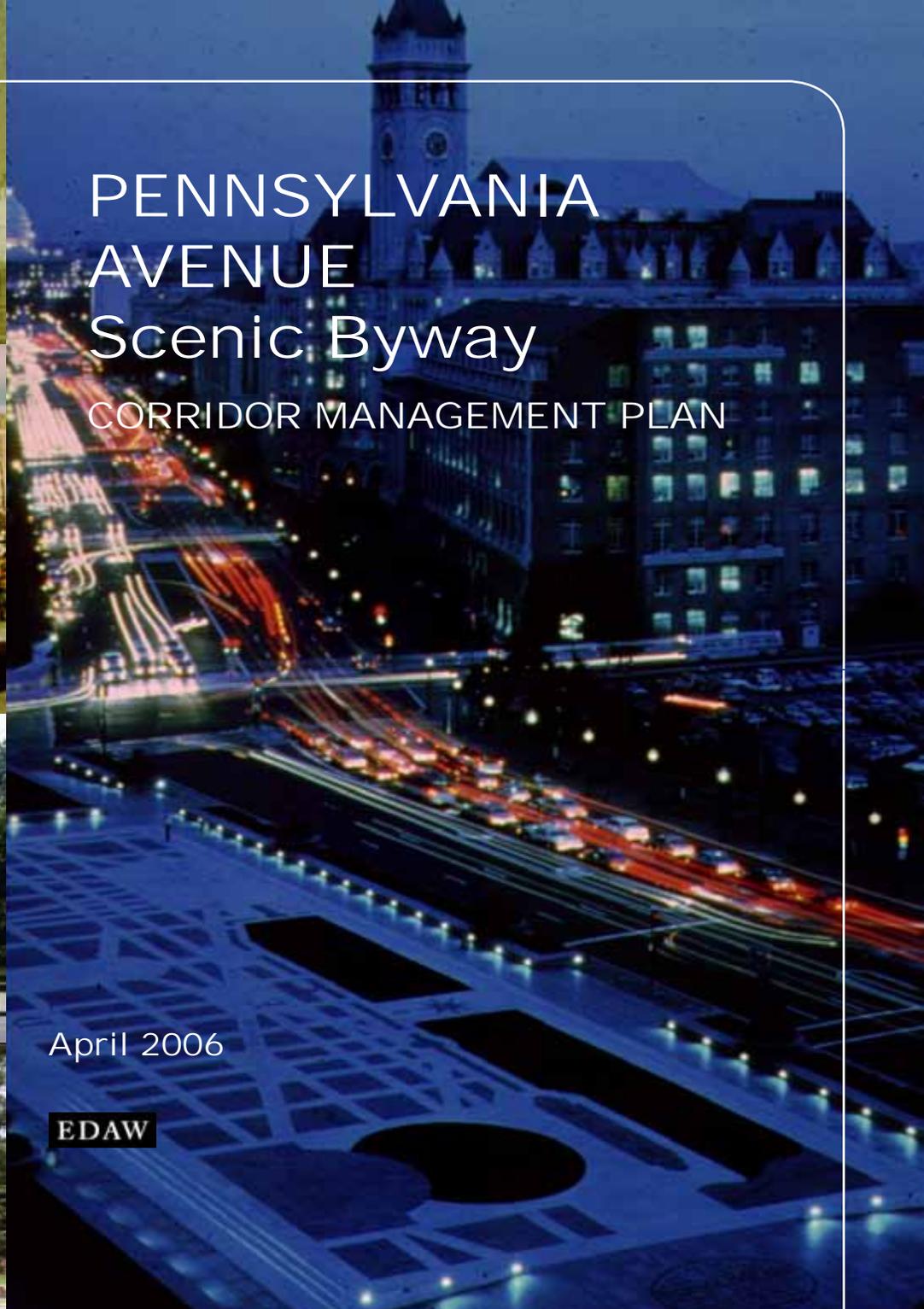


PENNSYLVANIA AVENUE Scenic Byway CORRIDOR MANAGEMENT PLAN



Commissioned by:
Mayor Anthony A. Williams



Government of the
District of Columbia



April 2006

EDAW

ACKNOWLEDGEMENTS

District Department of Transportation

*Michelle Pauciau, Director
District Department of Transportation*

*Ken Laden, Associate Director
Transportation Policy and Planning Administration*

*Colleen Hawkinson, Project Manager
District Department of Transportation*

Advisory Committee Members and Agency Partners

*Michael Hicks
Federal Highway Administration*

*Susan Hinton
National Park Service*

*David Murphy
National Park Service*

*Jim Rosenstock
National Park Service*

*Uwe Brandes
DC Office of Planning*

*Karina Ricks
DC Department of Transportation*

*Howard Ways
DC Office of Planning*

*Chris Shaheen
DC Office of Planning*

*Heather Brophy
Deputy Mayor's Office for Economic Development*

*Mohammed Khalid
District Department of Transportation*

*Jim Sebastian
District Department of Transportation*

Project Consultants

Lead Consultant:
EDAW, Inc.

Contributing Consultants:
The Environmental Company
Cultural Tourism - DC

List of Stakeholders

Commissioner Elizabeth B. Elliott, Chairperson, ANC2A
Commissioner Richard J. Price, SMD 2A02
Commissioner Maria Tyler, SMD 2A03
Commissioner Dorothy Miller, SMD 2A05
Commissioner Jeff Marootian, SMD 2A06
Commissioner Vince Micone, Chairperson, ANC2B
Commissioner Michael D. Damron, SMD 2B05
Commissioner Irvin D. Morgan, SMD 2B07
Commissioner Lawrence L. Thomas, Chairperson, ANC 2C
Commissioner Doris L. Brooks, SMD 2C03
Commissioner Barbara K. Askare-Bediako, SMD 2F03
Commissioner Jim Brandon, SMD 2F02
Commissioner Trevor J. Saccente, SMD 2D
Commissioner Ivette Basterrechea, Chairperson, ANC 6A
Commissioner Andy Litsky, Chairperson, ANC 2D
Commissioner Kenan P. Jarboe, Chairperson, ANC 6B
Commissioner David P. Sheldon, SMD 6B01
Commissioner Mary Wright, SMD 6B03
Commissioner Julie S. Olson, SMD 6B04
Commissioner Wilbert Hill, SMD 6B08
Commissioner Kalimah Abdul-Sabur, SMD 6B09
Commissioner John Branscomb, SMD 6B12
Commissioner Oliver Johnson, Chairperson, ANC 6C
Commissioner D.C. Williamson, SMD 6C02
Commissioner Roscoe Grant, Jr., Chairperson, ANC 7B
Commissioner Linda S. Green, SMD 7B01
Commissioner B. Three Feathers Kazemi, SMD 7B02
Commissioner Kathy Chamberlain, SMD 7B05
Commissioner Debra Davis, SMD 7B06
Commissioner Sarah Thetus D. Boyd, SMD 7B07
The Honorable Linda W. Cropp, Chair, DC Council
The Honorable Carol Schwartz, Councilmember at Large
The Honorable Harold Brazil, Councilmember at Large
The Honorable Phillip Mendelson, Councilmember at Large
The Honorable David A. Catania, Councilmember at Large
The Honorable Sharon Ambrose, Councilmember, Ward 6
The Honorable Kevin P. Chavous, Councilmember, Ward 7
Rose Money, Neighborhood Services Coordinator, Ward 7

Terry Carlstrom, National Park Service
Susan Hinton, National Park Service
Patti Gallagher, National Capital Planning Commission
Andrew Altman, District of Columbia Office of Planning
Stephen Raiche, District of Columbia Office of Planning
Robert Patten, District of Columbia Office of Planning
Howard Ways, Neighborhood Planner for Ward 7
Tersh Boasberg, Historic Preservation Review Board
Charles Atherton, United States Commission of Fine Arts
Andrea Mones, U.S. General Services Administration
Alan Hantman, Architect of the Capitol
Eric Gilliland, Washington Area Bicyclists Association
Bill Brown, Association of Oldest Inhabitants of Washington, D.C.
Kateri Ellison, Committee of 100 on the Federal City
Judith H. Lanius, DC Heritage Tourism Coalition
T. David Bell, D.C. Preservation League
Guy J. Gwynee, Federation of Citizens Associations
Barbara Franco, The Historical Society of Washington, D.C.
William Hanbury, DC Convention and Tourism Corporation
Crystal Mehling, Washington Metropolitan Area Transit Authority
Ms. Jeanette Houston Harris, Office of the City Historian
Betty Monkman, White House Office of the Curator
Paul Reber, Decatur House Museum
Mary Edwards, Department of the Treasury
Barbara Bahny, Willard Intercontinental Hotel
Phillip R. Montgomery, U.S. Navy Memorial
William Adams, Newseum
National Gallery of Art, Press and Public Information Office
Robert Archambault and Terry Colli, Embassy of Canada
Jill Brett, Library of Congress
Marcia Rosenthal, Golden Triangle BID
Michael Thomas, Foggy Bottom Association
Robert Vogt, Foggy Bottom Historic District
Linda Kamel, International Monetary Fund Center
Jonathan Little, Bank Facilities, World Bank
Dr. Cynthia Field, Smithsonian Institution
Steve Brown, Corcoran Gallery of Art
Steve Shulman, American Red Cross Museum
Eryl Wentworth, Octagon
Richard Bradley, Downtown DC BID
Anne James, U.S. Department of the Interior Museum
Charles A. Docter, Chairman, Downtown Housing Now

