



NATIONAL MALL CAROUSEL SITE IMPROVEMENTS

Applicant
NATIONAL PARK SERVICE

Project Address
National Mall
Jefferson Drive across from Smithsonian Arts and Industries Building

Final Review Submission
U.S. Commission of Fine Arts

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SMITHSONIAN INSTITUTION & NATIONAL PARK SERVICE



VICINITY MAP

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Project Summary

SITE HISTORY

There has been a carousel on the National Mall since 1922. The current carousel, manufactured by the Allan Herschell Company in 1947, was moved to Mall in 1981. Prior to 1981 it was located at Gwynn Oaks Amusement Park in Baltimore, MD. Gwynn Oaks was a segregated park until August 28, 1963, the same day Martin Luther King Jr. delivered his speech at the Lincoln Memorial. The current carousel was privately owned until 2022 when ownership was legally transfered to the Smithsonian Institution (SI). The carousel and ticket booth are non-contributing features to the National Mall Historic District.

PROJECT AREA

The proposed project area is located on the north side of 1000 Jefferson Ave, SW across from the Smithsonian Institution Building and Smithsonian Arts and Industries Building. The project will be executed by SI, however the site is located on National Park Service (NPS) land and SI and NPS have been coordinating through bi-weekly meetings.

PROJECT APPROACH

The project proposes improvements to prepare the site for the return of the carousel which is being rehabilitated under a separate contract by Carousels and Carvings at their facility in Marion, Ohio. The site improvements include a new ticket booth, new pathways to access the carousel and a new fence. Hardscaping around the ticket booth and a new boardwalk structure will provide accessible paths around the ticket booth and carousel while a new foundation will provide improved support for the carousel when it is reinstalled at the site.

Because NPS owns the land where the carousel resides, the site improvements will be ‘gifted’ to NPS at the project's completion. The Smithsonian Institution will retain ownership of the carousel itself, as it is a removable item owned by SI, but the foundation, boardwalk, and other elements will be turned over to NPS. The design approach for the site improvements and boardwalk is to limit ground disturbance and impact to make the alterations readily reversible should the carousel cease operation. SI has coordinated with NPS to ensure that the design aligns with NPS requirements and the design shall also adhere to the Commercial Use Authorization (CUA) between Smithsonian Enterprises (SE)/SI and NPS.



PROJECT NARRATIVE

OUTREACH AND COORDINATION

Public outreach occurred through consultation with the U.S. Commission of Fine Arts (CFA), the National Capital Planning Commission, and DC Historic Preservation Office. Representatives from the Smithsonian Institution, the National Park Service and Hartman-Cox Architects meet with agency staff for two presubmission consultations on November 13, 2023 and May 5, 2024. The design presented in the submission incorporates the feedback the received during these meetings.

ENVIRONMENTAL AND HISTORICAL CONSIDERATIONS

On August 27, 2024, Section 106 consultation materials were submitted to the DC SHPO. These materials included an Assessment of Effects report prepared by the SI for the NPS to submit in support of the agency official's formal finding of No Adverse Effect. The DC SHPO concurred on this determination on September 19, 2024.

PUBLIC REALM AND VIEW SHEDS

Overall, the carousel site improvements will have a limited impact on the public’s experience of the site and supports the ongoing nationally significant use of the National Mall for recreation. One of the four American Elms surrounding the carousel is in poor health and will be removed and replaced by a tree of the same species. The proposed Carousel location, shifted five feet to the south, better supports tree health of the adjacent Elms. The proposed boardwalk will be higher than the existing asphalt pathway, however the additional height will not significantly impact the views around the carousel. The proposed site improvements will not impact light or shadow within the site. Additionally, perimeter security features will not be introduced at this site.

SCHEDULE

- April 2023: Animals removed for restoration
- November 2023: Carousel structure removed for renovation
- March 2024: End of Schematic Design
- June 2024: End of Design Development
- December 2024: End of Construction Documents
- September 2025: Site Improvements Begin
- November 2025: Carousel Reinstalled
- December 2025: Site Improvements Complete

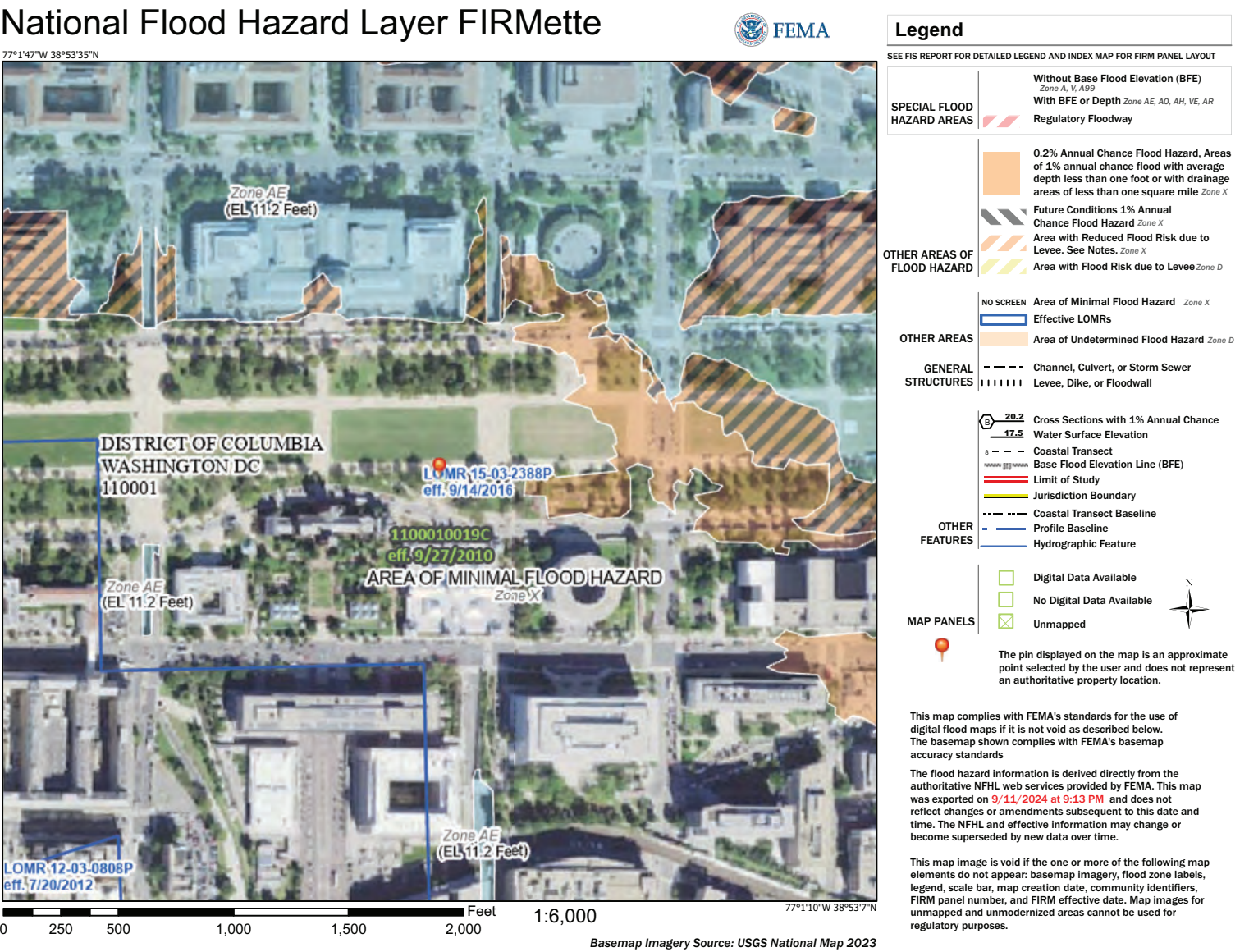
STORM WATER MANAGEMENT

The project team determined that the level of land disturbance is less than 5,000 SF, so the project will not be subject to DC Department of Energy and Environment's requirements for major land-disturbing projects. The project will remove 2,140 SF of impervious asphalt paving from the site and introduce 710 SF of impervious concrete paving for a net reduction of 1,430 SF of impervious surface.

FLOODPLAIN AND FLOODING IMPACTS

The proposed Carousel Site Improvements are not classified as a critical action activity as defined by E.O. 11988. The project will include minimal work to the ground plane, including the removal of existing asphalt paving, the addition of concrete sidewalk areas, and the introduction of a new micro pile foundation system for the carousel. These changes will have a minor impact on the way rain water moves through the site, but it does not appear the project will impact or be impacted by neighboring properties.

The existing site is classified by FEMA as an Area of Minimal Flood Hazard, Zone X (unshaded). This means that the proposed work is outside the 500 year flood plain. Earthwork will be limited to the maximum extent possible while improving ADA accessibility to the carousel and providing the desired visitor experience.





