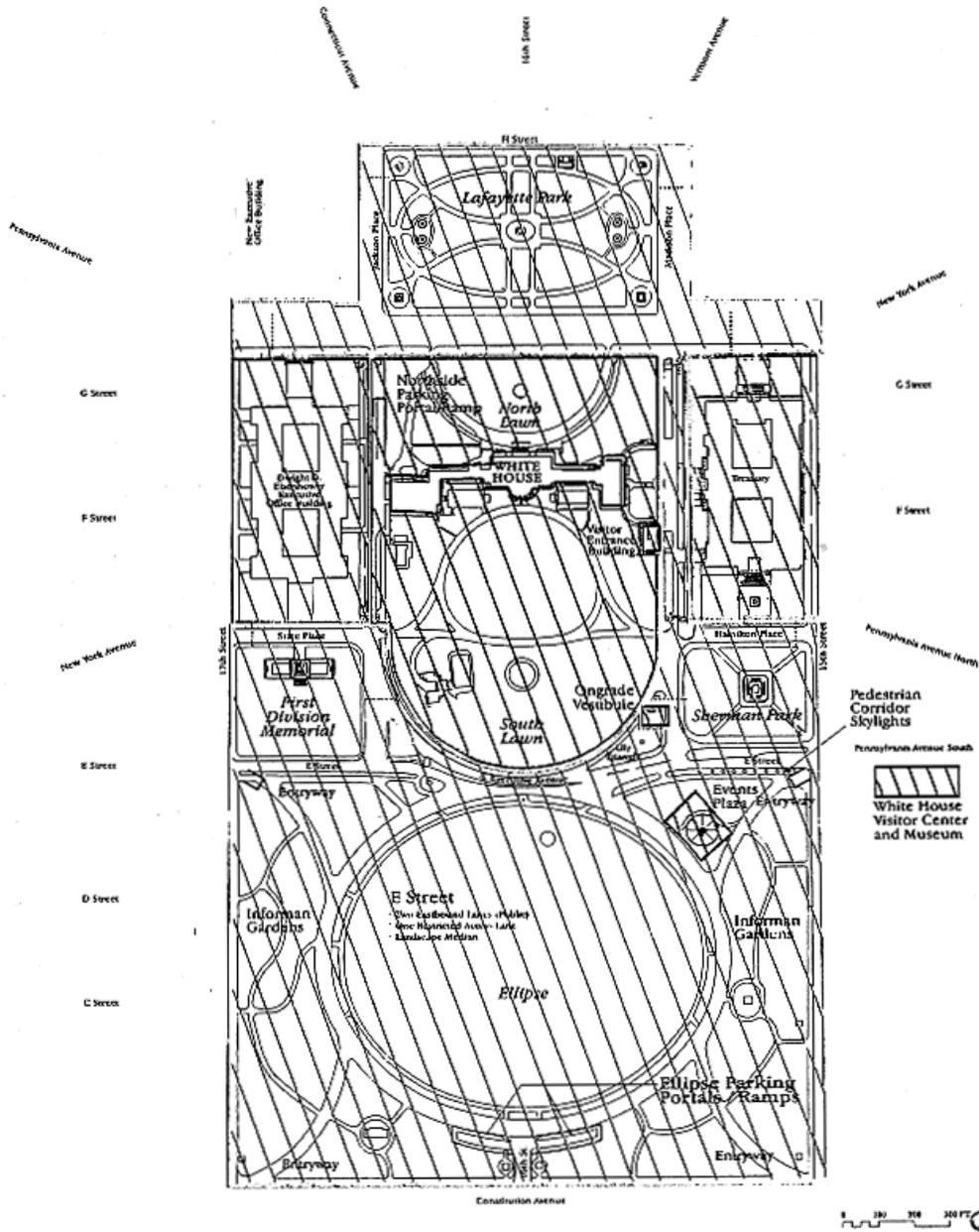


- Public Open Space
- Executive Residence/Office
- Concrete Barriers
- Office
- Visitor Services/Orientation