Joanne Newhouse, Penn Quarter Neighborhood Association
Jill Dowling, Barracks Row Main Street
Nancy Metzger, Capitol Hill Restoration Society
Rob Gabany, CHAMPS
Beth Purcell, Capitol Hill East
The Rev. Franklin Senger, Hillcrest Community Civic Association
Don Murray, Pennsylvania Avenue Gateway Project
Paul Savage, Pennsylvania Avenue Gateway Project
Vincent Spaulding
Rhoma Battle, Penn-Branch Citizens Civic Association
Agustin Cruz, Fort Davis Civic Association
Barbara Morgan, Fort Dupont Park Civic Association
Ada Carter, Randle Highlands Civic Association
James Welsh, Fairfax Village Community Association
Nicole Puri, East of the River Community Development Corporation
East Of the River Pennsylvania Revitalization Task Force
Ms. Jeanne Fogle, A Tour de Force
Ms. Jane Freundel Levey, Historian
Ms. Linda B. Lyons, Historian
Richard N. Wolf, Capitol Hill Restoration Society
Morgan Zehner, Historic Dopot Circle Main Streets
Dorothy (Weinstein) Shea, American Recreation Coalition
Carl Cole
Dianne Dale
Janice Artemel

TABLE OF CONTENTS

1 CHAPTER ONE: WELCOME TO PENNSYLVANIA AVENUE

INTRODUCING THE SCENIC BYWAY.....	1
ABOUT SCENIC BYWAYS.....	3
What is a Scenic Byway?.....	3
District of Columbia Scenic Byways Program.....	3
Connections to Other Byways.....	3
National Scenic Byways Program.....	4
Benefits of National Scenic Byways Designation.....	4
CORRIDOR MANAGEMENT PLANS.....	6
What It Is & Is Not.....	6
Participation is Key.....	6
A Vision for this Plan.....	7
Objectives of this Plan.....	7

2 CHAPTER TWO - THE BYWAY AND ITS CONTEXT

DESCRIBING THE CORRIDOR.....	9
Regional Setting.....	9
Corridor Description.....	9
Description of Segments.....	11
ROADWAY CHARACTERISTICS.....	13
General Design & Maintenance.....	13
Traffic Volumes.....	13
Traffic Congestion.....	14
Traffic Control.....	14
General Review of Roadway Safety.....	15
JURISDICTIONS, PARTNERSHIPS & INITIATIVES.....	17
Land Ownership & Jurisdictions.....	17
Planning Partners.....	17
Planning Initiatives & Issues.....	18

3 CHAPTER THREE - INTRINSIC QUALITIES & RESOURCES

OVERVIEW.....	21
Scenic Resource Assessment.....	23
Natural Resource Assessment.....	25
Historic & Archaeological Resource Assessment.....	27
Cultural Resource Assessment.....	29
Recreational Resource Assessment.....	31
RESOURCES OF SIGNIFICANCE.....	33
ISSUES AND DETRACTORS.....	45

4 CHAPTER FOUR - THE COMPONENT PLANS

OVERVIEW OF THE PLANS.....	47
INTRINSIC QUALITIES MAINTENAINCE & ENHANCEMENT PLAN.....	49
Scenic Quality.....	49
Natural Quality.....	49
Historic Quaity.....	50
Archaeological Quality.....	50
Cultural Quality.....	51
Recreational Quality.....	51
VISITOR EXPERIENCE PLAN.....	53
Visitor Profiles.....	53
Visitor Needs & Expectations.....	53
Minimizing Intrusions.....	53
Interpretation & Education Strategy.....	54
TOURISM, MARKETING & PROMOTION PLAN.....	57
Tourism Plan.....	57
Multilingual Information Plan.....	57
Marketing and Promotion.....	57
Themes.....	58
ROADWAY PLAN.....	61
Roadway Modification.....	61
Streetscape Treatments.....	62
Multi-Modal Strategy.....	62
COMMERCE & FACILITIES PLAN.....	67
Plan for Managing Development.....	67
Signage Plan.....	67
Compliance with Outdoor Advertising Laws.....	67

5 CHAPTER FIVE - IMPLEMENTATION

THE BYWAY ORGANIZATION.....	71
RECOMMENDATIONS SUMMARY.....	73
PUBLIC PARTICIPATION AND REVIEW.....	77
FUNDING SOURCES.....	79
DESIGNATION AS AN ALL-AMERICAN ROAD.....	81



2

Pennsylvania Avenue - Scenic Byway

1

WELCOME TO PENNSYLVANIA AVENUE Introducing the Scenic Byway

Throughout the world, Pennsylvania Avenue in Washington, DC, is recognized as the center of America's national identity, power, and culture. It is undoubtedly one of the best-known and important streets in Washington, DC, and an attraction in itself. Pennsylvania Avenue is America's Ceremonial Way. Much of the Nation's history has been represented in parades, funerals, and marches along this famous road. Throughout history, Americans have gathered on Pennsylvania Avenue to celebrate important occasions, honor national heroes, and support a variety of social causes. Pennsylvania Avenue is a place where America gathers to commemorate its tragedies and triumphs and to express its democratic ideals.

Pennsylvania Avenue is also the Main Street of America's Government. All three branches—Executive, Legislative, and Judicial—are represented along or near Pennsylvania Avenue. The corridor reflects a major federal government presence: the security around federal buildings, the presence of embassies, and motorcades of dignitaries with police escorts. It is also home to the most important residential address in the country: the First Family lives at 1600 Pennsylvania Avenue.

But there is more to Pennsylvania Avenue than commemoration and celebration. It runs seven miles through the Southeast and Northwest quadrants of the city, traversing a gamut of communities with one-of-a-kind attractions that do not exist anywhere else. From the World Bank to the banks of the Anacostia River, Pennsylvania Avenue links local, national, and global villages. It truly represents the heart of the Nation's capital.

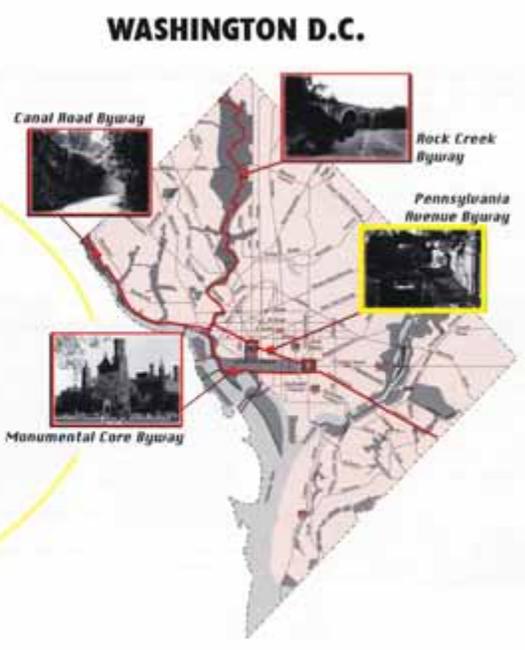
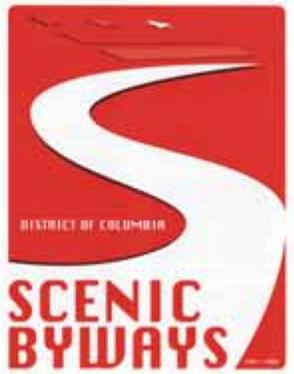
Pennsylvania Avenue is an urban scenic byway, a beautiful and inviting route in a distinctly urban setting. It is a central artery in an international city with embassies, national buildings, and local treasures. As a main thoroughfare in the Nation's Capital, Pennsylvania Avenue corridor is rich in historical and cultural significance, an array of sights and sites that tell the story of America's heritage. Welcome to Pennsylvania Avenue, a unique Scenic Byway!



Presidential Motorcade on Pennsylvania Avenue

Overview of this Report

- Chapter 1 provides an introduction to the Pennsylvania Avenue Scenic Byway, a description of the byway designation, byway programs, and Corridor Management Plans, and sets forth a vision and objectives for this plan.
- Chapter 2 examines the existing setting of the corridor by describing the byway segments, reviewing the physical condition and safety of the roadway, and establishing the planning framework within which byway activities will take place.
- Chapter 3 describes the intrinsic qualities that characterize the Pennsylvania Avenue byway. The corridor is so rich in many types of resources that these inventories provide a summary of the corridor's highlights. Chapter 3 also considers some of the concerns and detractors from these intrinsic qualities.
- Chapter 4 presents a set of plans for maintaining and enhancing intrinsic qualities; visitors' experience; **roadway modification, streetscape treatment, and multi-modal strategy; marketing and promotion; and commerce and facilities.**
- Chapter 5 addresses implementation, funding, public participation, and a general schedule for accomplishing the goals of this plan.



What is a Scenic Byway?

The term “scenic byway” generally refers to a road that is set in a landscape of high aesthetic, historical, or cultural value. Scenic byways place an emphasis on scenery, recreational attractions, cultural and historic features, and wildlife. Byways typically involve such amenities as scenic overlooks, recreational areas, and interpretive systems. A single definition does not exist because many agencies—state, federal, local, and private—are involved in the scenic byways program

Scenic byways can be designated at the local, state, or national level. State and local government, private sector groups, the US Forest Service, and the US Bureau of Land Management provide almost 52,000 miles of scenic byways in the United States.

District of Columbia Scenic Byways Program

Pennsylvania Avenue is one of the first corridors in the District of Columbia to be designated as a scenic byway. The DC Scenic Byways Program was developed and is administered by the District Department of Transportation. Consisting of the Pennsylvania Avenue Byway and three other designated byways, it is the only byway program in the Nation where all the byways are located completely within an urban setting. This setting creates a distinctly urban set of challenges and opportunities for scenic byway planning. The roadway corridor can be an exceedingly busy place, both day and night, and visitors to the byway share the road with local traffic and commuters. The predominant views along the byway are not of the natural environment, but of the built environment, and that many byway resources are man-made. Because the byways are located in Washington, DC, numerous government agencies, special interest groups, neighborhood associations, and business districts share an active interest in the well-being of the byway.