VIEW OF CAROUSEL LOOKING SOUTH WEST FROM MALL



VIEW OF CAROUSEL AND CONCESSION STAND LOOKING SOUTH EAST FROM MALL



TYPICAL CAROUSEL ANIMAL



VIEW OF ADJACENT CONCESSION AREA LOOKING EAST FROM CAROUSEL



VIEW OF TICKET BOOTH LOOKING WEST

PHOTOGRAPHS OF EXISTING CONDITIONS



DECORATIVE PANELS AT CENTER OF CAROUSEL



CENTRAL AREA OF CAROUSEL WITH LADDERS AND MOTOR



FENCE AND TREE CONFLICT

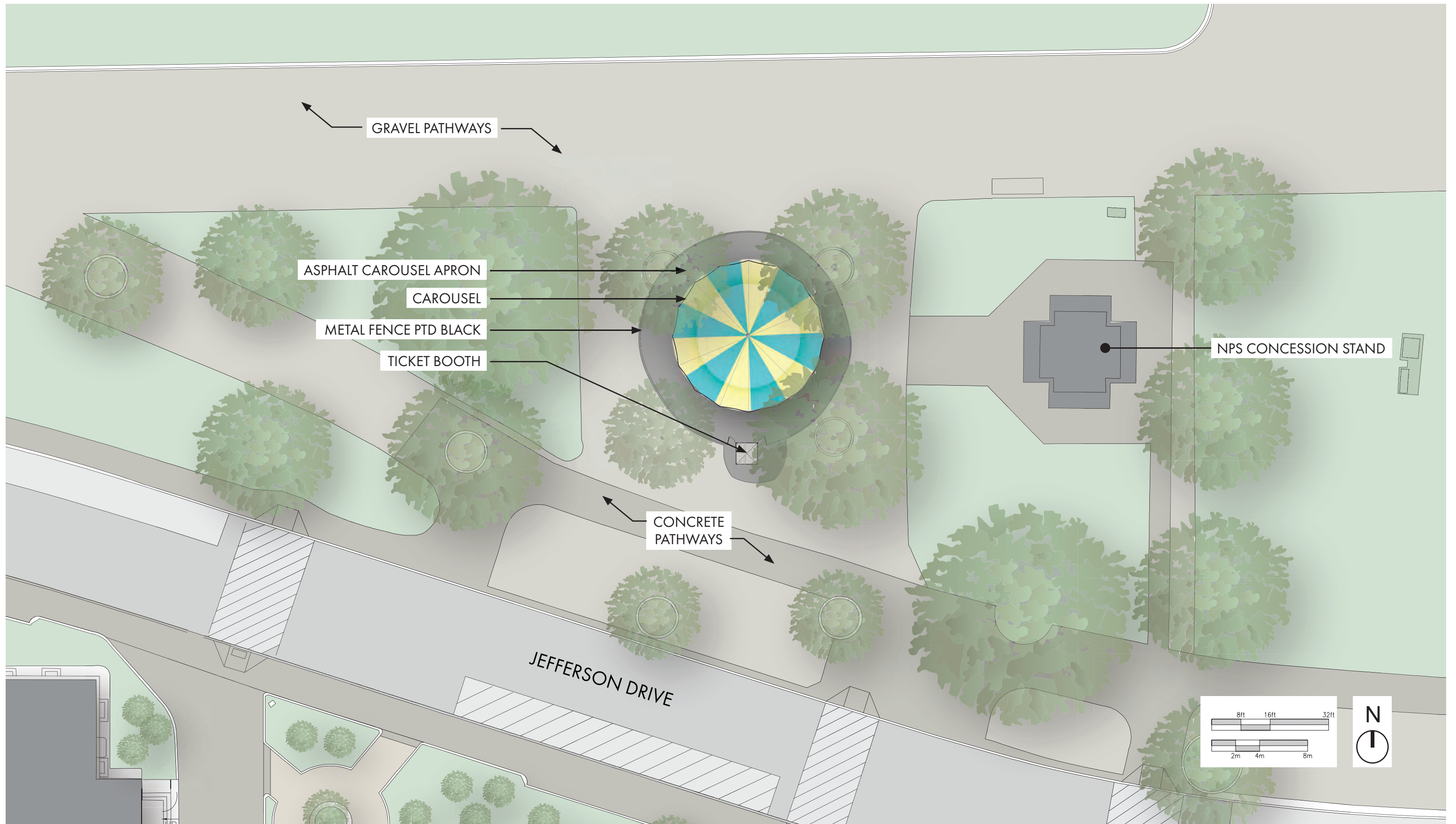


PERIMETER FENCE AND ASPHALT APRON

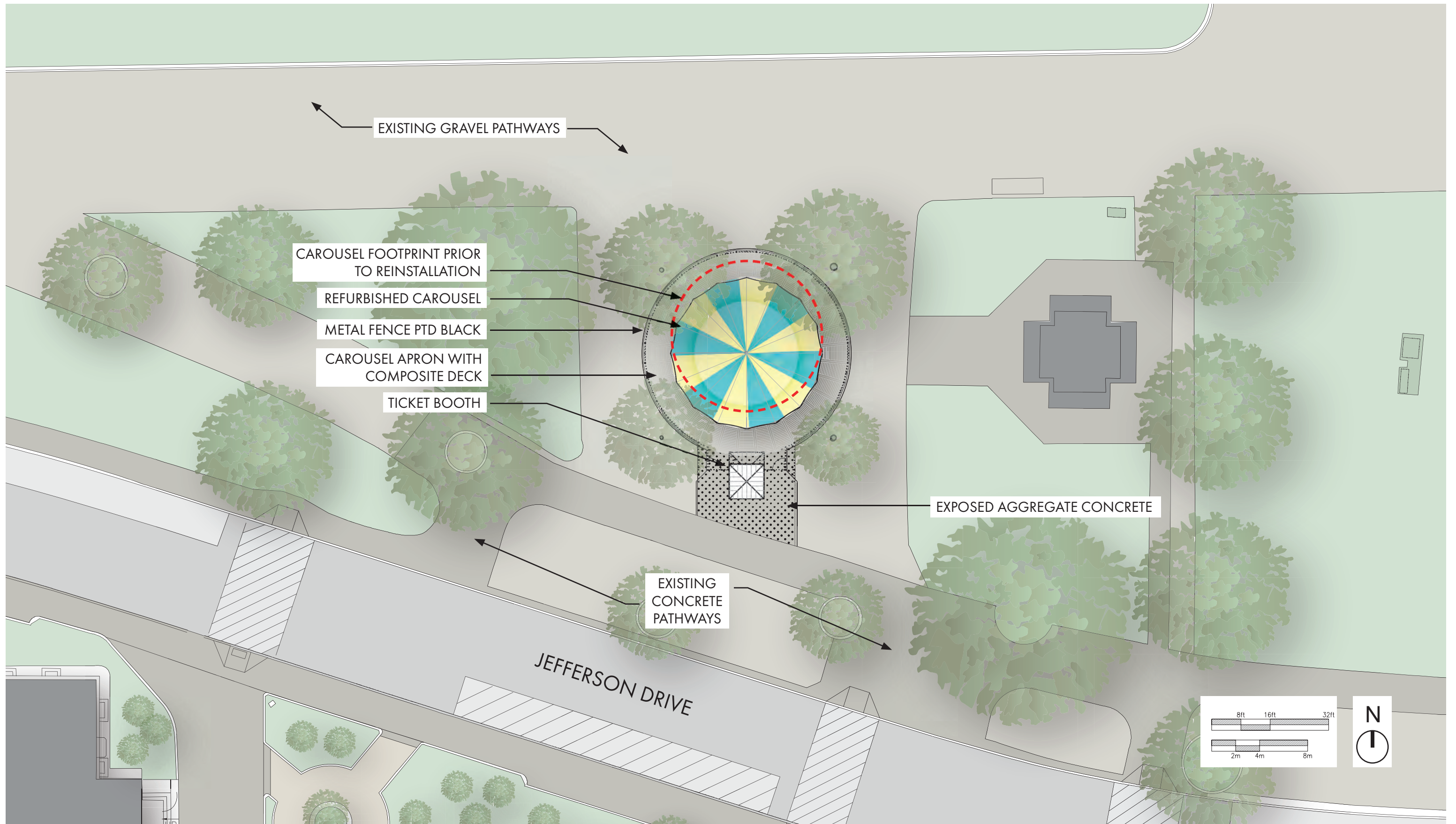


CAROUSEL SPEAKER CONSOLE

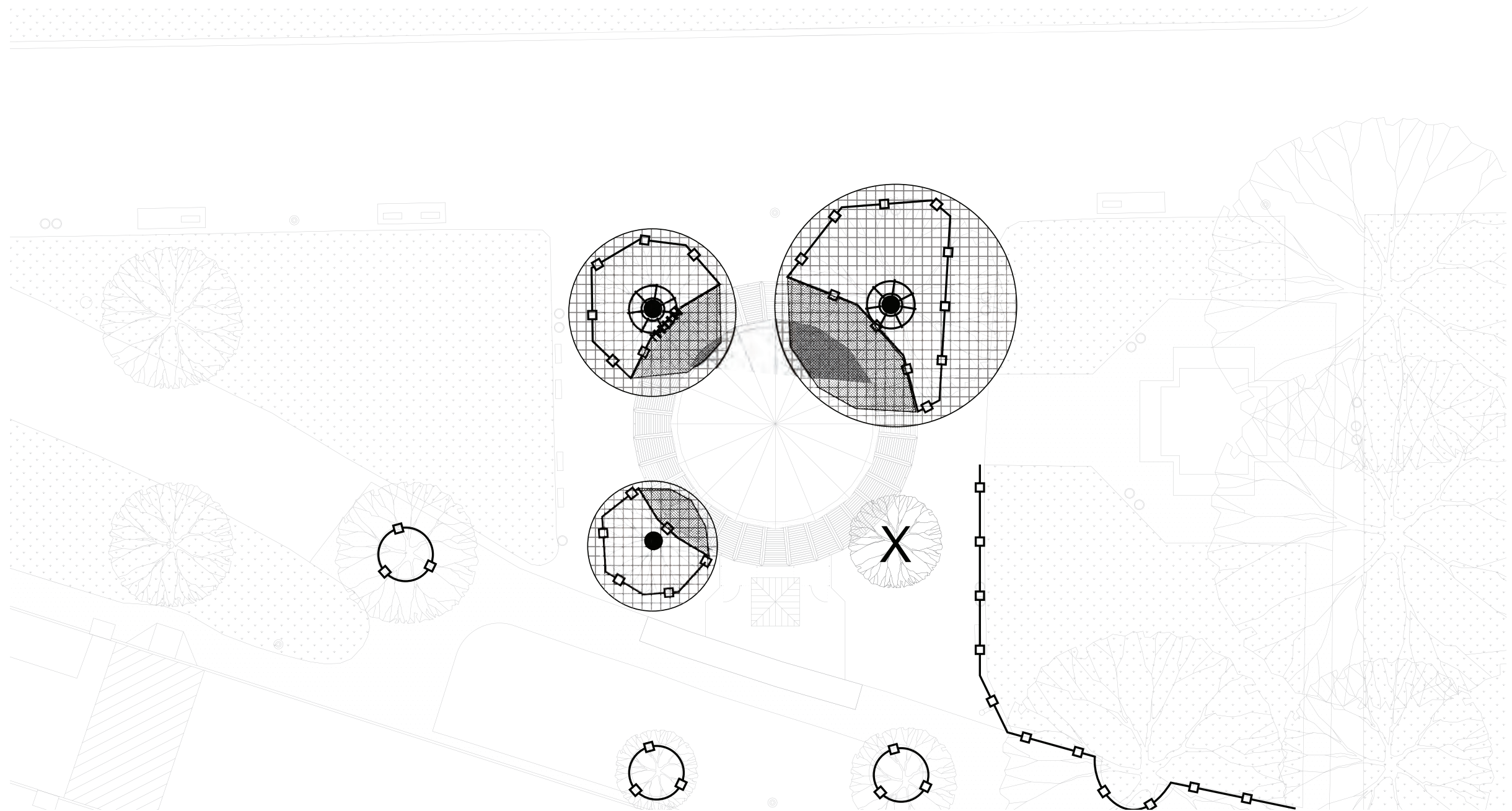
PHOTOGRAPHS OF EXISTING CONDITIONS



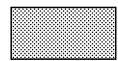
EXISTING SITE PLAN



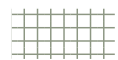
PROPOSED SITE PLAN



REMOVE TREE IN POOR CONDITION



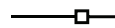
TEMPORARY ROOT MATTING (SPEC'D GEOTEXTILE, 6" WOOD CHIPS, & TRACK MATS)