Existing Land Use



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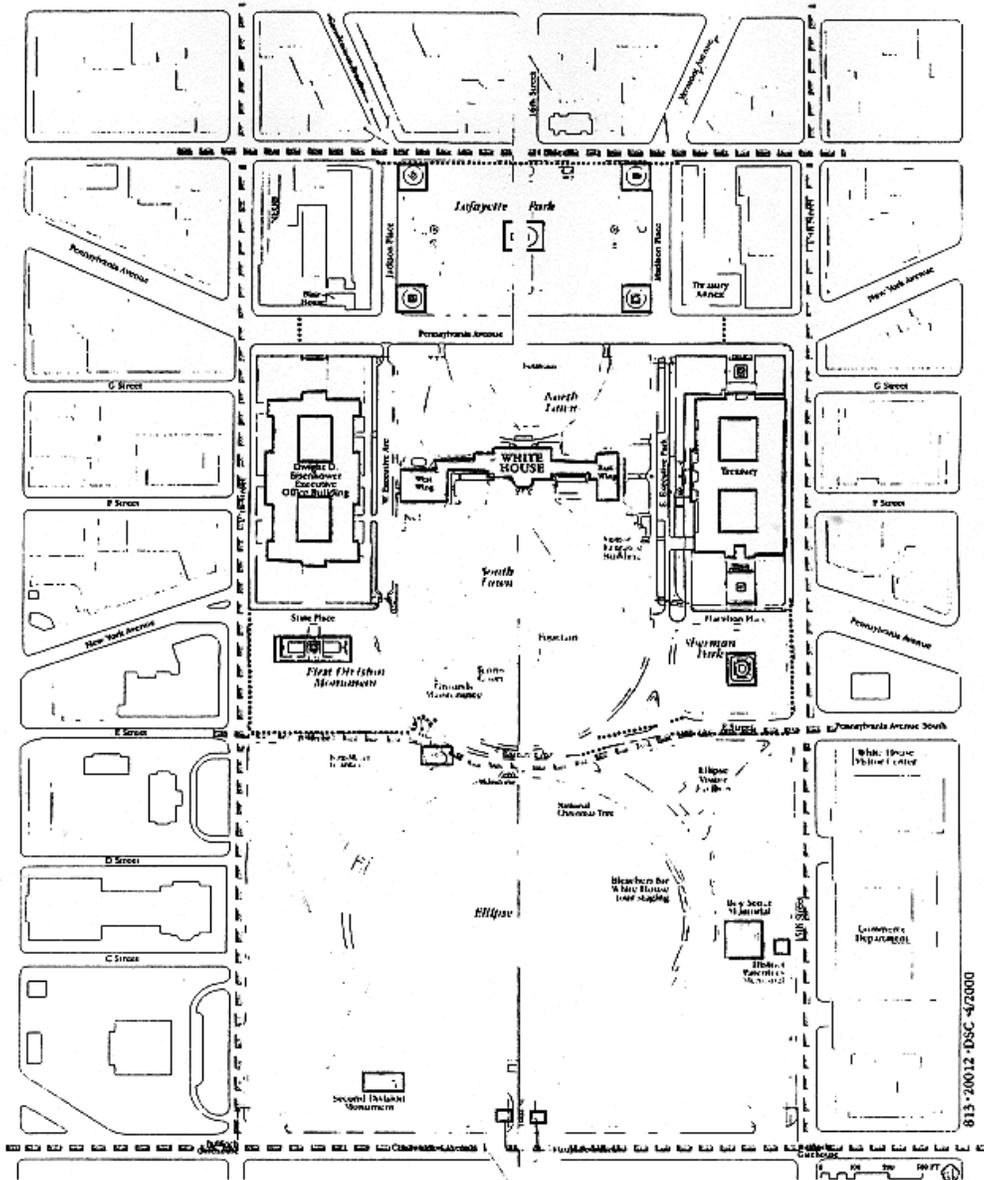