In developing its Scenic Byways Program, the District Department of Transportation established an administrative, nomination, and review process, which is presented in the program “Guidelines and Procedures” (1998). The intent of the program is:

- To provide a means for the maintenance, protection, and enhancement of important community resources along designated roadways in the District;
- To interpret and promote those resources and related intrinsic qualities for the enjoyment and education of residents and visitors; and
- To establish community-based goals and strategies to manage the intrinsic qualities while enhancing the economic benefits derived from people traveling the byways.

Connections to Other Byways

The Pennsylvania Avenue corridor can be combined with other byways to provide travelers with a continuous experience within the Nation’s Capital and surrounding regions. Within the District, the Pennsylvania Avenue byway connects with the District-designated Canal Road, Rock Creek, and Monumental Core Scenic Byways.

The District’s Canal Road Scenic Byway connects to Pennsylvania Avenue at M Street in Georgetown, thus providing an unbroken byway experience from District boundary to District boundary. The Canal Road Byway is notable for its historic and natural intrinsic qualities. Beyond the District boundary, this byway continues as Maryland’s C&O Canal Route Scenic Byway, extending for close to 200 miles to Cumberland, Maryland.

Byway Speak

Scenic Byway - A public road having special scenic, natural, historic, cultural, archaeological, and/or recreational qualities that have been recognized as such through official declaration. The term refers not only to the road or highway itself but also to the corridor through which it passes.

Corridor - The road or highway right-of-way and the adjacent area that is visible from and extending along the highway. Corridor width may vary according to intrinsic qualities.

Intrinsic Quality - Any of the scenic, natural, historic, cultural, archaeological, and recreational features that are considered representative, unique, irreplaceable, or distinctly characteristic of the area along a byway.

Corridor Management Plan - A written document and maps that specify the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, natural, historic, cultural, archaeological, and recreational qualities of the scenic byway.

Stakeholders - Residents, property owners, community associations, recreational groups, tour sponsors, tourism bureaus, historic societies, businesses, government agencies, and other individuals and organizations interested in, and working for, the success of the byway.

Local Commitment - Assurance provided by communities, neighborhoods, organizations, and agencies that they will undertake actions (such as zoning, development review, easements, and other protective measures) to preserve the scenic, natural, historic, cultural, archaeological, and recreational integrity of the scenic byway or All-American Road and the adjacent area as identified in the corridor management plan.



All-American Road - A road or highway that meets the criteria for at least two of the intrinsic qualities and satisfies all other requirements under the National Scenic Byways Program. The term refers not only to the road or highway itself but also to the corridor through which it passes.

Designated All-American Roads:

- Acadia Byway, Maine
- Seward Highway, Alaska
- Natchez Trace Parkway, Alabama
- Selma to Montgomery March Byway, Alabama
- Route 1, Big Sur Coast Highway, California
- San Juan Skyway, Colorado
- Trail Ridge Road/Beaver Meadow Road, Colorado
- North Shore Scenic Drive, Minnesota
- Natchez Trace Parkway, Mississippi
- Blue Ridge Parkway, North Carolina
- Las Vegas Strip, Nevada
- Hells Canyon Scenic Byway, Oregon
- Historic Columbia River Highway, Oregon
- Volcanic Legacy Scenic Byway, Oregon
- Natchez Trace Parkway, Tennessee
- Mather Memorial Parkway, SR 410
- Beartooth Scenic Byway, Wyoming

National Scenic Byways Program

The National Scenic Byways program was established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), continued with the Transportation Equity Act for the 21st Century (TEA-21) and currently renewed with the Safe, Accountable, Flexible, Efficient Transportation Equity Act : A Legacy for Users (SAFETEA-LU) in 2005. The purpose of this program (codified at 23 USC 162) is to recognize and enhance roadways that have outstanding scenic, natural, historic, cultural, archaeological, and recreational intrinsic qualities.

The Federal Highway Administration (FHWA) administers the National Scenic Byways Program, and in 1995 published its interim policy (60 Fed. Reg. 26759). The interim policy sets forth criteria for designating roads or highways as National Scenic Byways or All-American Roads, specifies the nomination process, and provides guidance on the contents of a corridor management plan, such as this one.

The District Department of Transportation is the District of Columbia's identified Scenic Byway Agency and is in the process of nominating Pennsylvania Avenue for designation under the National Scenic Byway Program. To be designated as a National Scenic Byway, a road must possess at least one of the six intrinsic qualities that is recognized throughout a multi-state region. The nomination package must include a corridor management plan.

To receive an All-American Road designation, a road must possess multiple intrinsic qualities that are nationally significant and contain one-of-a-kind features that do not exist elsewhere. The road or highway must also be considered a "destination unto itself"; that is, the road must provide an exceptional traveling experience so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

Benefits of National Scenic Byways Designation

National designation for the Pennsylvania Avenue Scenic Byway has many benefits:

Improve Preservation and Protection of Important Resources

Preservation of special places, views, buildings, and other resources is essential to a byway's sustainability and integrity. By identifying and documenting an important resource in a corridor management plan, the city, a community, or an organization can draw attention to the resource and the need to properly care for its preservation. This can help safeguard the resource for residents and visitors to enjoy now and in future generations.

Obtain Priority in Funding Byway-Related Projects

FHWA is the administrator of discretionary federal grants earmarked for the Scenic Byways program. Priority is given to eligible projects that are associated with a roadway that has been designated a National Scenic Byway or All-American Road. These projects must be consistent with the corridor management plan for the byway. As discussed in Chapter 4, a variety of projects are eligible as long as the purpose is generally to maintain and enhance the intrinsic qualities of the byway, improve byway-related safety, or enhance recreation and educational enjoyment of the byway.

Gain Access to Promotional Tools and Assistance

The FHWA promotes the collection of National Scenic Byways and All-American Roads on the America's Byway map and FHWA's scenic byways Web site, www.byways.org. FHWA has created a special America's Byway logo, which can only be used in association with designated roads. The logo demonstrates that the roadway is part of a distinctive collection of American roads.

Designated byways also benefit from technical communications, network support, and customized assistance from the National Byways Resource Center, located in Washington, DC.

Promote Tourism and Economic Development

Scenic Byways attract visitors and promote economic activity. By telling the story of the entire length of Pennsylvania Avenue visitors can be drawn into areas of the city that are often overlooked. Byways can encourage new business activities, such as visitor services and guided tours, as well as stimulate growth and increased revenue for existing businesses. National designation means inclusion in a nationwide marketing and promotion program.

Enhance Community Quality of Life

Byways can instill greater awareness and pride within communities. Byways attract volunteers, and neighbors learn and share from each other. Communities thrive when positive attention is focused on them.

Facilitate Coordination Among Stakeholders

Many partnerships are needed to sustain a byway. These partnerships are valuable to improve community cohesion, enhance quality of life, and benefit byway planning and management. Citizens, organizations, agencies, and other stakeholders bring new ideas to the byway through knowledge of their own communities, personal interests and commitment, and access to public and private funding sources. National designation offers the opportunity to expand partnerships beyond local or regional boundaries. Byway organizations have access to the technical assistance from the National Scenic Byways Resources Center, which sponsors a biennial national conference, workshops, and research of interest to byways nationwide.

Improve Transportation

Scenic Byway planning and implementation for Pennsylvania Avenue can support the District's multi-modal program and encourage residents and visitors to use alternative modes of transportation, such as tour buses, bicycles, water craft, and pedestrian trails. All-American Roads must accommodate bicycle and pedestrian travel wherever feasible, as well as safely accommodate conventional tour buses. Some byway transportation projects are eligible for federal funds.

Create and Improving Educational and Recreational Opportunities

Scenic Byways provide opportunities to create and improve educational and recreational activities, benefitting visitors and residents alike. Pennsylvania Avenue is rich in resources of educational interest to all Americans, and this management plan encourages further interpretation of and access to these resources.

BENEFITS AT A GLANCE

Improve Preservation and Protection of Important Resources

Obtain Priority in Funding Byway-Related Projects

Gain Access to Promotional Tools and Assistance

Promote Tourism and Economic Development

Enhance Community Quality of Life

Facilitate Coordination Among Stakeholders

Improve Transportation

Create and Improve Educational and Recreational Opportunities

Steps Involved in a CMP



Corridor Management Plans

A corridor management plan is required as part of the application for national designation. Accordingly, this plan has been prepared following current policy and guidelines promulgated by the FHWA and the District of Columbia. This section explains the nature of corridor management plans, discusses the managing organization, and provides a vision statement, objectives, themes, and an overview.

For Whom Is It Prepared?

The District Department of Transportation, in its role as the identified Scenic Byway Agency, has prepared this corridor management plan to meet the application and management requirements of the District of Columbia and the National Scenic Byways programs. In the long run, however, the corridor management plan is instituted to serve all the people, businesses, organizations, and government agencies involved in byway activities, as discussed below.

What It Is

A corridor management plan is intended to provide for the conservation and enhancement of the byway's intrinsic qualities, as well as to promote tourism and economic development. The corridor management plan is an essential part of a scenic byway: a vision for the future, a repository of ideas, and a guide to achieving objectives. A corridor management plan tells the story of the byway and articulates a vision of the desired visitor experience. It is developed to assist agencies and organizations involved with resources of the byway corridor manage, develop, preserve, and interpret those resources. It assembles inventories, issues, and ideas into a single document; thus, objectives as diverse as road safety, promotion of heritage tourism, access to waterfront recreation, improvement of bicycle trails, and

interpretation of archaeological resources can all be considered within the same document. Having a corridor management plan helps ensure that existing and future planning initiatives can take into account the intrinsic qualities of the corridor; it helps stakeholders to join forces on projects of mutual interest.