VERTICAL MULCHING



REMOVE EXISTING FENCE EMBEDDED IN TREE ROOTS UNDER CERTIFIED ARBORIST SUPERVISION



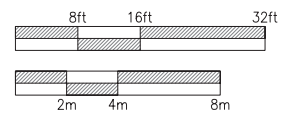
6' CHAIN LINK TREE PROTECTION FENCE



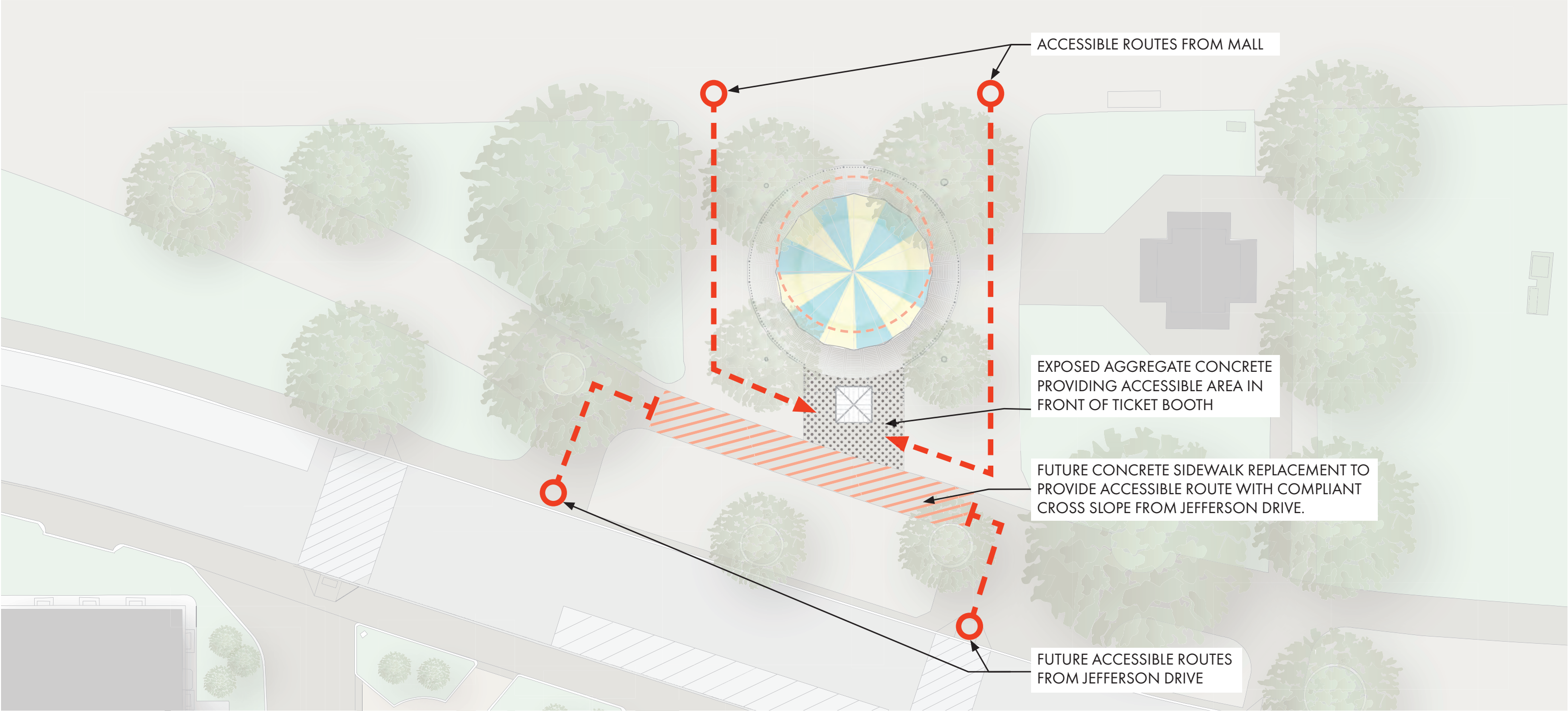
REMOVE BRICK UNDER CERTIFIED ARBORIST SUPERVISION






GROWTH REGULATOR TREATMENT

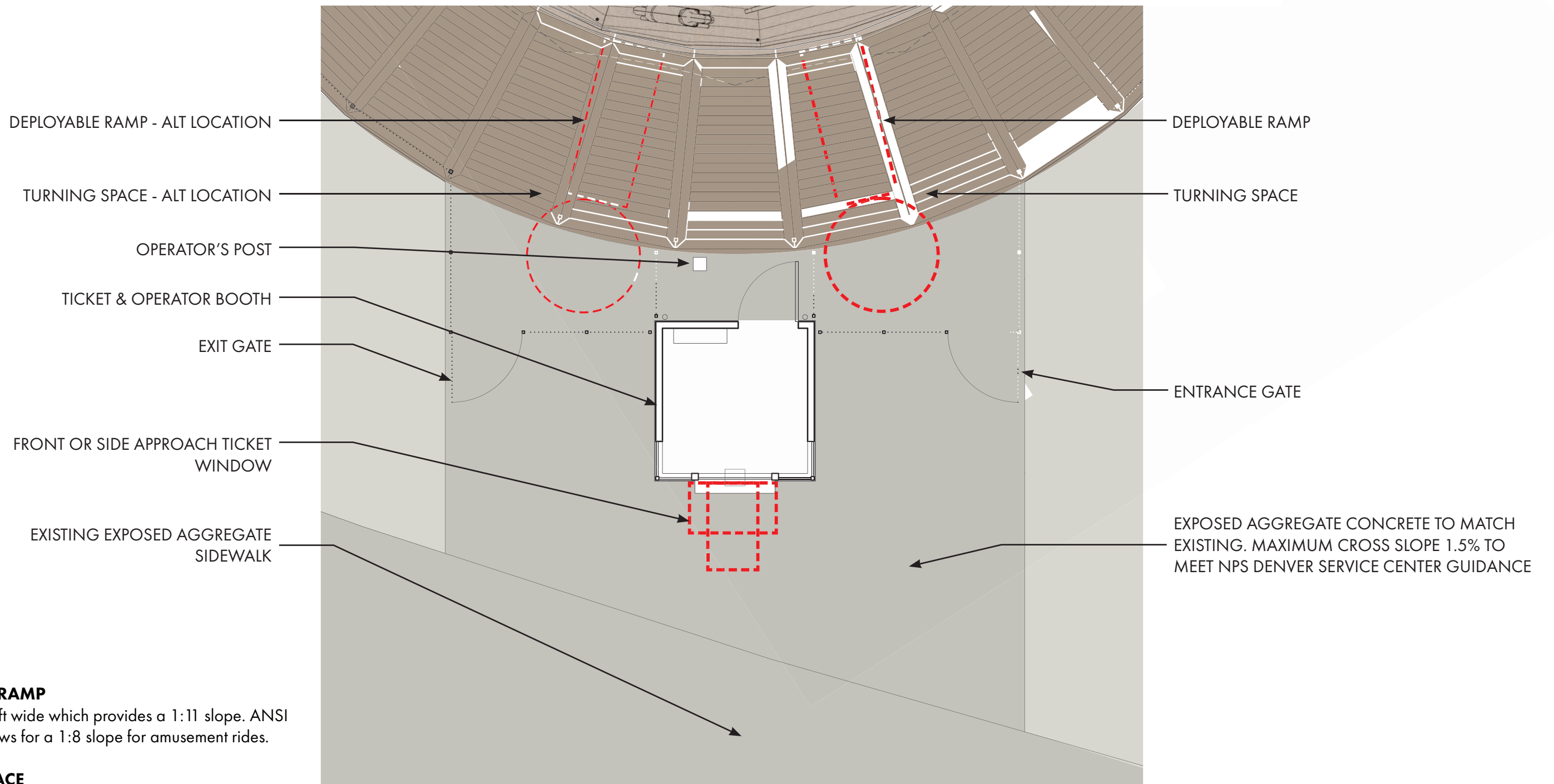


TREE PROTECTION SITE PLAN



-  ACCESSIBLE PATH
-  PATH START POINT
-  PATH LIMITATION

ACCESSIBLE ROUTES



DEPLOYABLE RAMP

8 ft long and 3 ft wide which provides a 1:11 slope. ANSI 117.1 2017 allows for a 1:8 slope for amusement rides.