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Proposed Land Use

United States Department of the Interior / National Park Service





813-20012-DSC-4/2000

Urban Edge as Defined by Surrounding Building Heights

1-3 Stories 4-8 Stories 9+ Stories

Special Views/Vistas Screened Views of the White House

Distinctive Building, Memorial, Statue Gateway

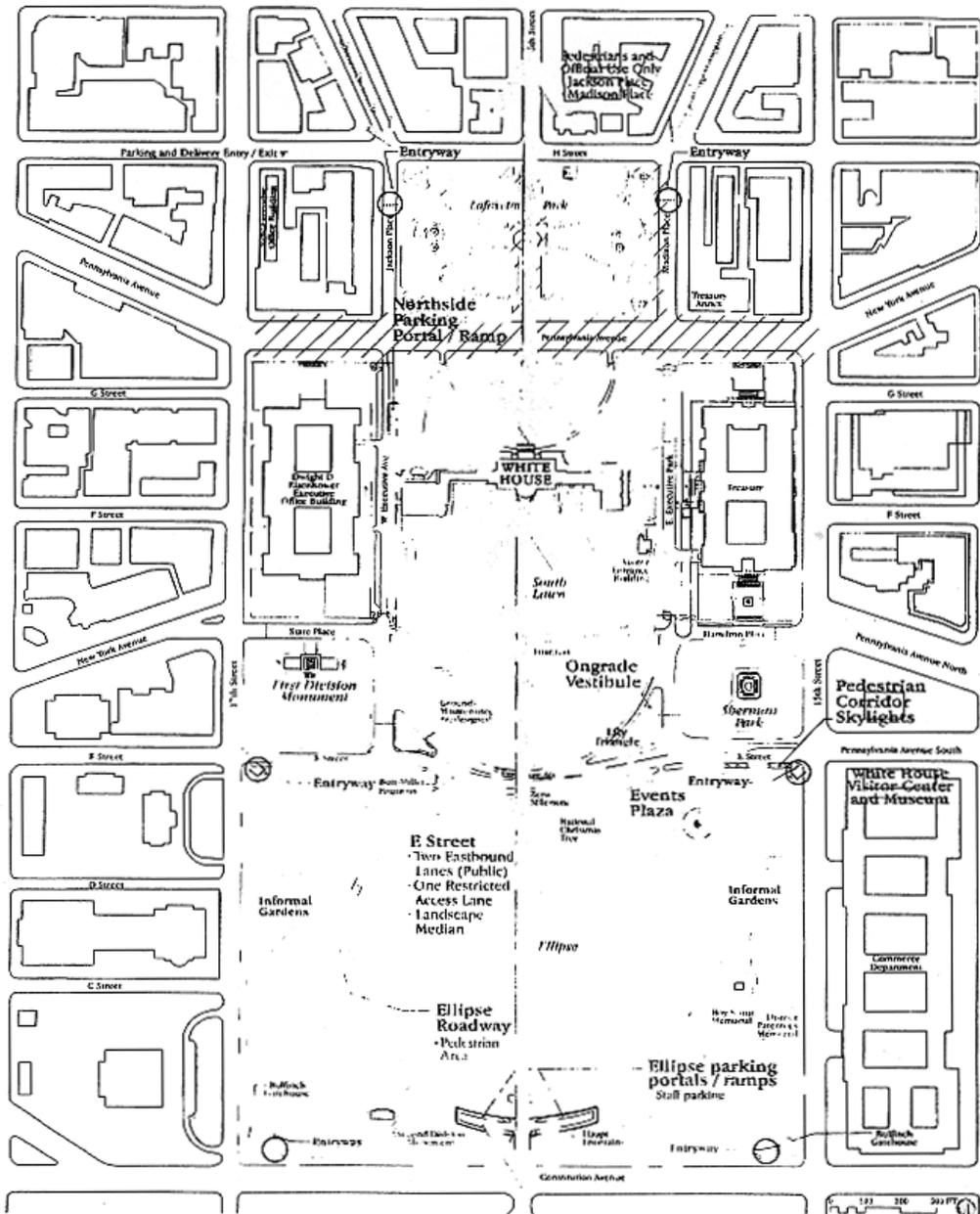
Important Landscapes

Concrete Barriers Scenic Auto/Bus Route