What It Is Not

A corridor management plan does not carry any regulatory authority, impose any requirements, prohibit new construction or development, or foreclose any funding sources. It is not a land use plan. A scenic byway corridor, defined by a corridor management plan, is not a zoning district, enterprise zone, or any other such area with specific, legal implications. A corridor management plan is a starting point, not an ending point. Because it is intended to be used as a tool to initiate actions, the corridor management plan recommends improvements but does not provide final solutions. This corridor management plan emphasizes the use of ongoing and planned services, initiatives, plans and programs provided by existing agencies and organizations. When it comes to developing attractions and services, it is not always necessary to start from scratch.

Participation Is Key

A corridor management plan does not require anyone's participation; the scenic byway programs at both District and federal levels are voluntary programs. Participation of responsible agencies, organization, and the public in byway planning and implementation, however, is essential. Active involvement and follow-through of a diverse, energetic, and dedicated byway organization is key to the success of the corridor management plan. This plan is intended to be a "living" document that will be reviewed regularly and updated as needed. It relies on people to make it happen, and it carries weight only to the extent that it is used.

A Vision for this Plan

This corridor management plan anticipates a future Pennsylvania Avenue—championed by an active partnership of stakeholder agencies, organizations, and citizen groups—that offers a rewarding, one-of-a-kind American heritage journey. This plan envisions residents and visitors alike fully appreciating a wide variety of unique American places and activities important to the Nation's history and culture: famous monuments and buildings, as well as lesser-known treasures.

This plan envisions byway travelers touring all of the Avenue's diverse and vibrant neighborhoods, safely enjoying the Avenue's intrinsic resources, and often traveling on foot, by bicycle, or by tour bus. Today's and tomorrow's users of Pennsylvania Avenue will discover American history and culture through self-guided tours, well-interpreted places, and informative byway literature. They will gain a fuller understanding of Pennsylvania Avenue from a local, National and international perspective.

Objectives of this Plan

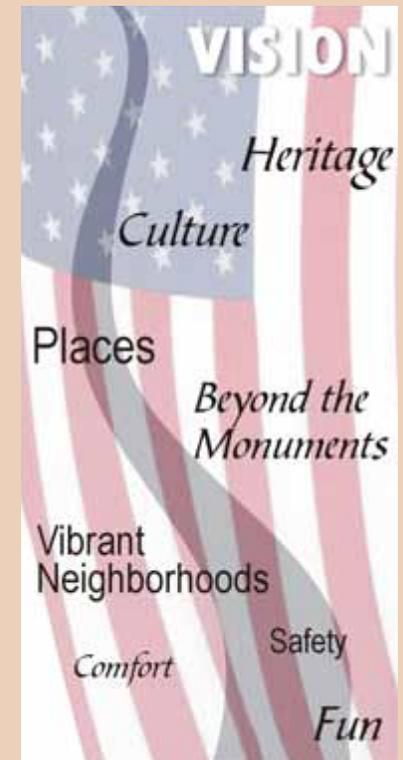
To realize the vision, several objectives have been identified:

- Preserve, maintain, and enhance the resources that contribute to the intrinsic qualities of the corridor.
- Stimulate desired economic development through sustainable and appropriate tourism. For example, encourage those who would already be inclined to visit Washington, DC to stay a little longer.
- Package and interpret the byway for a variety of users, including local and regional residents, visitors from across the Nation, and tourists from other countries; accommodate both self-guided and organized tours.
- Support all ongoing and future programs and initiatives

that make and enhance enjoyable and meaningful visitor experiences centered on the Pennsylvania Avenue corridor.

- Create a framework that helps stakeholders define and implement appropriate improvement projects within the byway corridor.
- Facilitate driving by improving safety and comfort, while encouraging a multi-modal experience so that residents and visitors can experience the byway corridor by tour bus, bicycle, on foot, and even by boat on the Anacostia River.
- Provide the necessary information and infrastructure improvements that help visitors and residents have a pleasurable, meaningful, and safe experience.
- Meet travelers' needs, including interpretive features, service facilities, recreational opportunities, and multi-modal connections.
- Seek and attain the designation of Pennsylvania Avenue as an All-American Road.

A vital part of the development of this Corridor Management Plan has been the active role of the Advisory Committee. The Advisory Committee is comprised of representatives from the District Department of Transportation, the Federal Highway Administration, and the the National Park Service. As part of the Advisory Committee outreach, additional consultation included the Architect of the Capitol, the DC Office of Planning, and the DC Deputy Mayor's Office for Economic Development. The Advisory Committee has met at critical points in the development of the Corridor Management Plan to review and provide feedback on the intrinsic qualities, threats and detractors, recommendations and associated plans, and implementation proposals. Support of this Committee has been crucial during each step of the process.





8

2

THE BYWAY AND ITS CONTEXT

Describing the Corridor

Regional Setting

As shown on the regional map, the Pennsylvania Avenue Scenic Byway is accessible by vehicle from regional highways, parkways, and arterial roads. From the east, Pennsylvania Avenue is reached via an exit off the Washington, DC Beltway (I-95/I-495) in Prince Georges County, Maryland, where the Avenue is also identified as Maryland State Route 4. This route enters the District of Columbia and becomes the Pennsylvania Avenue corridor at Southern Avenue SE. From the west, access to the Avenue from Montgomery County, Maryland, is by way of MacArthur Boulevard or the Clara Barton Parkway, both of which connect to Canal Road. Canal Road, a District of Columbia Scenic Byway, joins M Street NW at Francis Scott Key Bridge in Georgetown. M Street intersects the western terminus of Pennsylvania Avenue at 29th Street NW.

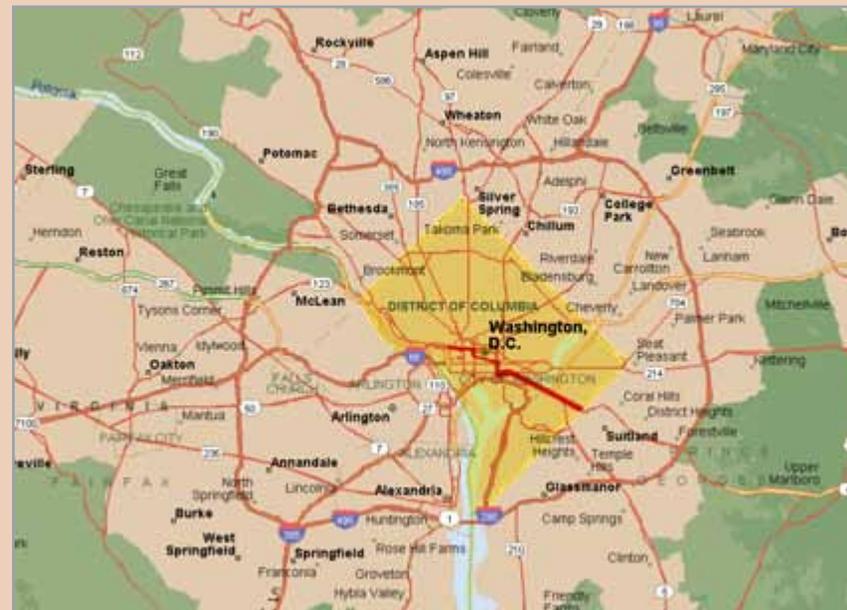
The western end of the Pennsylvania Avenue corridor can also be reached from Arlington County, Virginia, by crossing Key Bridge from Rosslyn. Rosslyn is also on the George Washington Memorial Parkway, which provides access to Ronald Reagan Washington National Airport. Other routes to the eastern part of the Pennsylvania Avenue corridor include the Southeast Freeway (I-395), which diverges from the Washington, DC Beltway at I-95, and the Anacostia Freeway (I-295), which connects at both its north and south ends with I-95/I-495. These routes bring travelers to the Pennsylvania Avenue corridor in the vicinity of the Anacostia River.

Corridor Description

Pennsylvania Avenue is a primary artery in L'Enfant's 1791 Plan for the City of Washington and has become a major thoroughfare. It extends diagonally across the District of Columbia for about seven miles from M Street in the city's Northwest quadrant,

across the downtown district to the Maryland State line in the city's Southeast quadrant.