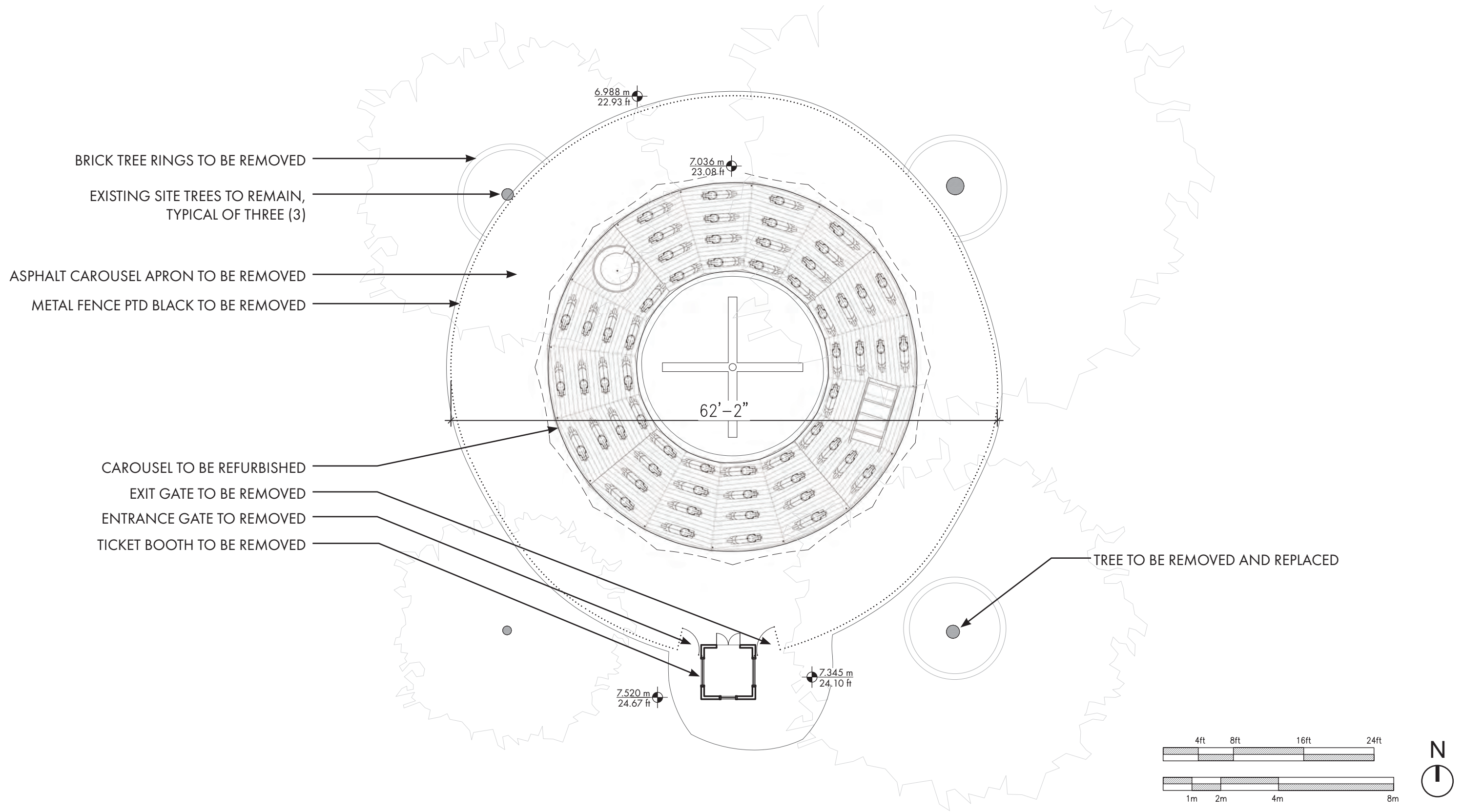
TURNING SPACE

67 inch to comply with ANSI 117.1 2017

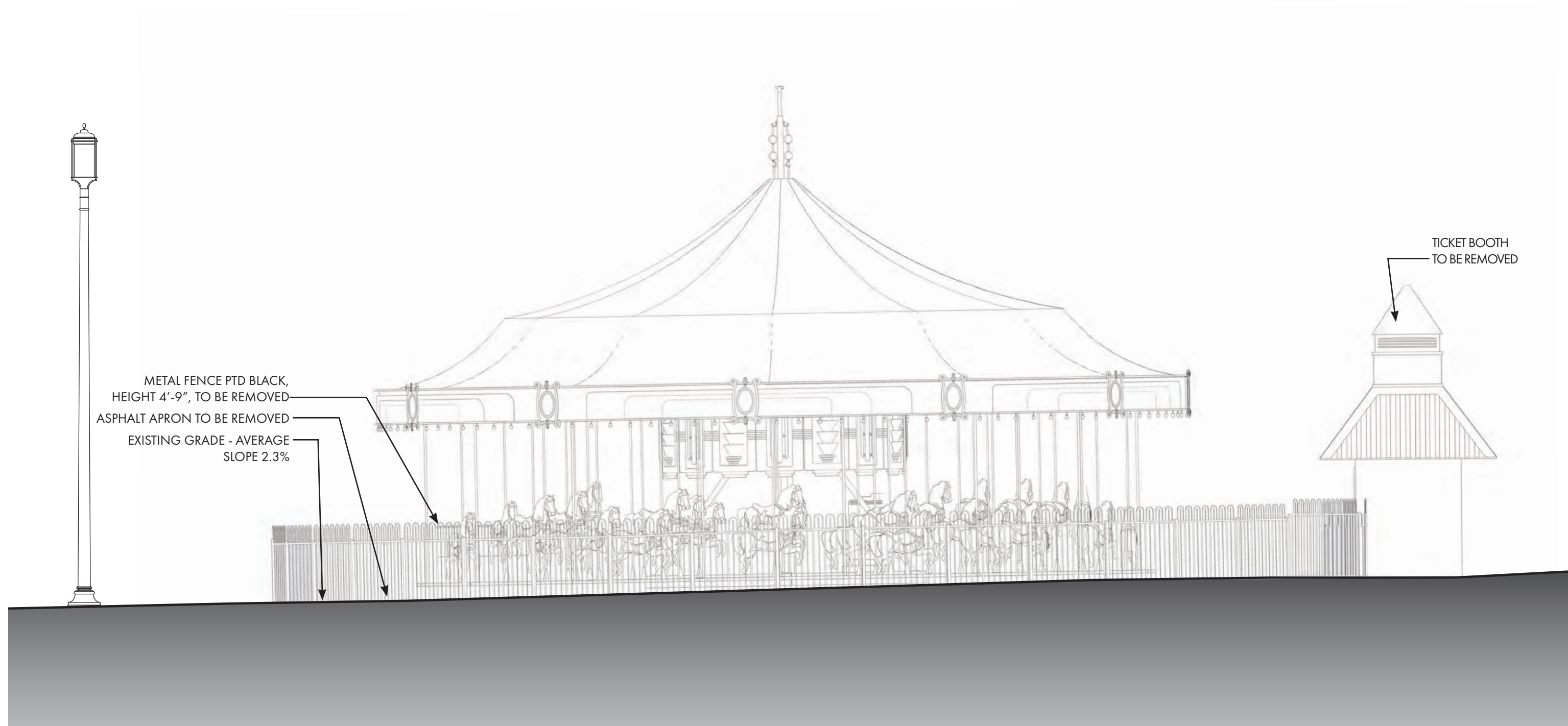
TICKET WINDOW APPROACH

30 inch by 52 inch to comply with ANSI 117.1 2017. Both Front and Parallel approaches to increase flexibility for users and operators.