Existing Urban Design Framework

United States Department of the Interior / National Park Service



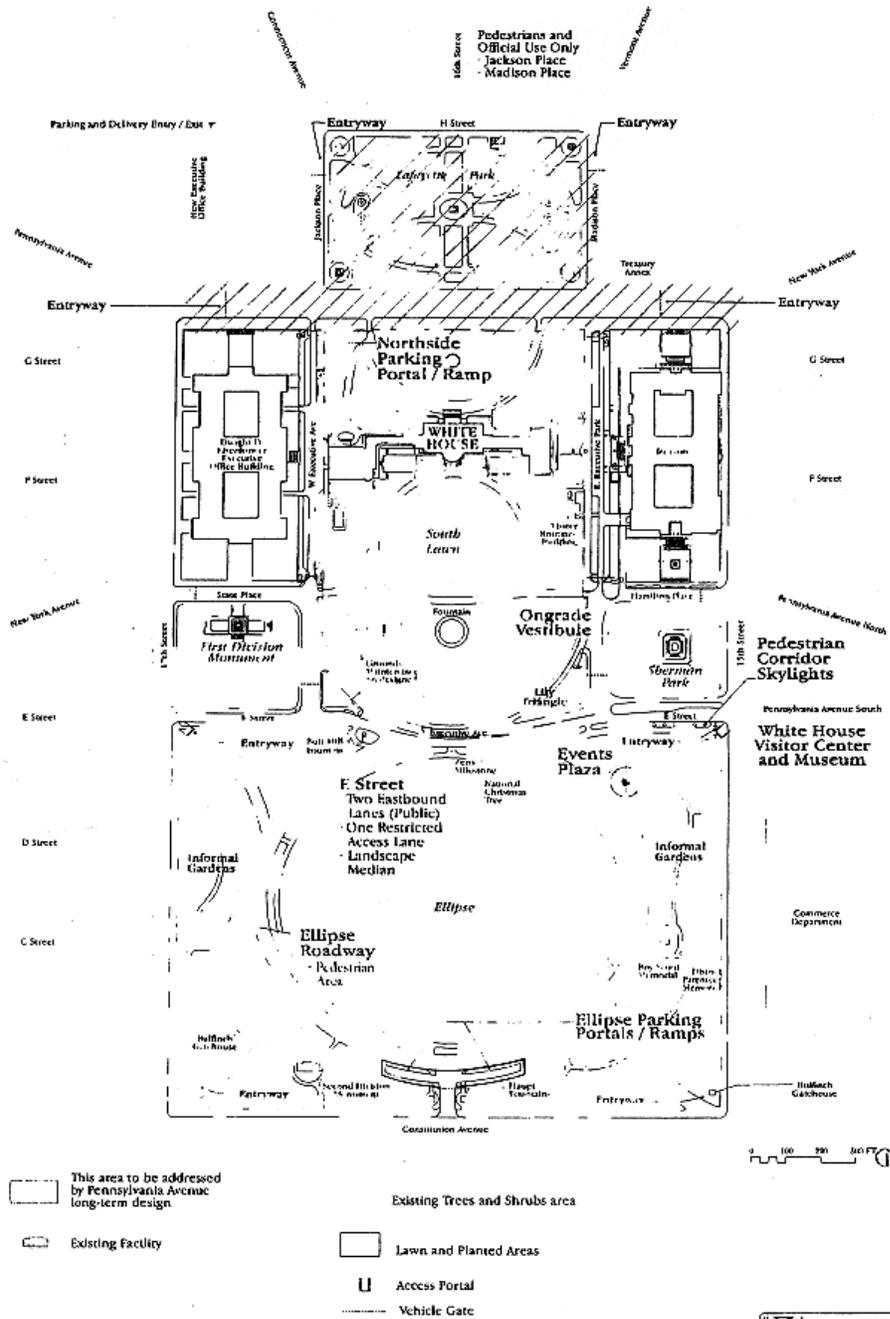


- This area to be addressed by Pennsylvania Avenue long-term design
- Existing Facility
- Special Views/Vistas
- Screened Views of the White House
- Important Landscapes
- Access portal
- Entryway
- 1-3 Stories 4-8 Stories 9+ Stories

Note: Also see Desired Features (page 16-19) FEIS and Planning Assumptions (page 46-48) FEIS.