Within this relatively short distance, the Avenue connects a wide variety of District neighborhoods and areas: West End, Foggy Bottom, Lafayette Park, Penn Quarter, the National Mall, Federal Triangle, Capitol Hill, and the East-of-the-River neighborhoods of Randle Highlands, Hillcrest, Fairfax Village, and Penn-Branch. Along the Avenue, travelers experience geographic and cultural features that contribute significantly to the city's appearance and character. These include the hilly topography in the southeast, the broad floodplain and waters of the Anacostia River, and the gentle climb from the river to the Capitol building. The route then descends Capitol Hill to the monumental core and downtown and passes by the White House. The Avenue continues through a



REGIONAL MAP

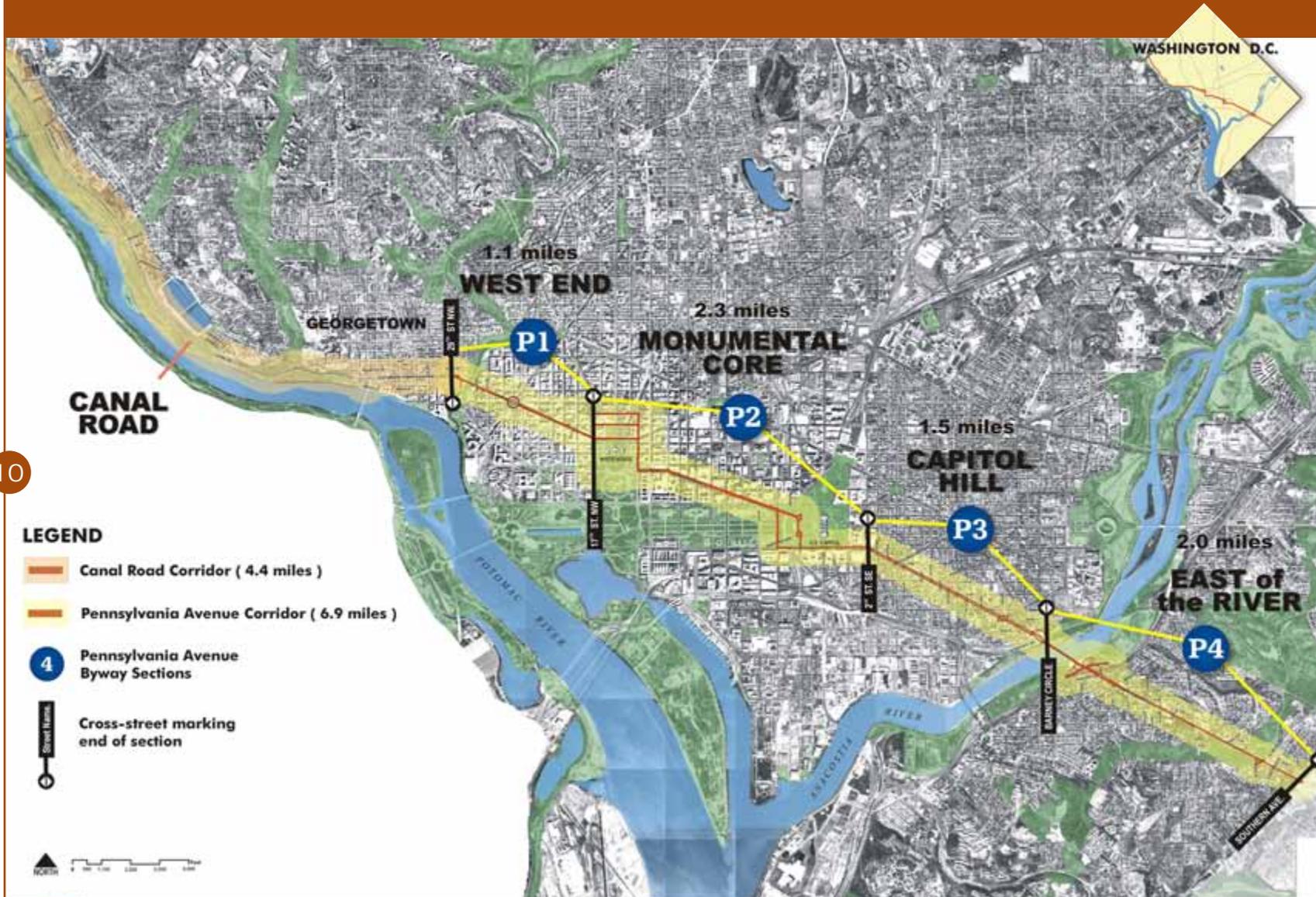


Fig. 2-1 CORRIDOR SEGMENTS

2 THE BYWAY AND ITS CONTEXT

Describing the Corridor

distinctive international and institutional corridor to Georgetown, which was well-established as a seaport when the Nation's Capital was moved here from Philadelphia in 1800.

The Pennsylvania Avenue corridor is defined in this document as the area that is visible from the Avenue, as well as nearby areas that are linked visually or physically to the corridor by side streets. Generally, the study boundary for this plan has been limited to two blocks on either side of the corridor. Exceptions are made for significant resources that significantly contribute to the character of the corridor, such as the Anacostia River and the National Mall. Because there are some alternative routes and loops within the corridor, the byway is more of a zone of roadways and urban connections that support Pennsylvania Avenue.

Description of Segments

Pennsylvania Avenue extends through some extraordinary sections of Washington, DC. The corridor is rich in historic and cultural resources, as well as unique natural and recreational amenities. For planning purposes, the corridor can be divided into four segments, as described below.

West End

The West End segment extends 1.1 miles from 29th Street NW, where M Street in Georgetown merges with Pennsylvania Avenue, to 17th Street NW. High-rise office and institutional uses, such as George Washington University, the World Bank, and the International Monetary Fund, define the Avenue's character in this segment. There are also pockets of lower-scale historic structures and a number of formal parks. Pennsylvania Avenue is a six-lane, 80-foot-wide roadway with a median strip through this segment.

Monumental Core

Monuments, government buildings, and high-rise offices characterize the Avenue from 17th Street NW to 2nd Street SE. The 2.3-

mile Monumental Core segment of Pennsylvania Avenue includes the White House and President's Park, Federal Triangle, and the US Capitol Grounds. The grand presidential inaugural route is located between the Capitol and White House. In this portion of Pennsylvania Avenue, the roadway includes six-lane segments west of the White House through business and commercial areas are characterized by office buildings and heavy taxi and delivery vehicle traffic.

This segment is one of the main tourist destinations in Washington, DC, attracting significant vehicular and pedestrian traffic. This segment is also fragmented by vehicular restrictions around the White House and one-way traffic restrictions near the Capitol. In order to maintain continuity, the byway route allows for other streets that connect with Pennsylvania Avenue. In some places, these alternative routes form loops around major attractions.

Capitol Hill

East of the US Capitol Grounds, between 2nd Street SE and Barney Circle next to the Anacostia River, this 1.5-mile segment of Pennsylvania Avenue is part of the well-known residential and commercial neighborhood of Capitol Hill. This portion of the Avenue is a wide eight-lane boulevard (including parking lanes) with a landscaped median. Rowhouses, a mix of uses, and the wide, tree-planted median are characteristic of this segment.

East of the River

Extending two miles farther east beyond Barney Circle, across the Anacostia River to the DC-Maryland border, this segment is predominantly residential and low-scale commercial in character. Reduced to a four-lane roadway, the tree-lined Avenue maintains a straight horizontal alignment while rising and falling with the hilly topography. Beyond the intersection of Southern Avenue, Pennsylvania Avenue presents an almost rural setting as it continues into Prince George's County, Maryland.