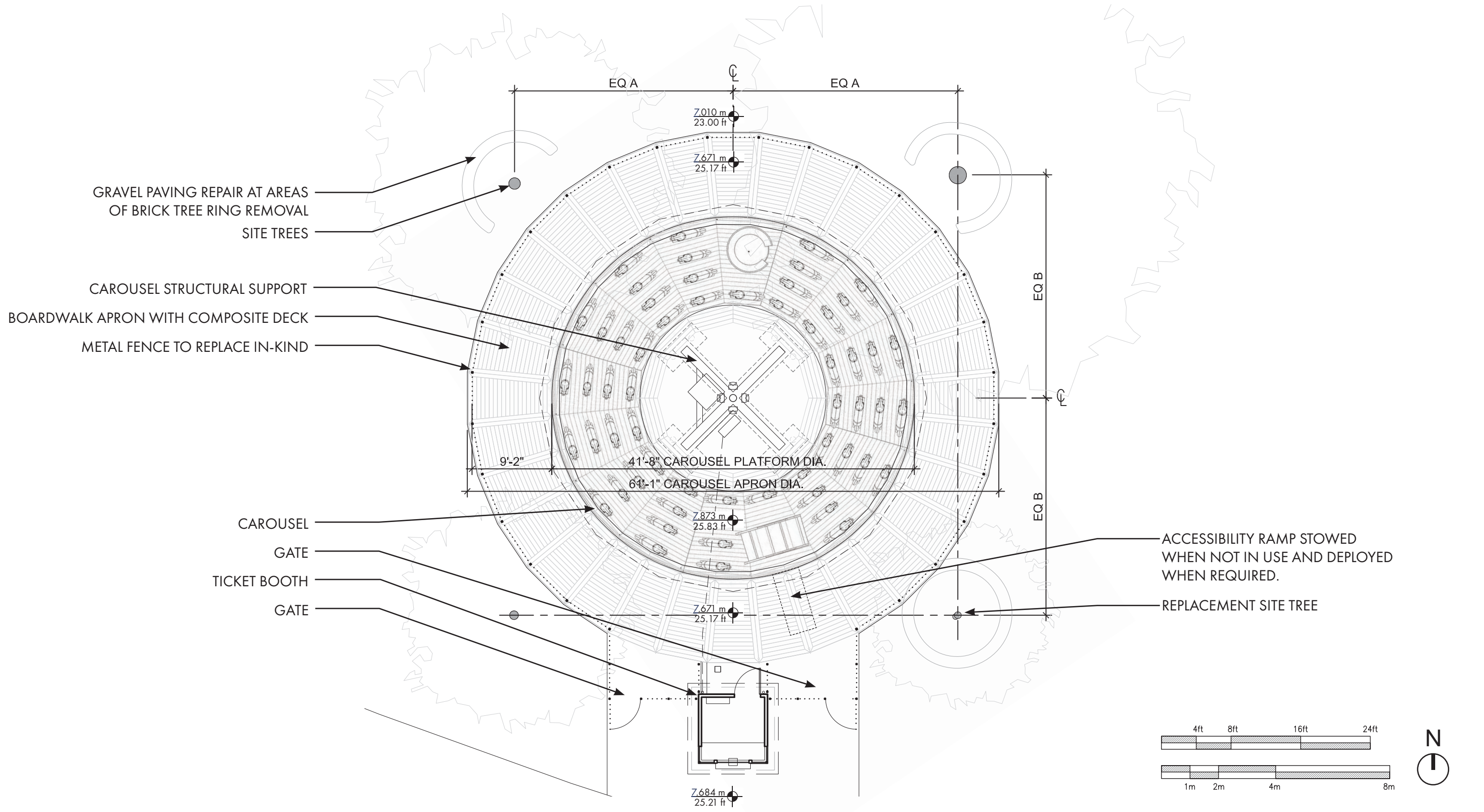
ACCESSIBILITY



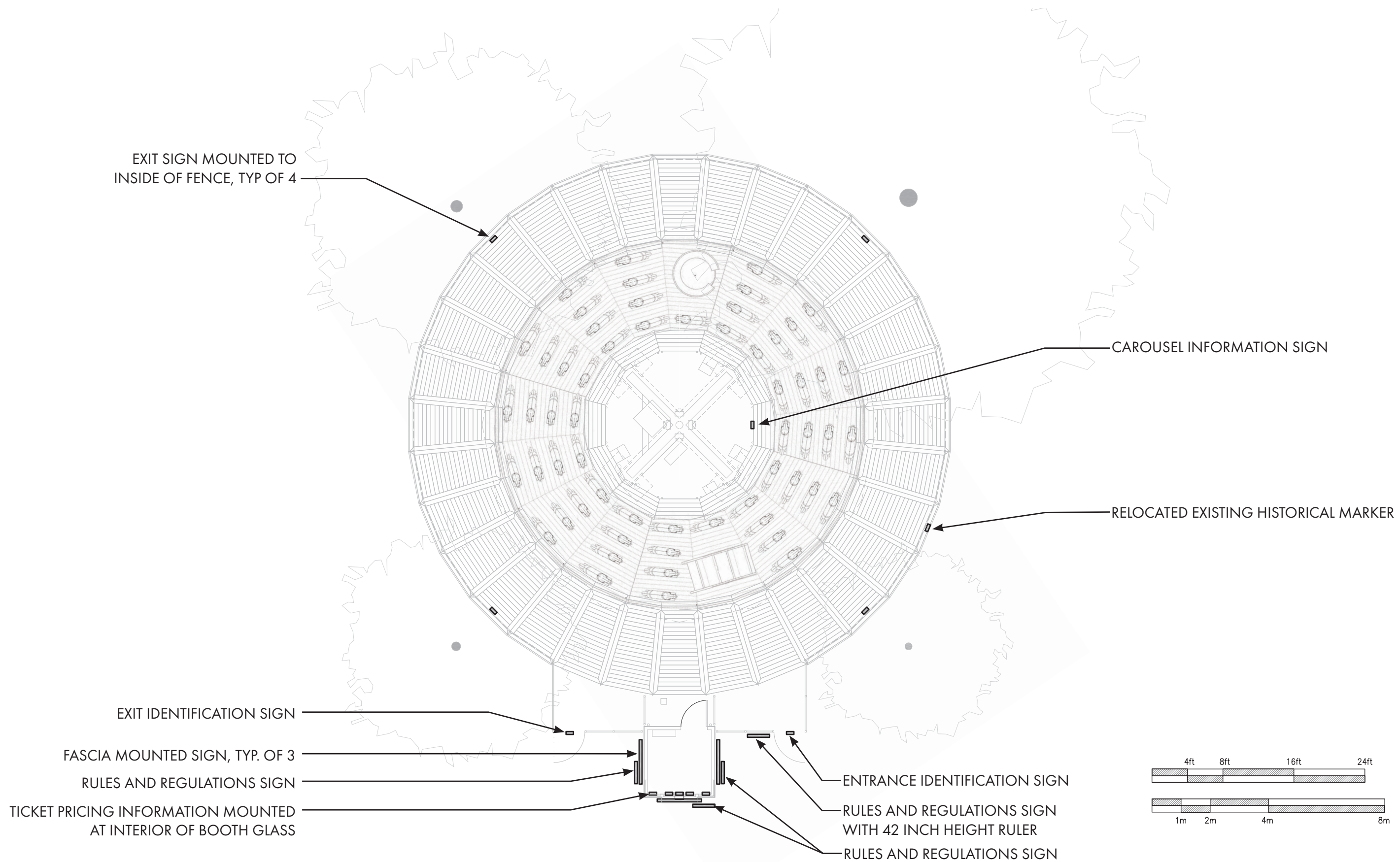
EXISTING CAROUSEL PLAN



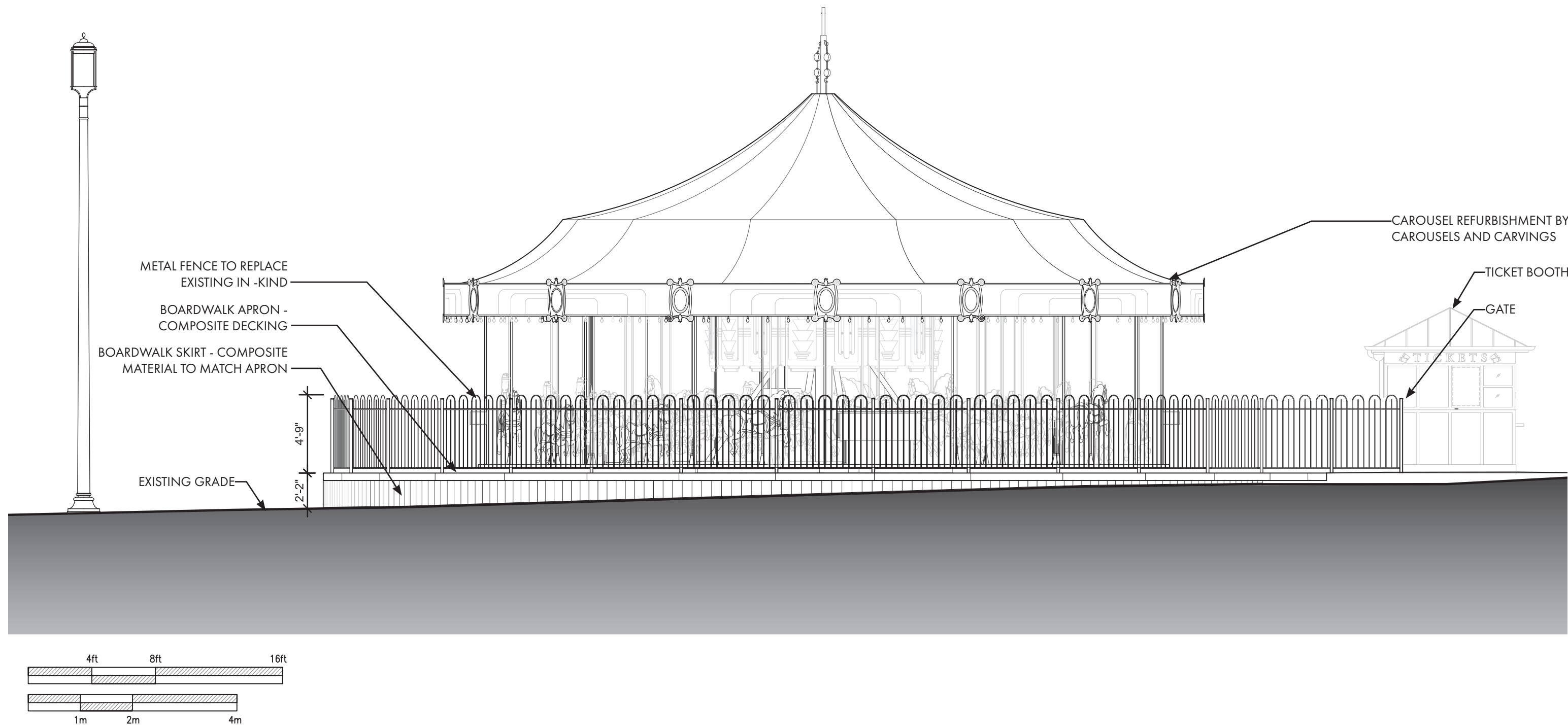