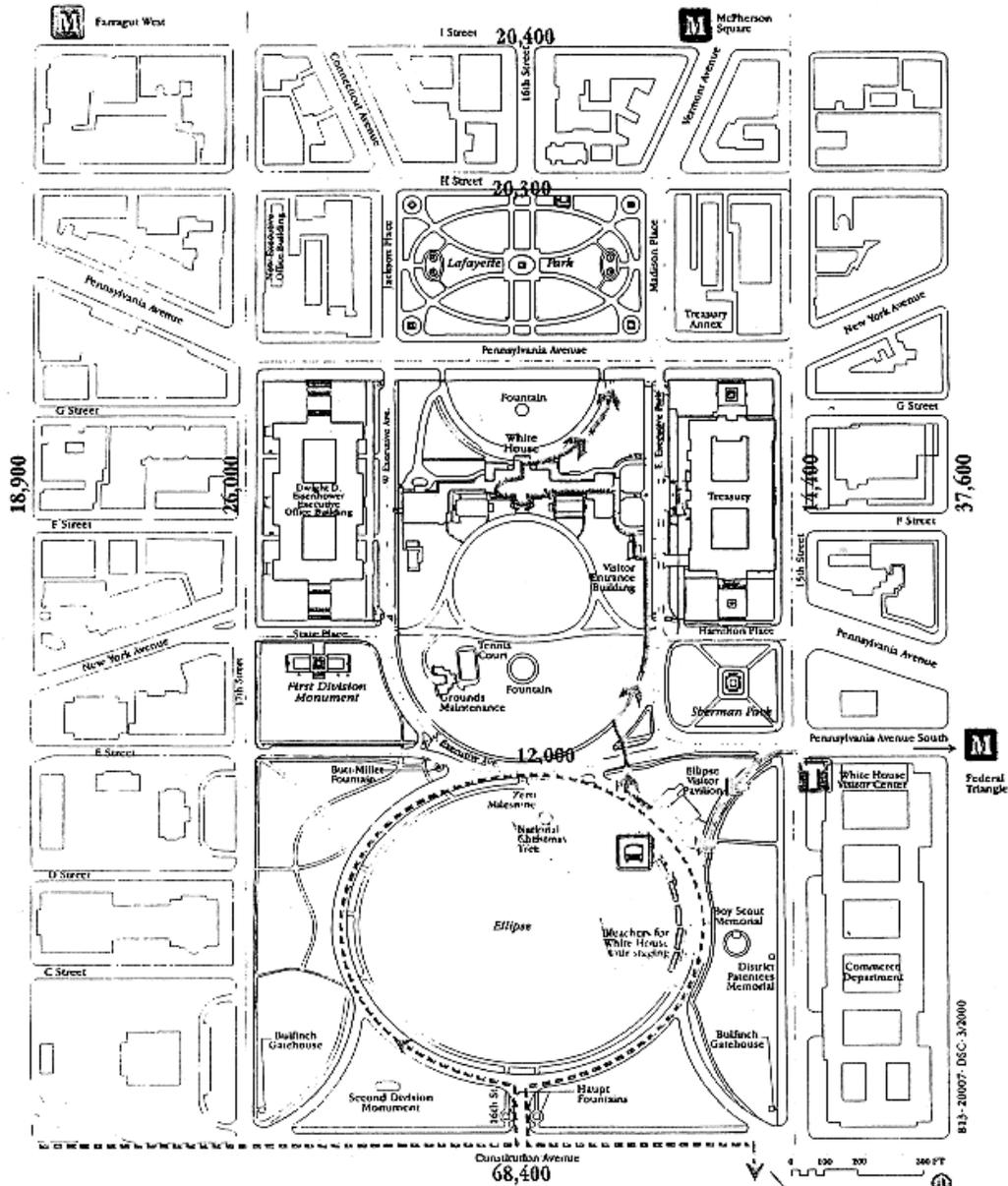
Proposed Urban Design Framework



Site Development Plan

United States Department of the Interior / National Park Service

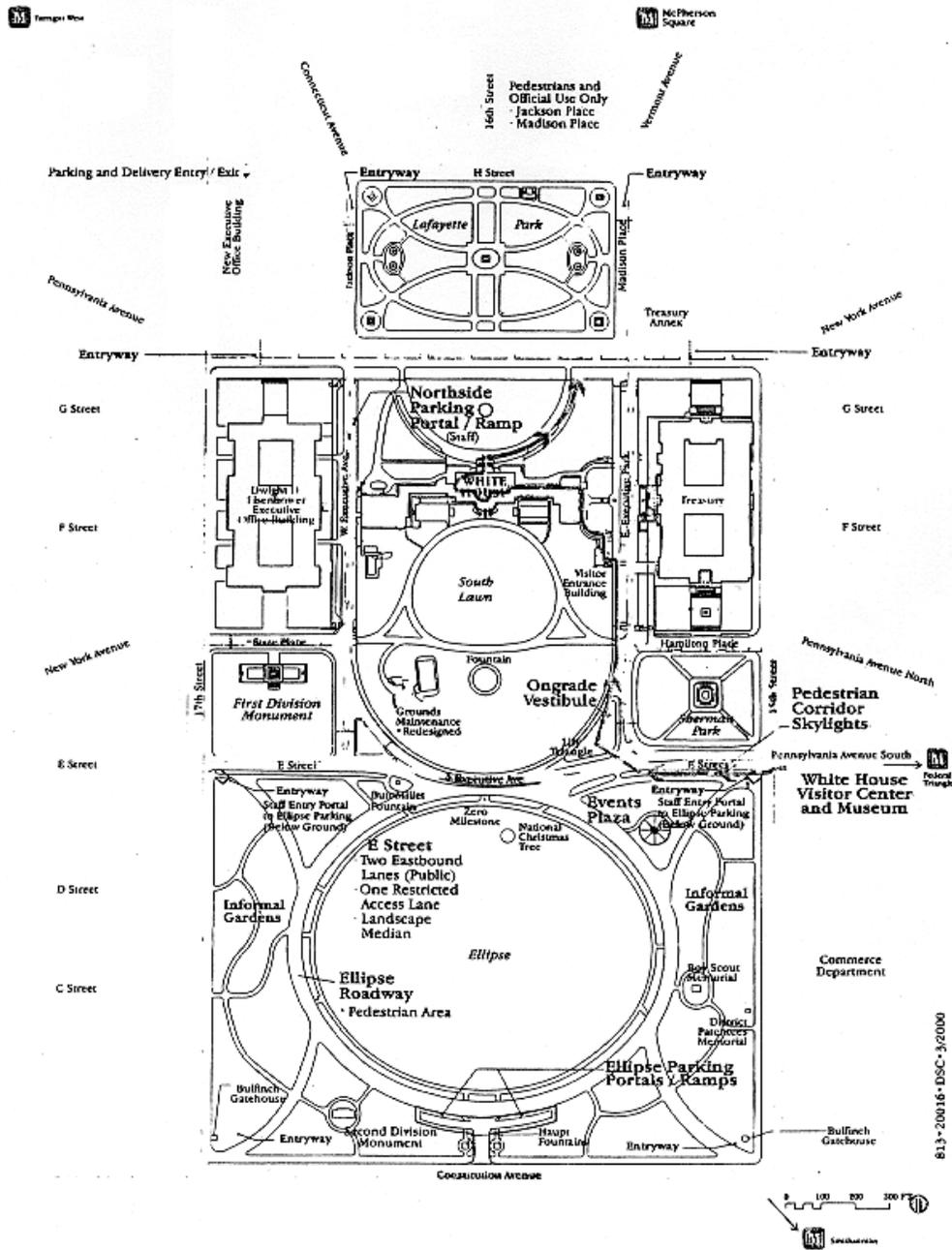




-  White House Tour staging area (March - Sept.)
-  White House Tour route (Summer)
-  Tour bus dropoff
-  Tour bus route
-  Tourmobile stop
-  Tourmobile route
-  Tourmobile route 12,000
-  Metrorail stops
-  Authorized Vehicles
-  Total Average Weekday Traffic Volumes*
- *Average volumes are based on two peak-hour traffic periods per day: 7:30 - 9:30 am and 4:30 - 6:30 pm.