West End



Monumental Core



Capitol Hill



East of the River

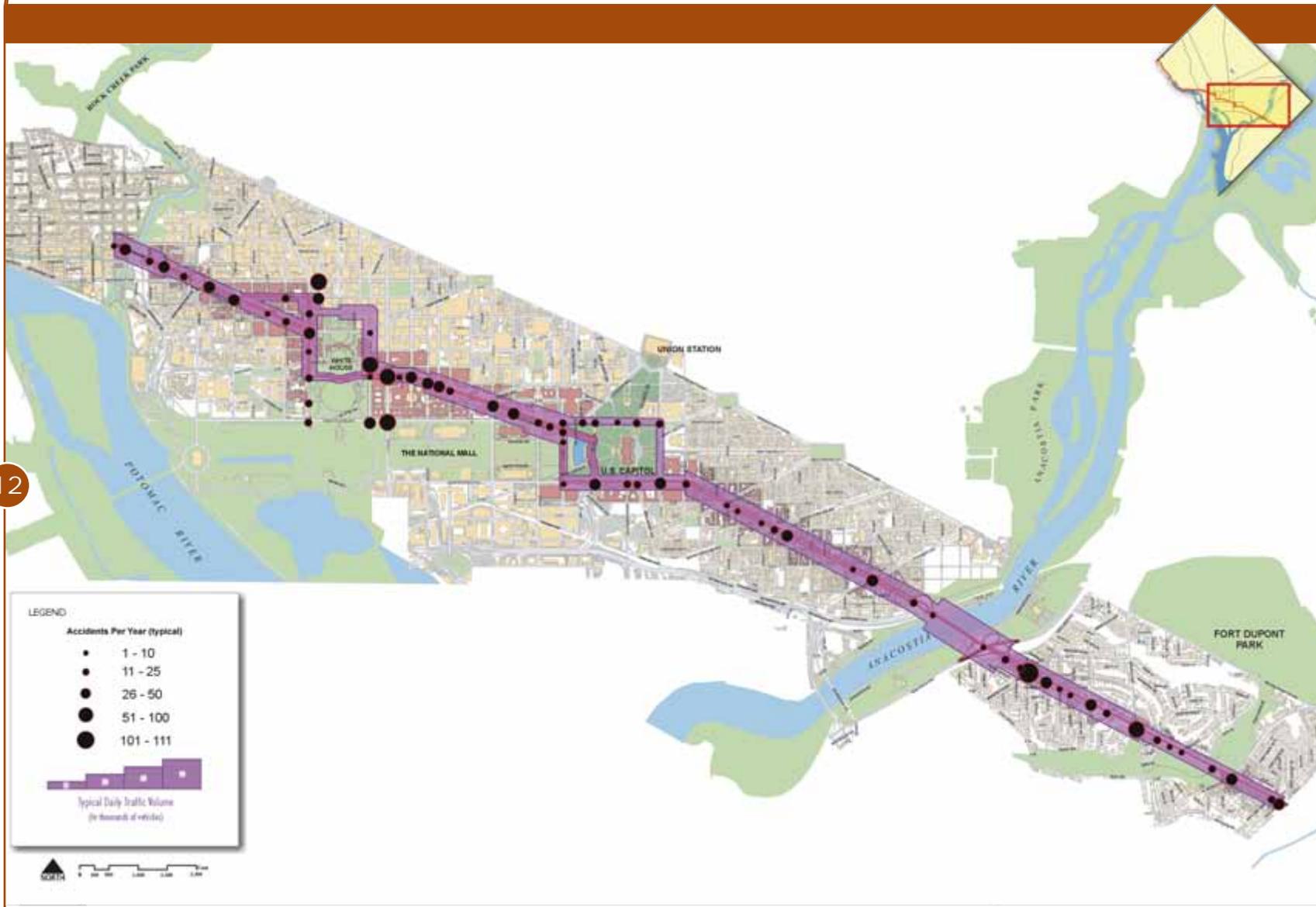


Fig. 2-2 TRAFFIC VOLUMES AND ACCIDENTS

2 THE BYWAY AND ITS CONTEXT

Roadway Characteristics

General Design & Maintenance

Functionally, Pennsylvania Avenue operates as a major commuter and gateway route and as an access roadway for destinations within the District of Columbia. In serving multiple functions, Pennsylvania Avenue has been designed, constructed, and maintained as a major multi-lane thoroughfare. The roadway ranges in width from four to eight lanes, with outside lanes serving as parking lanes in numerous locations. In areas east of Minnesota Avenue, for example, the roadway is a tree-lined, four-lane thoroughfare through a predominantly residential area. The portion of the Avenue through Capitol Hill is a wide eight-lane boulevard (including parking lanes) with a landscaped median. Downtown portions of the Avenue include the presidential inaugural route between the Capitol and White House and six-lane segments west of the White House.

Speeds limits, where posted, are set at 30 miles per hour, although actual travel and maximum speeds vary according to traffic conditions. The Avenue, as an urban roadway, includes curbs, gutters, buried utilities, traffic signalization, and stormwater facilities, as well as street lighting along its entire length.

The horizontal alignment of Pennsylvania Avenue is nearly completely straight within the District. Only at Washington Circle in the West End and around the Capitol are drivers required to deviate from the straight alignment. The Avenue is closed to vehicular traffic in front of the White House, requiring vehicles to detour on adjacent streets. The Avenue's relatively level vertical alignment west of the Anacostia River varies east of the Anacostia River. None of these grades, however, impede travel.

Present roadway surface conditions range from good to poor over the length of the Avenue. Poor roadway surface sections are occasionally result from construction activities. Steel plates in the

roadway are also encountered during periods of construction or repair of underground utilities. Roadway surface conditions over a long period of time will vary at any particular location as repairs, utility cuts, and patches are made and as periodic resurfacing occurs.

The District Department of Transportation maintains Pennsylvania Avenue. Maintenance includes street sweeping, repairs, resurfacing, lane stripping, bridge repairs, curb and gutter maintenance, snow removal, and maintenance of storm drains. Maintenance of lighting and traffic signals is carried out by contractors; street trees on District streets are also maintained under contract. Various utility companies perform periodic maintenance or construction activities along the Avenue. The National Park Service maintains intersecting Park Service roadways connecting Park Service property, such as the National Mall and Stanton Park, with Pennsylvania Avenue. The Architect of the Capitol is responsible for the roads around the US Capitol Complex.

Traffic Volumes

Traffic volumes along Pennsylvania Avenue are typical of major urban arteries in the District of Columbia. Traffic volumes west of the White House ranged from 15,000 Average Annual Weekday Vehicles (vehicles per day in both directions, or VPD) to 34,000 VPD. Along the Avenue between the White House and Capitol, volumes were typically 25,000 to 40,000 VPD, although the short portion of the Avenue that runs concurrent with Constitution Avenue between 3rd and 4th Street NW carried volumes of 60,000 VPD. On Capitol Hill, Pennsylvania Avenue carried 31,000 VPD.

The portion of the Avenue crossing Sousa Bridge experiences the heaviest traffic volumes along the byway (93,000 VPD) as a



Approaching Minnesota Avenue, SE



Wide landscaped median in the Capitol Hill segment

Parking

As a commuter roadway and arterial serving local residential and commercial needs, Pennsylvania Avenue includes both metered and non-metered parking along much of its length. In almost all portions of the roadway, however, restrictions on parking are in effect during peak commuter hours in order to provide additional travel lanes. These restrictions may be in both directions in central downtown locations or only in the peak direction in areas such as Capitol Hill or east of the Anacostia River. Peak hours are usually designated to include the time periods from 7:00 a.m. to 9:30 a.m. and from 4:00 p.m. to 6:30 p.m.

Parking of security vehicles often occurs on portions of the street-grade median of Pennsylvania Avenue between Constitution Avenue and 13th Street NW. Vehicles parked in these locations are visible along much of the Avenue in this area. The one-way portion of the Avenue between 1st Street and 3rd Street NW, nearly in front of the Capitol, is used for permit parking for government employees and creates the appearance of a linear parking lot. This use creates poor traffic flow conditions for through traffic due to parking vehicles backing into available angled spaces and blocking through vehicles. Paid commercial parking is available in many of the downtown office buildings. Parking capacities and hours of use of such buildings are limited, however, and some visitors consider the cost of such use as substantial.



result of accommodating additional vehicles traveling between the Southeast Freeway and the Anacostia Freeway. Heavy traffic volumes of 53,000 VPD occur between Minnesota Avenue and Branch Avenue, while volumes of 28,000 VPD were counted in the segment from Branch Avenue to Southern Avenue. Figure 2-2, shows Pennsylvania Avenue Traffic Volumes and Accidents.

Traffic Congestion

Traffic congestion and delays in the Washington, DC region are experienced on nearly every major arterial roadway and highway. Pennsylvania Avenue is no exception. Nearly the entire length of the Avenue experiences consistent peak-hour congestion, resulting in delays during the morning and evening commuter periods. The delays can become substantial when an accident or other emergency incident occurs. Particular locations experiencing severe congestion include the Avenue's intersection with Minnesota Avenue, the Southeast and Anacostia Freeways, Independence Avenue, and 14th Street NW. Congestion can also occur in downtown locations during mid-day periods when additional vehicles are active on the Avenue during lunchtime.

These conditions of congestion have prevailed for years and are expected to continue into the foreseeable future. A report released by the National Capital Planning Commission entitled *Pennsylvania Avenue Traffic Alternatives Analysis* (October 2001) examined projected traffic conditions in a study area over a ten-block section of Pennsylvania Avenue. The report focused on the operation of intersections and roadway corridors. Alternatives examined include placing Pennsylvania Avenue or E Street in tunnels, reopening the closed portion of the Avenue to vehicles, and employing Transportation System Management measures not requiring any major new construction. Under no-build conditions (i.e., leaving the Avenue closed and making no other changes or improvements) Pennsylvania Avenue would operate at speeds of

less than seven miles per hour during the evening peak hour.

During the off-peak periods and on weekends, the Avenue functions at acceptable levels of service over much of its length. Disruption of traffic can occur during the use of the portion of Pennsylvania Avenue between the Capitol and the White House for parades and other public events. During these events, traffic may be diverted to other streets. While these events occur mainly on weekends, the diversions can disrupt flow through the city and can be especially confusing to the uninformed driver or tourist.

Traffic Control

Because Pennsylvania Avenue is a heavily traveled route intersecting many avenues and streets within the District, traffic control at many intersections is provided by traffic signals. Every intersection with a major roadway is signalized, resulting in more than 70 signalized intersections along the seven-mile byway. During peak travel hours, turns are restricted at several locations. Examples of prohibited movements include, no left turns from the westbound Avenue to Minnesota Avenue during the morning peak period, no westbound left turns heading south onto 14th Street NW, and no westbound left turns onto Pennsylvania Avenue heading north on 17th Street NW during either peak hour.

Reversible lanes accommodate evening peak hour traffic flows on Independence Avenue during the evening peak hours on Capitol Hill between Pennsylvania Avenue and 3rd Street SW. Similar reversible lanes are used in the Avenue's four-lane portion between 27th Street and Branch Avenue SE. One inside lane of traffic is converted to a peak-hour direction lane, creating three southbound evening peak-hour lanes and one northbound lane.

2 THE BYWAY AND ITS CONTEXT

Roadway Characteristics

General Review of Roadway Safety

Pennsylvania Avenue includes no sections with substantial substandard designs or roadway conditions that result in unsafe operating conditions. Likewise, maintenance of the roadway is conducted at a level that adequately protects user safety.

Accident data are collected and reported by the District Department of Transportation, based on first-hand police reports. These data indicate areas and locations with the greatest number of accidents. During a recent two-year period, accidents occurred at locations along the entire length of the Pennsylvania Avenue Scenic Byway, as shown in Figure 2-2. Locations along the Avenue with the greatest number of accidents are those associated with heavy traffic volumes or at intersections with other major arterial routes, such as Minnesota Avenue SE or 14th and 15th Streets NW. This summary does not include accidents on byway links and connecting streets, such as portions of 17th Street NW, Constitution Avenue, or Independence Avenue.

Each of the four Pennsylvania Avenue segments shows a difference in the number of accidents in each section and in the rate of accidents per mile of roadway as follows:

Accidents on Pennsylvania Avenue: (Two-Year Period)

Segment	A	B	C
West End	207	18.5%	62
Monumental Core	377	33.6%	97
Capitol Hill	121	10.8%	27
East of River	416	37.1%	73
Total Corridor	1121	100.0%	64

A = Accidents

B = % of Total Accidents in Corridor

C = Annual Accidents per Mile of Roadway

The Monumental Core and East of the River segments experience the greatest number of accidents. Conversely, the Capitol Hill section registered a low total and low incident of accidents per mile. This section of roadway is divided by a wide, raised median, lines-of-sight are good, and ample space is allowed for left turns. Although many factors such as traffic volumes and movements affect the occurrence of accidents at any specific location, accidents can and do occur along the entire byway corridor.