EXISTING - WEST ELEVATION



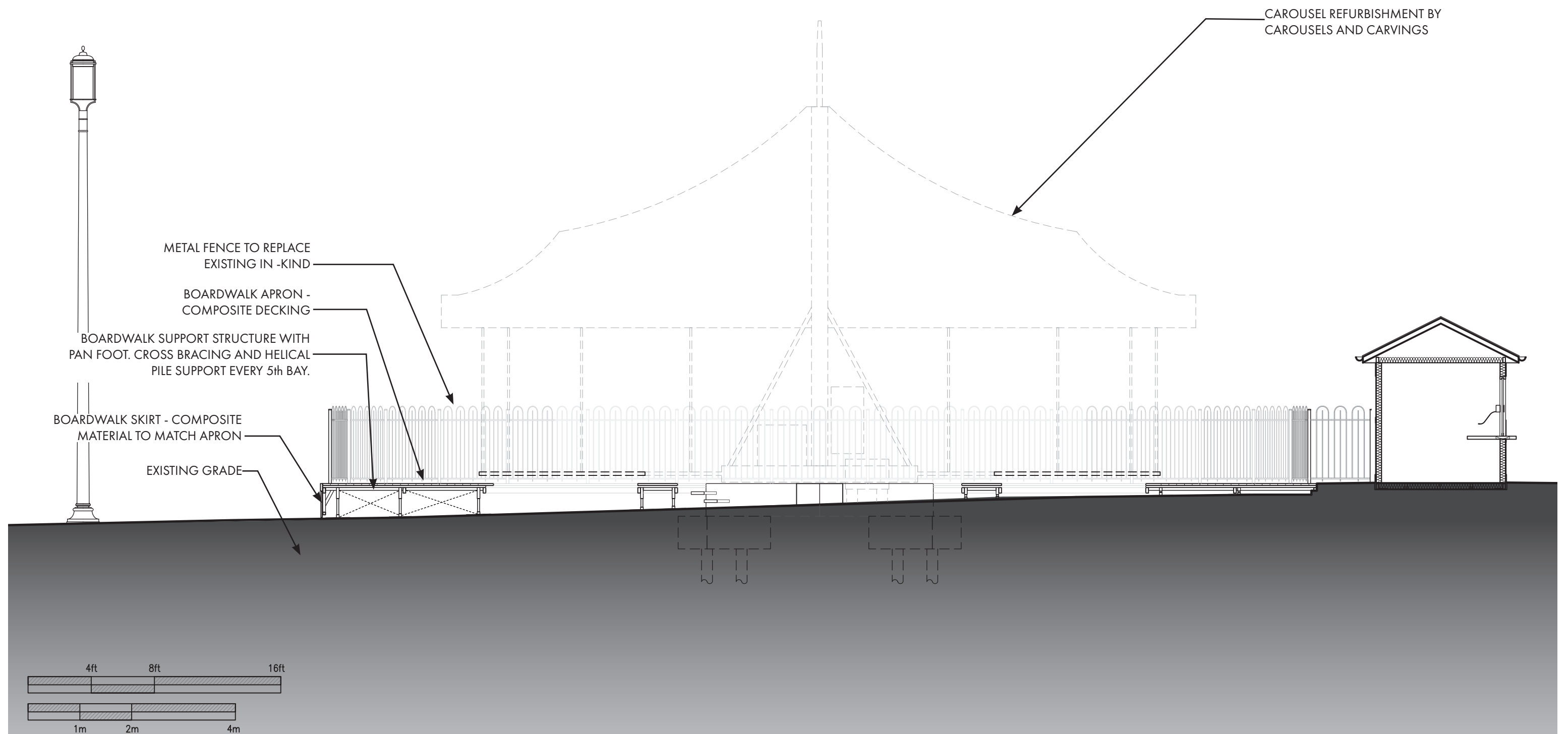
PROPOSED PLAN



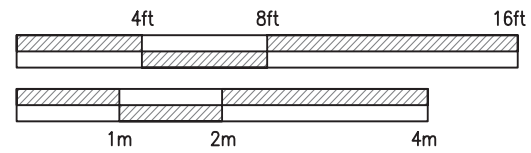
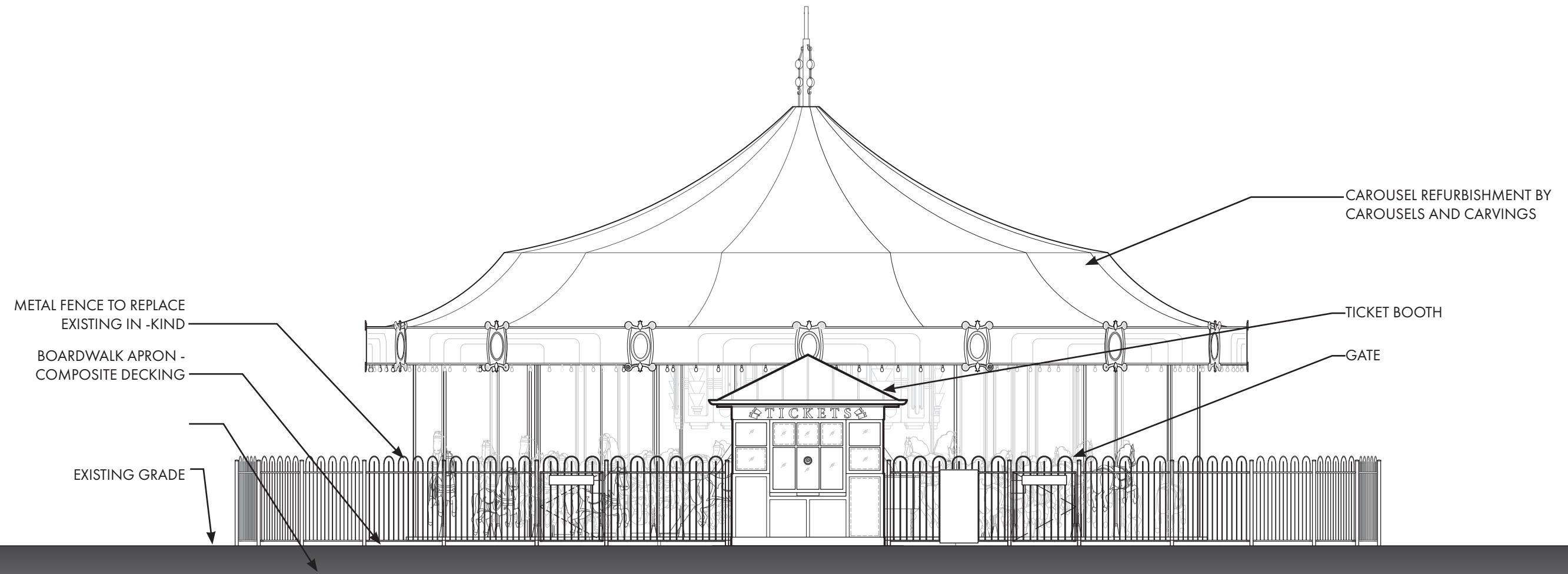
SIGNAGE PLAN