Existing Circulation • A

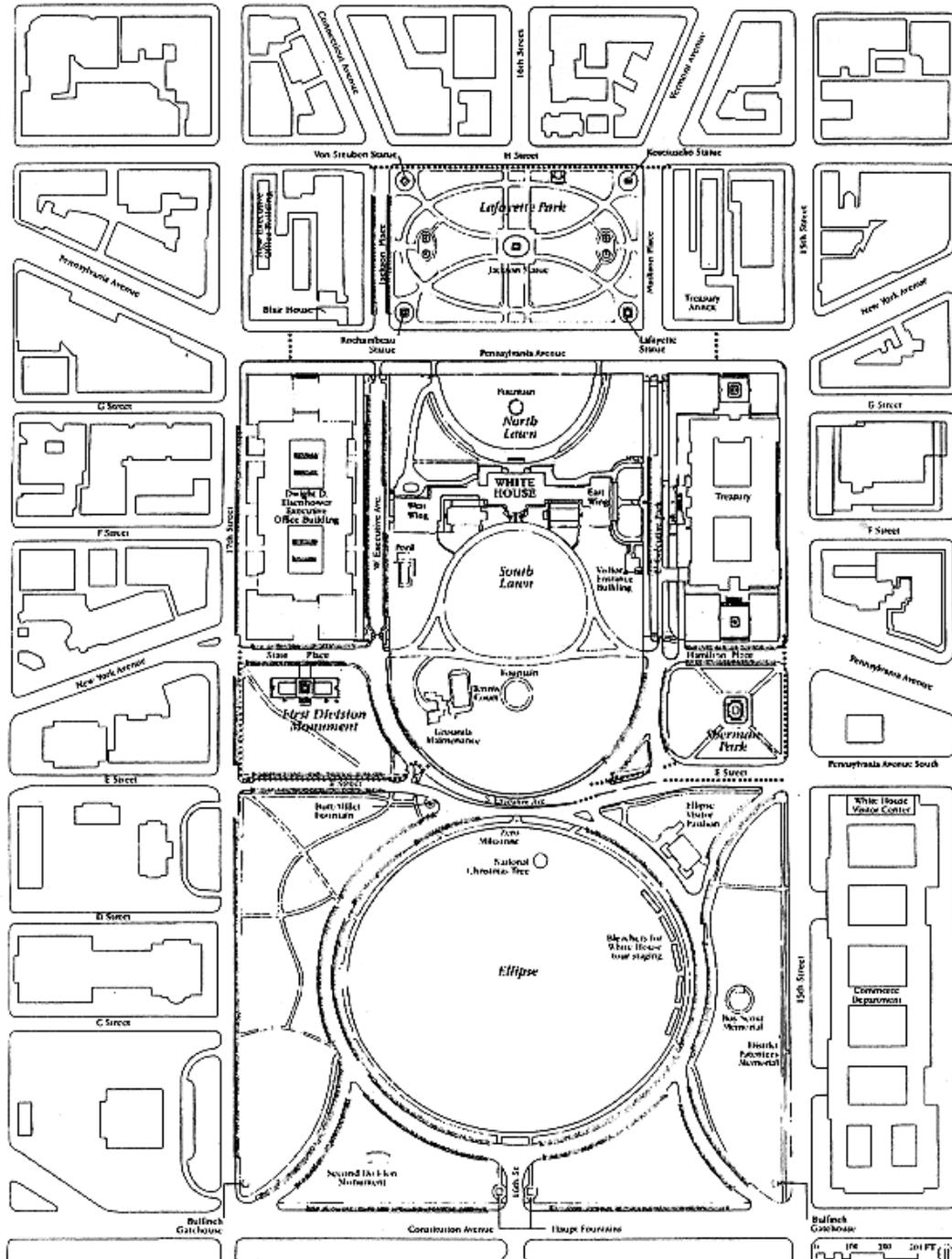




- White House Tour Route
- Access Portal
- ⋯ Vehicle Gate
- ⊞ Existing facility
- ⋯ Authorized Vehicles
- ⊞ Metrorail Stops
- ⋯ Tour Bus Route