Of 50 sample intersections along the Avenue, six account for 35% of the total of 1,121 accidents on the roadway over the three-year period. These intersections, with the number of accidents in parentheses, are:

- Pennsylvania Avenue and Minnesota Avenue SE (111)
- Pennsylvania Avenue and 14th Street NW (79)
- Pennsylvania Avenue and Branch Avenue SE (67)
- Pennsylvania Avenue and 15th Street NW (59)
- Pennsylvania Avenue and 12th Street NW (42)
- Pennsylvania Avenue and 28th Street NW (42)

Accidents are more likely to occur at specific heavy-volume intersections. Several of the worst intersections (12th, 14th, and 15th Streets NW) are located in the Monumental Core segment, the area most frequented by visitors to the city.

When viewed within the context of accidents on other major arterial routes and intersections in Washington, DC, Pennsylvania Avenue is not necessarily unusual. For example, the total number of accidents over the same time period at major intersections, such as New York Avenue and Bladensburg Road NE (168 accidents) and New York Avenue and 1st Street NW (114 accidents), exceed the worst intersection (Minnesota Avenue) on Pennsylvania Avenue.

Security Measures

Due to events both preceding and following the terrorist attacks on September 11, 2001, special security measures have been implemented in the central areas of the District of Columbia. These measures include the closing of various streets and restrictions of vehicular traffic in areas around the White House and the Capitol. These closings and restrictions have affected traffic access and flow on Pennsylvania Avenue, as well as on other intersecting streets including E Street NW, South Capitol Street, and New Jersey Avenue SE. Pedestrian and bicycle traffic in the same areas have generally not been restricted.

Alterations and even expansion of traffic restrictions are also possible. For purposes of planning and designating the Pennsylvania Avenue All-Scenic Byway, it is assumed, however, that the security restrictions on vehicular traffic will not increase.



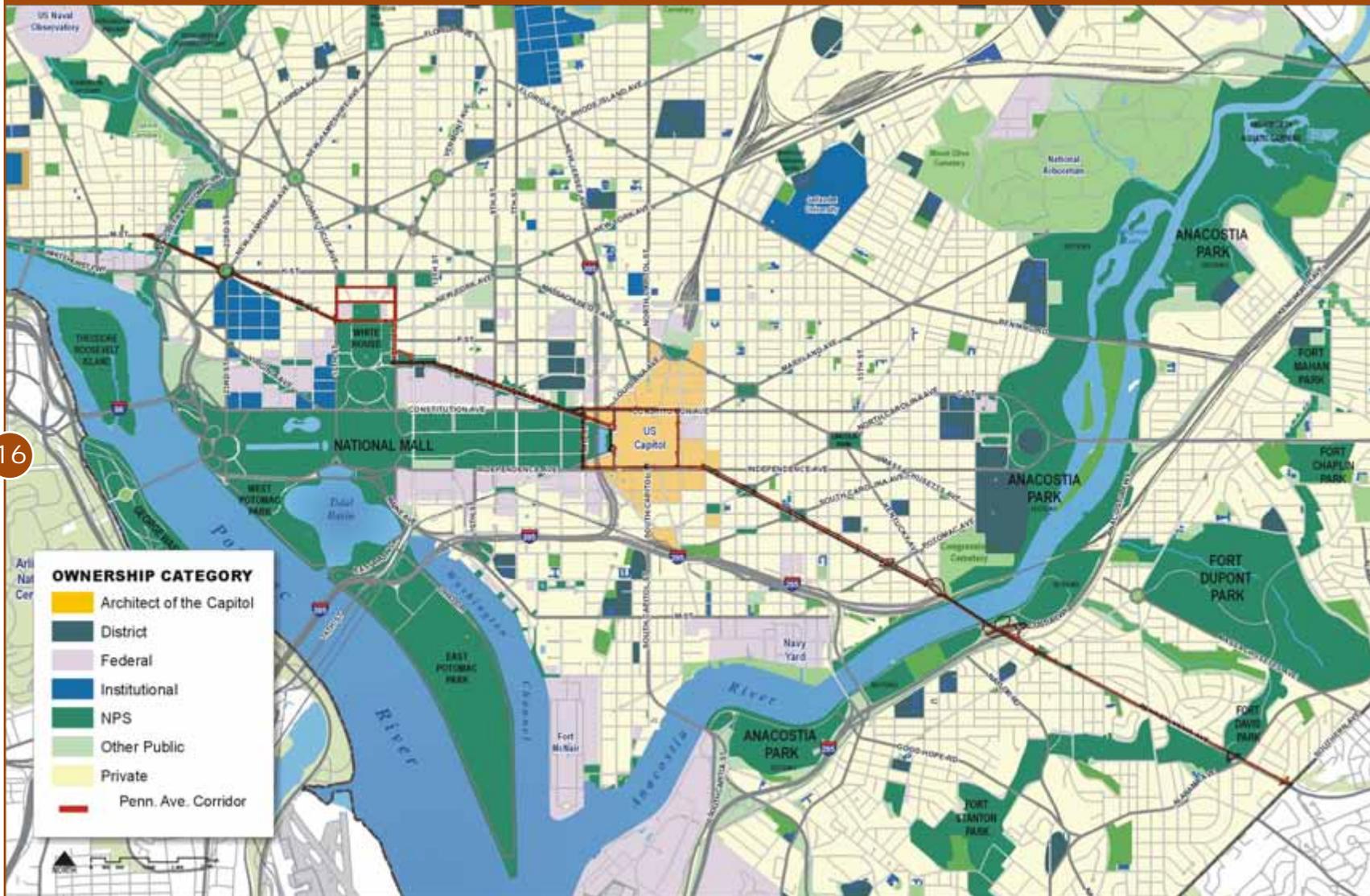


Fig. 2-3 LAND OWNERSHIP

2 THE BYWAY AND ITS CONTEXT

Jurisdictions, Partners & Initiatives

Land Ownership & Jurisdictions

Land ownership and agency jurisdictional areas are important factors in implementing projects and initiatives under this plan. In Washington, DC, there are multiple agencies with review functions, as described below.

Figure 2-3 is a generalized Land Ownership Map, derived from the DC Office of Planning Existing Land Use data, National Park Service GIS data, and commercial map publications. Jurisdictional areas smaller than one city block and areas more than 1000 meters from Pennsylvania Ave are generally not shown in this map.

Planning Partners

Planning in the Nation's Capital is unique among American cities because there are multiple levels of government oversight. As a result, activities promoted and supported by this plan will need to be reviewed and approved by many public agency "partners."

District Department of Transportation

The District Department of Transportation (DDOT) is the official scenic byway agency. DDOT identifies and develops transportation-related projects for the District's Capital Improvement Program and Capital Budget. DDOT also conducts traffic and transportation studies; oversees streetscape regulations, improvement projects, and street tree planting and maintenance; sponsors a bicycle transportation and safety program; and constructs and maintains the city's roadways, curbs, gutters, sidewalks, and alleys.

District of Columbia Office of Planning

The DC Office of Planning is responsible for development review, historic preservation, neighborhood revitalization planning, and

planning and design information technology. The Office strives to balance economic development and growth while revitalizing and protecting the integrity of neighborhoods. The Office prepares the District Comprehensive Plan, which provides general land use and development guidance for the next 20 years, and applies the Comprehensive Plan objectives as appropriate for the eight wards of the city (Pennsylvania Avenue passes through Wards 2, 3, 6, and 7). The Historic Preservation Division reviews applications for DC building permits affecting historic property. Under city law, the Historic Preservation Review Board must determine the appropriateness of changes to historic landmarks and districts.

District of Columbia Zoning Commission

The DC Office of Zoning serves the Zoning Commission (made up of District residents and representatives from the Architect of the Capitol and the National Park Service) and the Board of Zoning Adjustment (made up of District residents, a representative from the Zoning Commission, and a representative from the National Capital Planning Commission) in the regulation of land use and community development in the District. The DC Zoning Regulations control land use, density, height, and bulk characteristics of property in the city. The DC Zoning Atlas contains maps identifying the zoning for all parcels of land in the city. All construction or rehabilitation on private land must conform to the requirements of the Zoning Regulations and Zoning Map adopted by the DC Zoning Commission or seek relief before the appropriate bodies.

National Capital Planning Commission

The National Capital Planning Commission provides overall planning guidance for federal land and buildings in the National Capital Region, which includes the District and neighboring counties, cities, and towns in Maryland and Virginia. The Commission is responsible for comprehensive planning policies, oversight of federal capital improvements, and review of federal

Ownership Categories

Architect of the Capitol - Land area under the jurisdiction of the AoC

Federal - US government lands developed with federal agencies and offices

NPS - Public land administered by the National Park Service

District - DC government lands developed with District agencies and offices

Other Public - government (Federal or District) areas not included in other categories. This category includes public parks, cemeteries, reservoirs, etc.

Private - privately owned lands, including residential, office, and commercial uses.



The National Capital Planning Commission logo

development proposals. The Commission also released "Extending the Legacy: Planning America's Capital for the 21st Century," a framework plan for the Monumental Core, and the "Memorials and Museums Master Plan," which guides location and development of future commemorative and cultural facilities in the DC area. The Commission annually prepares a Federal Capital Improvements Program, which contains federal public works projects to be implemented in the upcoming five years.