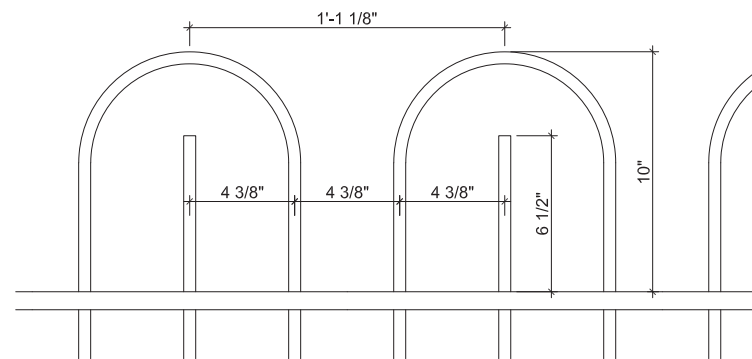
WEST ELEVATION



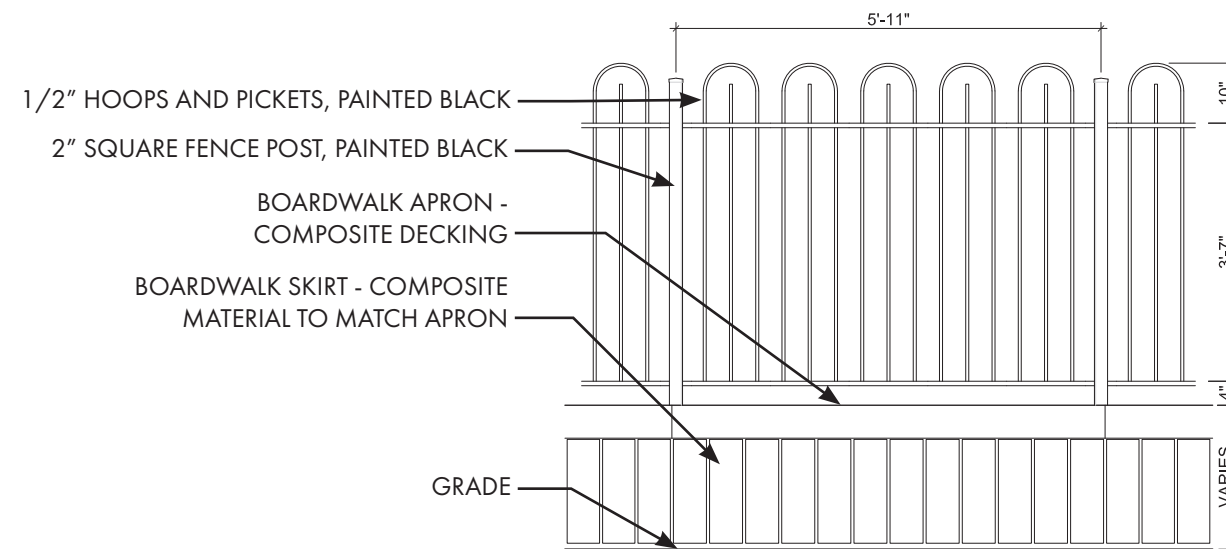
OVERALL SECTION



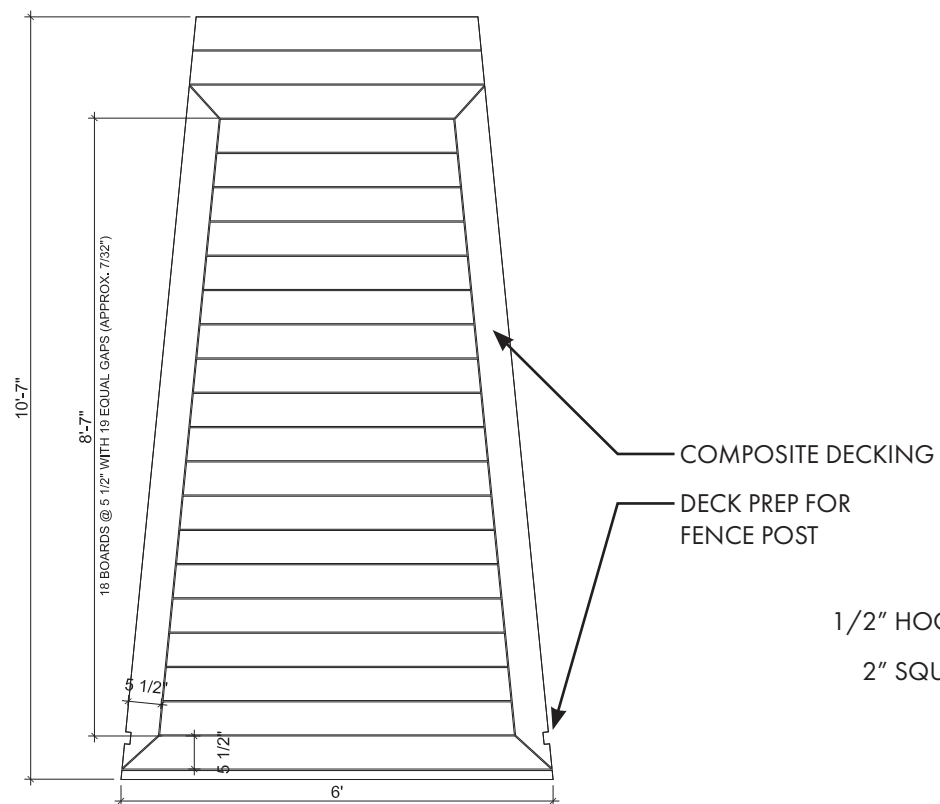
SOUTH ELEVATION



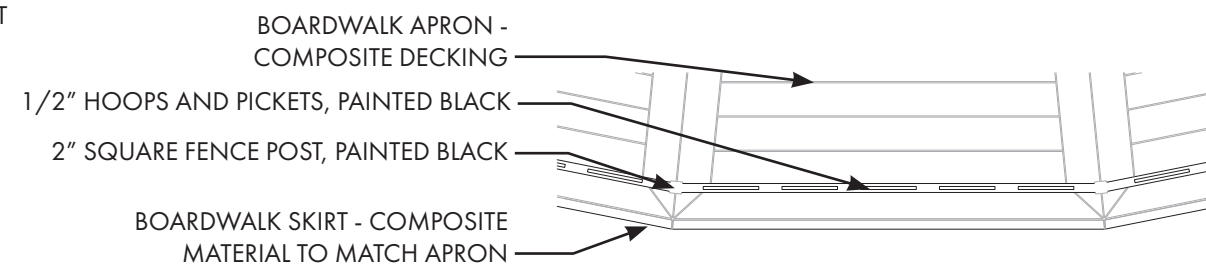
FENCE DETAIL



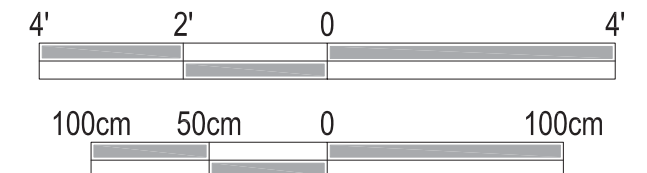
FENCE PANEL ELEVATION



BOARDWALK PANEL PLAN DETAIL



FENCE PANEL PLAN



DETAILS



OVERHEAD VIEW



VIEW FROM NORTHWEST LOOKING SOUTHEAST



VIEW FROM SOUTHWEST LOOKING NORTHEAST



VIEW FROM SOUTHEAST LOOKING NORTHWEST



EXISTING

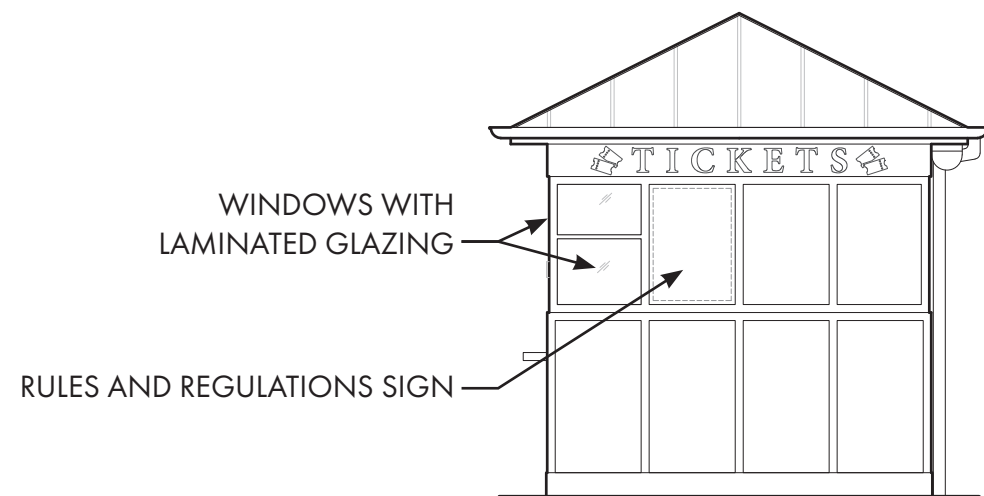


PROPOSED RENDERING - FRONT

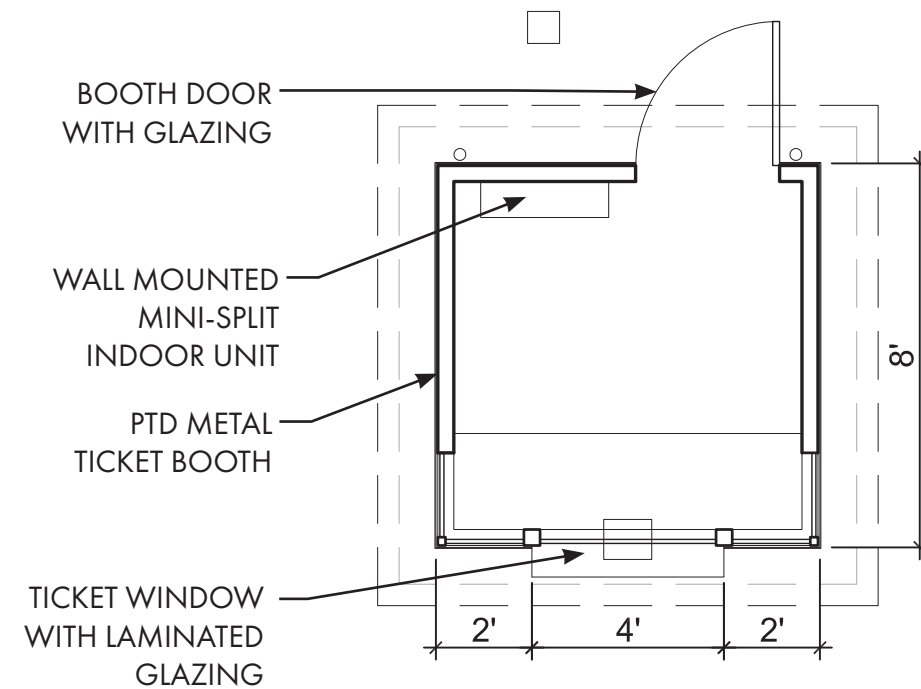


PROPOSED RENDERING - SIDE/BACK

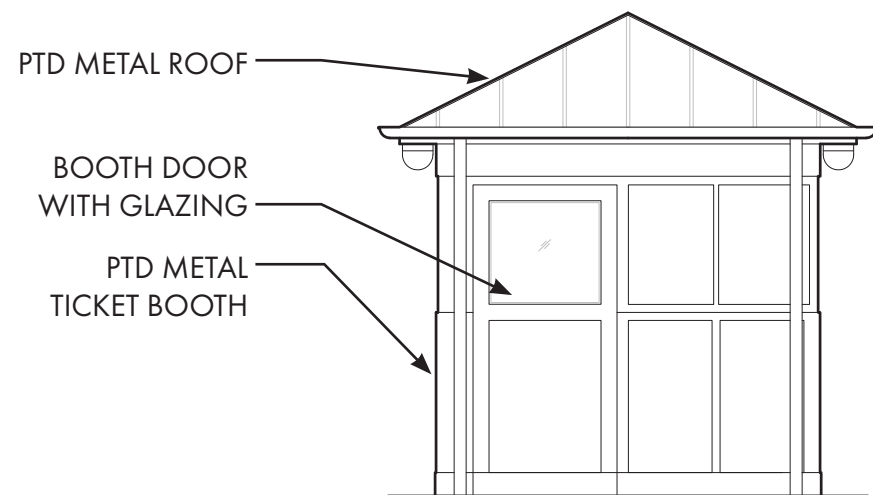
TICKET BOOTH - EXISTING AND PROPOSED



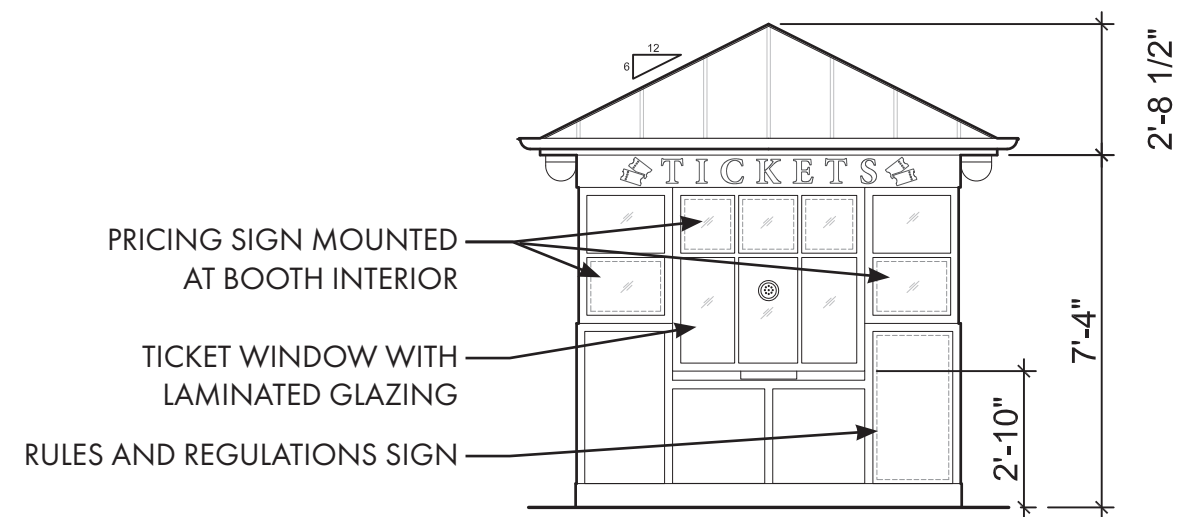
SIDE ELEVATION



PLAN



REAR ELEVATION



FRONT ELEVATION

TICKET BOOTH - PLAN AND ELEVATIONS



MATERIALS



NATIONAL MALL CAROUSEL SITE IMPROVEMENTS

APPENDIX
ALTERNATE DECK COLOR
ALTERNATE TICKET BOOTH COLORS



TREX SIGNATURE - OCRACOCKE (SELECTED COLOR)



TREX SIGNATURE - WHIDBEY

ALTERNATE DECK COLOR

The project team considered the decking options available and narrowed down the field to the two (2) options shown here, Trex Signature in Ocracoke and Whidbey colors. The Ocracoke color was selected and used to prepare the renderings in the main body of this report. The Whidbey color was used to prepare the following renderings for an alternate deck color.