Proposed Circulation • A





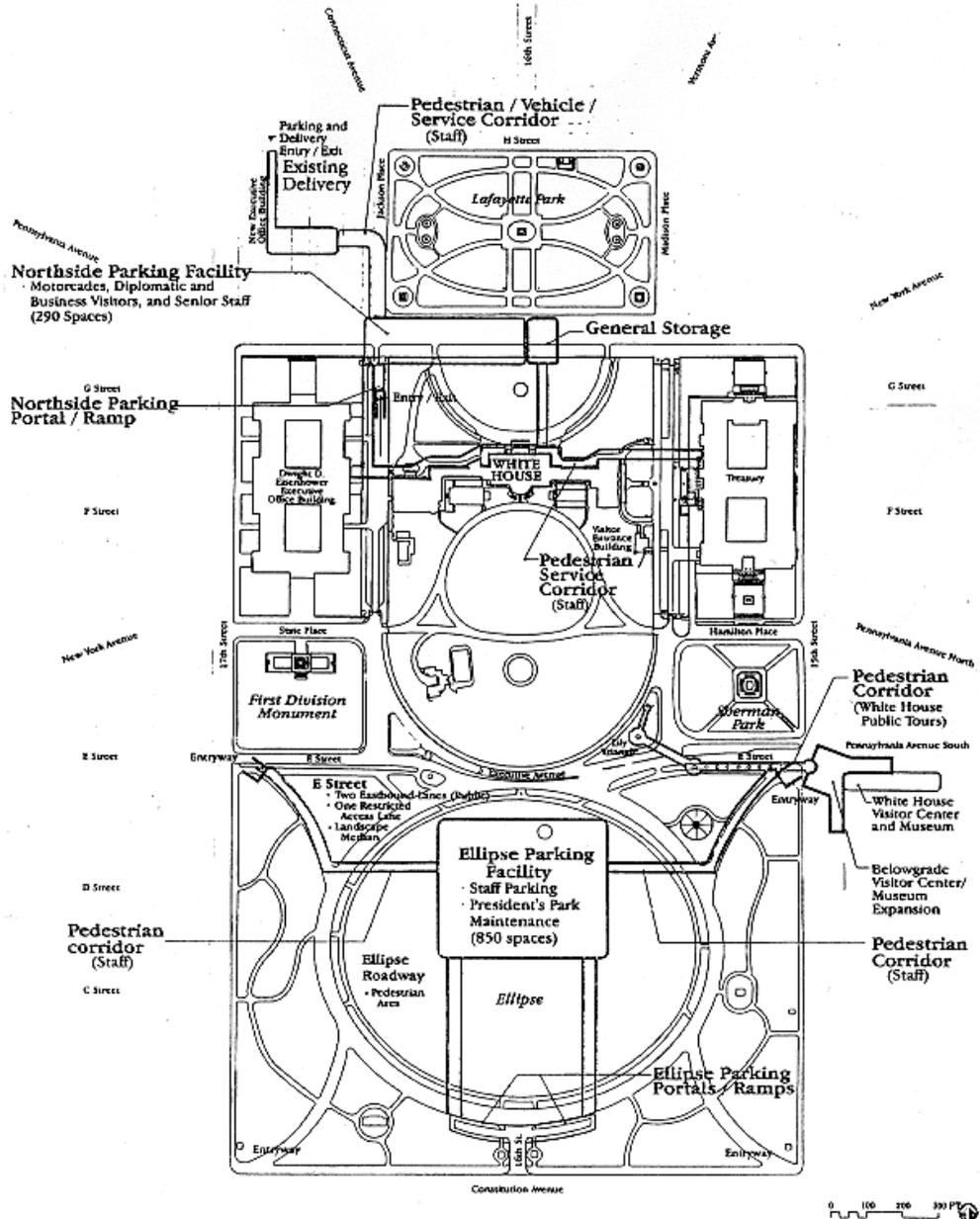
Existing Parking Inventory:

- Staff Parking (1140 Spaces)
- Public Parking (103 Spaces)

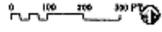
Concrete Barriers

Existing Circulation • Map B





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- Underground Pedestrian Corridors
- Underground Parking and Vehicle Corridors
- Access portal



Proposed Circulation • B