ALTERNATE DECK COLOR - SAMPLE COMPARISON



ALTERNATE DECK COLOR - OVERHEAD VIEW



ALTERNATE DECK COLOR - VIEW FROM NORTHWEST LOOKING SOUTHEAST



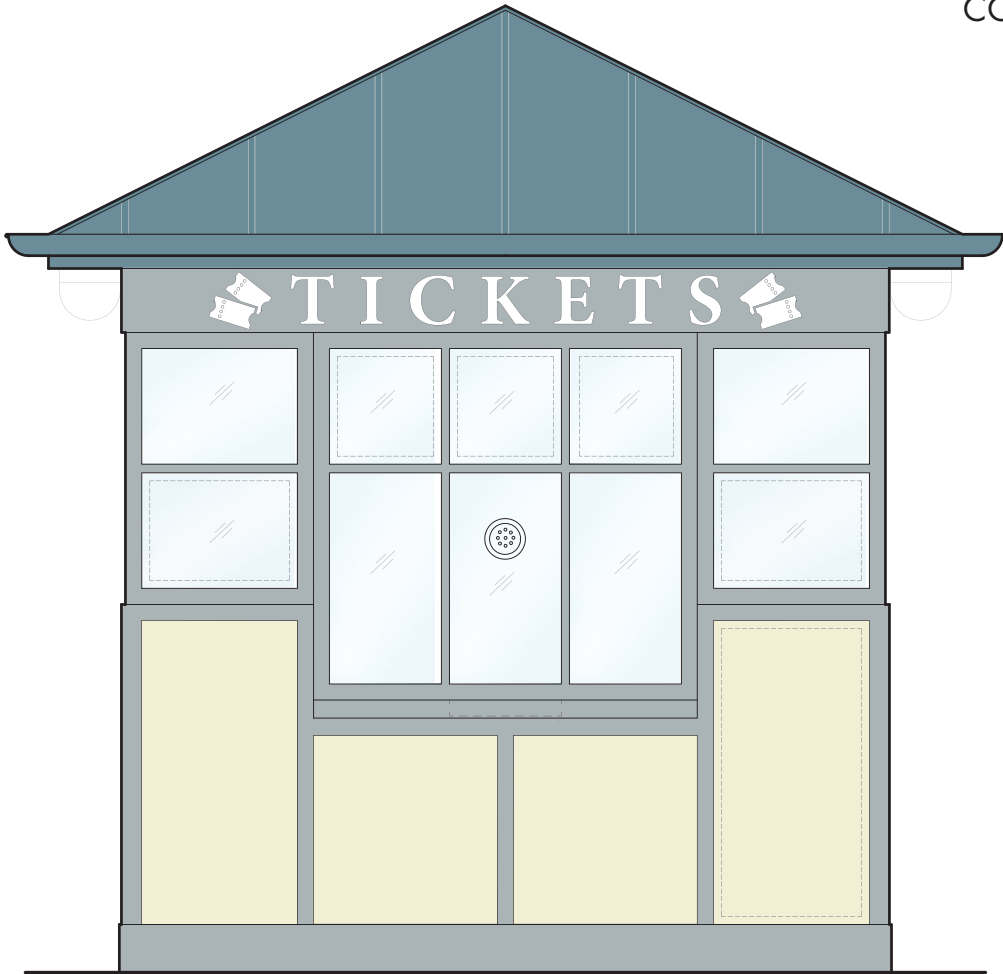
ALTERNATE DECK COLOR - VIEW FROM SOUTHWEST LOOKING NORTHEAST



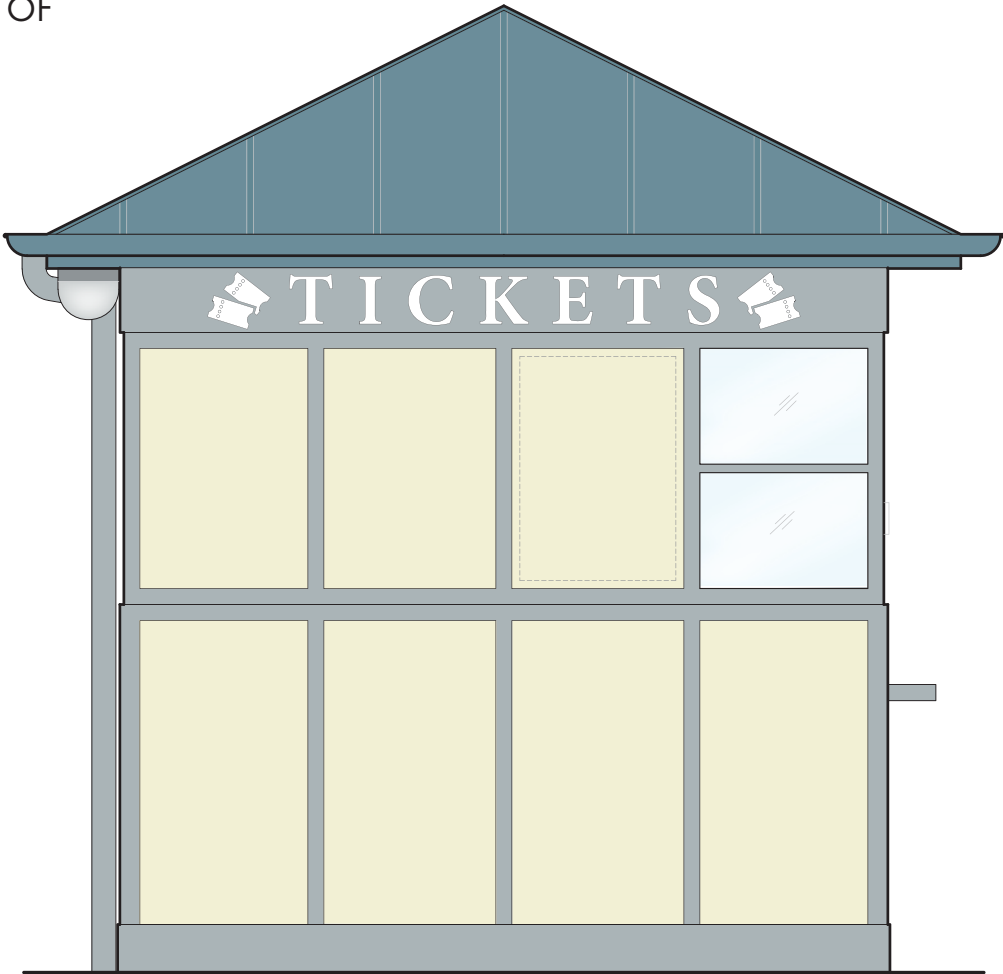
ALTERNATE DECK COLOR - VIEW FROM SOUTHEAST LOOKING NORTHWEST



COLOR PRECEDENT - LIGHT YELLOW OF
CAROUSEL ROUNDING BOARD

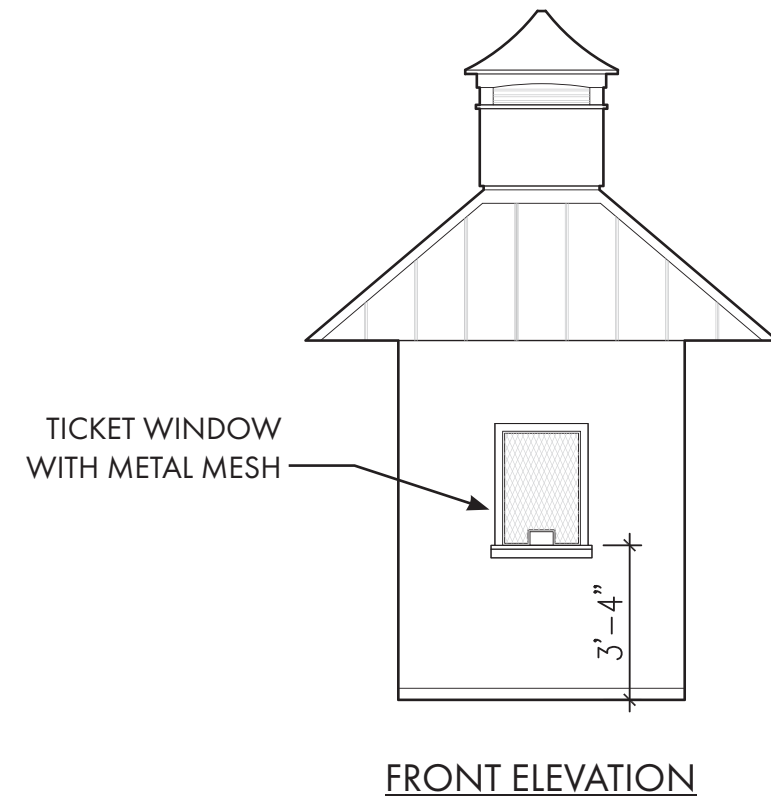
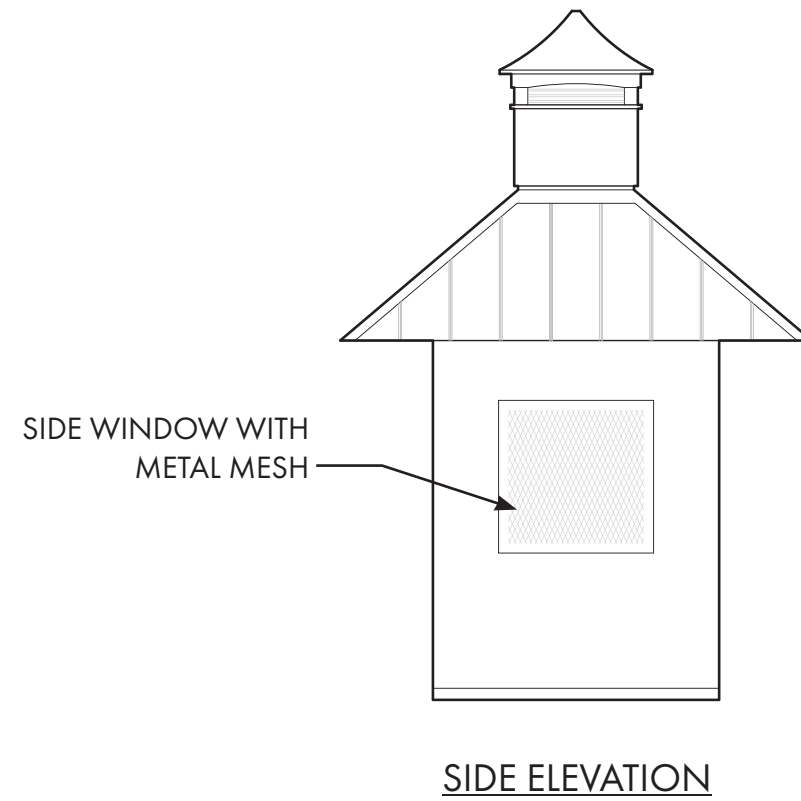
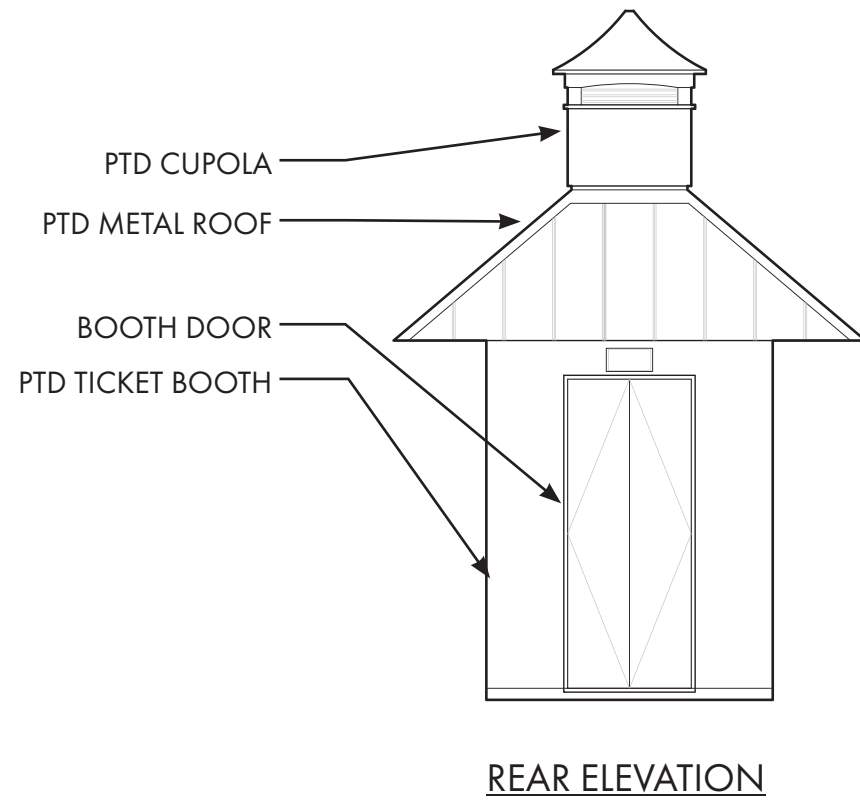
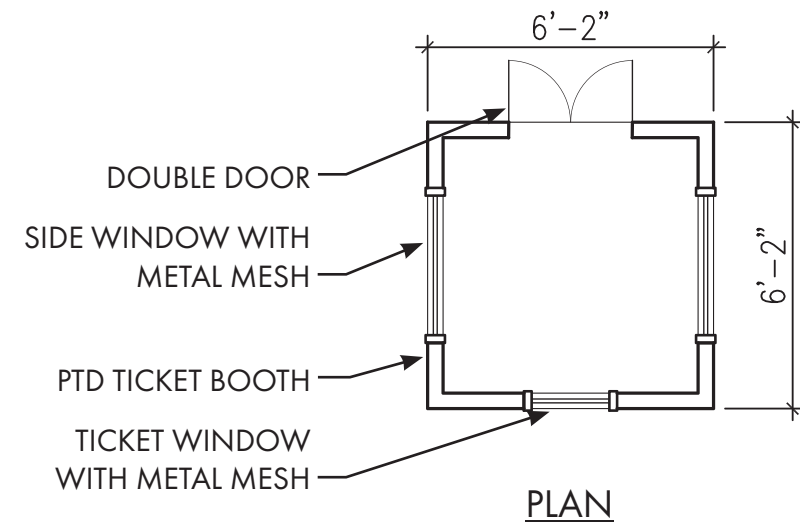


SOUTH ELEVATION OF TICKET BOOTH



WEST ELEVATION OF TICKET BOOTH

ALTERNATE TICKET BOOTH COLORS - EXTERIOR ELEVATIONS



EXISTING TICKET BOOTH