National Park Service

The National Park Service of the Department of the Interior is responsible for many acres of public land within or near the Pennsylvania Avenue Byway corridor. Within its National Capital Region is the multi-unit park of National Capital Parks-East, which includes Anacostia Park, the "Fort Circle Parks," and Capitol Hill Parks. The National Park Service is also responsible for Presidential Park and administers many of the squares, circles, triangles, medians, and other land reservations along Pennsylvania Avenue.

Architect of the Capitol

The Architect of the Capitol is responsible to the US Congress for the maintenance, operation, development, and preservation of the US Capitol Complex, which includes the Capitol building, congressional office buildings, Library of Congress buildings, Supreme Court building, US Botanic Garden, and the Capitol Power Plant and adjacent roads. Recent projects under the direction of the Architect of the Capitol include a master plan for future development of the Capitol Complex, development of a Capitol Visitors Center, the renovation of the US Botanic Gardens, and design and implementation of a perimeter security program.

Anacostia Waterfront Corporate

The Anacostia Waterfront Corporation (AWC) is a District govern-

ment entity responsible for community development in the Anacostia River corridor. The AWC is consolidating property, soliciting development proposals, and advancing economic development in areas near Pennsylvania Avenue.

Planning Initiatives & Issues

Given the number of agencies involved, there are many efforts that could affect or implement scenic byway activities. Government agencies and private organizations are involved in a variety of projects that promote scenic byway values. Several programs that overlap with the objectives of this plan are, as follows:

Anacostia Waterfront Initiative

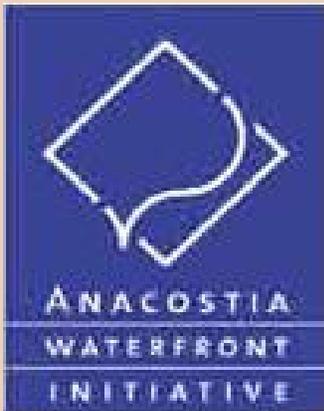
This initiative was a District-federal-community partnership to improve the Anacostia waterfront and develop an Anacostia Waterfront Plan. The purpose of the plan is to guide implementation of multiple projects to reconnect neighborhoods to the waterfront by improving public access, creating jobs and economic opportunities, and developing new local resources, such as the Anacostia River Walk waterfront trail. The initiative was supported by more than \$25 million in proposed federal funding and has led to more than \$100 million of private investment.

Downtown Action Agenda

The downtown area, including the portion of Pennsylvania Avenue east of the White House and west of Capitol Hill, is experiencing extensive housing, retail, and office development. The plan calls for reconnecting downtown to the National Mall. It also includes money for beautifying city streets and supporting a circulator system between downtown and the Mall.

East of the River Pennsylvania Avenue Plan

As an outgrowth of community concern for the condition and lack



The Anacostia Waterfront Initiative logo

2 THE BYWAY AND ITS CONTEXT

Jurisdictions, Partners & Initiatives

of economic development East of the River, the residents of Ward 7, Ward 6C, and the DC government established the East of the River Pennsylvania Avenue Task Force. The purpose of the Task Force is to implement a comprehensive, sustainable plan to beautify and revitalize Pennsylvania Avenue SE from Sousa Bridge to Southern Avenue. Among the objectives are to upgrade lighting and signage, improve traffic flow, provide regular street sweeping and maintenance, increase police patrols, improve the economic mix along the corridor, and revitalize residential and commercial properties along the corridor. DDOT has been working with the Task Force on various aspects of this plan.

Urban Design Security Plan

The federal government, through the National Capital Planning Commission, conducted a comprehensive urban design plan to provide adequate security and enhance the unique character of the Nation's Capital. The security plan is a response to the makeshift measures that were initiated after the 1995 bombing in Oklahoma City and that have intensified since the September 11th terrorist attacks. The urban design plan addressed Pennsylvania Avenue between 3rd and 15th Streets as a special street within the Federal Triangle sub-area, and conducted a design competition to address security measures on Pennsylvania Avenue at the White House.

Anacostia and Southeast Freeway Connector Study

The District Department of Transportation is planning improvements to the connections between the Anacostia and Southeast Freeways. At present, Pennsylvania Avenue is used as a connecting link for traffic traveling from one freeway to the other via the Sousa Bridge, which results in a mixing of local and through traffic and severely exacerbates congestion. A lack of full interchange movements at the Pennsylvania Avenue/Anacostia Freeway interchange also results in vehicles using the Avenue,

Minnesota Avenue, and L'Enfant Square as a circuitous route to backtrack across the bridge toward the Capitol. The study resulted in plans to construct ramp at the 11th street bridge to provide the missing turning movement to northbound I-295.

Memorial and Museums Master Plan

The National Capital Planning Commission, in cooperation with the Commission of Fine Arts and the National Capital Memorial Commission, prepared the Memorials and Museums Master Plan to guide the location and development of future commemorative and cultural facilities in DC and its environs. In addition to identifying 100 potential sites for future memorials and museums, the master plan provides guidelines for accommodating these facilities, siting criteria and implementation strategies. A central feature is an urban design framework for locating future sites that is based on historic planning influences, urban design considerations, and current development initiatives.

DC Department of Transportation Vision Plan

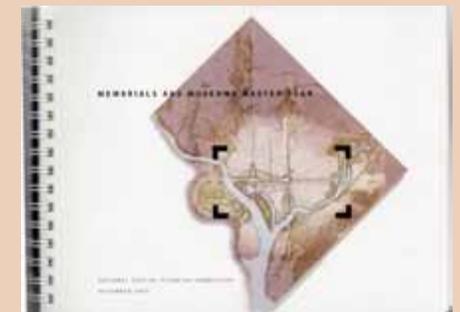
The DDOT Vision Plan describes a vision for the District of Columbia's transportation system, a point on the horizon on which we can focus our efforts and our energies. This vision, developed in cooperation with a wide range of residents, stakeholders, and government agencies, also forms the basis for a strategic framework and action plan that will lead the District to realizing its 2030 transportation vision.

DC Office of Planning Comprehensive Plan

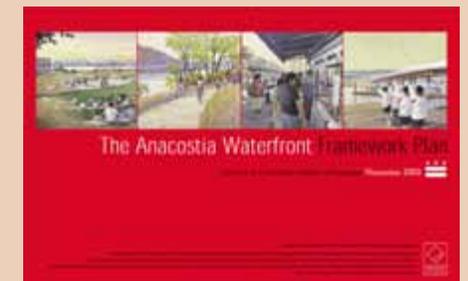
The City's Comprehensive Plan provides policy and planning guidance or physical development and redevelopment of the city. It addresses a range of issues such as economic development, housing, environmental protection, transportation, public facilities, urban design and historic preservation.



Downtown Action Agenda



Memorials and Museums Master Plan



Anacostia Waterfront Framework Plan



3

INTRINSIC QUALITIES

Overview

Intrinsic qualities are the essence of a scenic byway. They are the scenic, natural, historic, cultural, archaeological, and recreational features that are considered representative, unique, irreplaceable, or distinctly characteristic of a place. Intrinsic qualities are the resources that byway stakeholders seek to maintain, protect, enhance, interpret, and present to byway users for their education and enjoyment.

Scenic Quality is the heightened aesthetic experience derived from the view of natural and man-made elements of the visual environment along the byway corridor.

Natural Quality applies to features of the visual landscape and ecological systems that are in a relatively undisturbed state, including geological formations, landforms, water bodies, vegetation, and wildlife.

Historic Quality encompasses legacies of the human past that are reflected in with physical elements of the landscape. Historic resources are the remnants of the actions of people who lived in previous time periods.

Archaeological Quality refers to physical evidence of historic or prehistoric human life or activity along the corridor that can be inventoried and interpreted. Like Historic Quality, Archaeological Quality are the remnants of human activity. The byway's ruins, artifacts, structural remains, and other physical evidence have scientific value, educate visitors, and instill an appreciation for the past.

Cultural Quality refers to expressions of the customs and traditions of a distinct group of people. Cultural activities and features reflect a contemporary society, and may include gathering places, craft exhibits, festivals, special events, dance, music, food, and

vernacular architecture. Cultural qualities of a byway often highlight one or more significant communities and ethnic traditions.

Recreational Quality involves primarily outdoor recreational activities directly associated with the natural and cultural elements of the byway corridor. Both active and passive recreational activities are included.

Intrinsic qualities can have three levels of significance: "local", "regional" and "national." For the purpose of this document, a determination of level of significance for each resource is not made. Rather, each resource is described and evaluated on its own merit. This reinforces the goal of protecting resources for their inherent value, regardless of whether they are representative of local, regional or national characteristics.

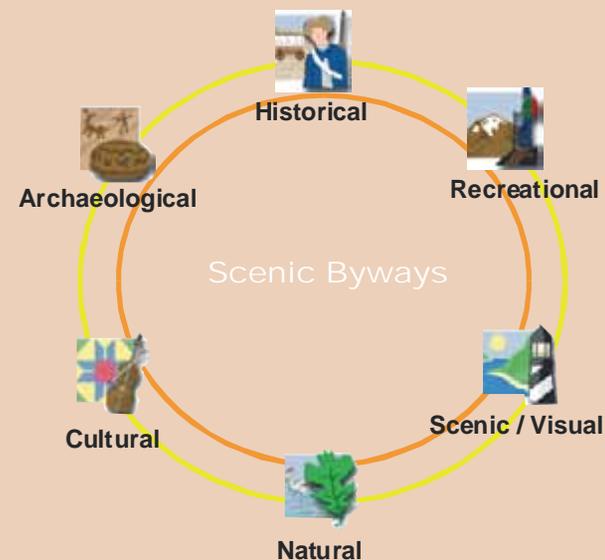


Fig. 3-1

INTRINSIC QUALITIES

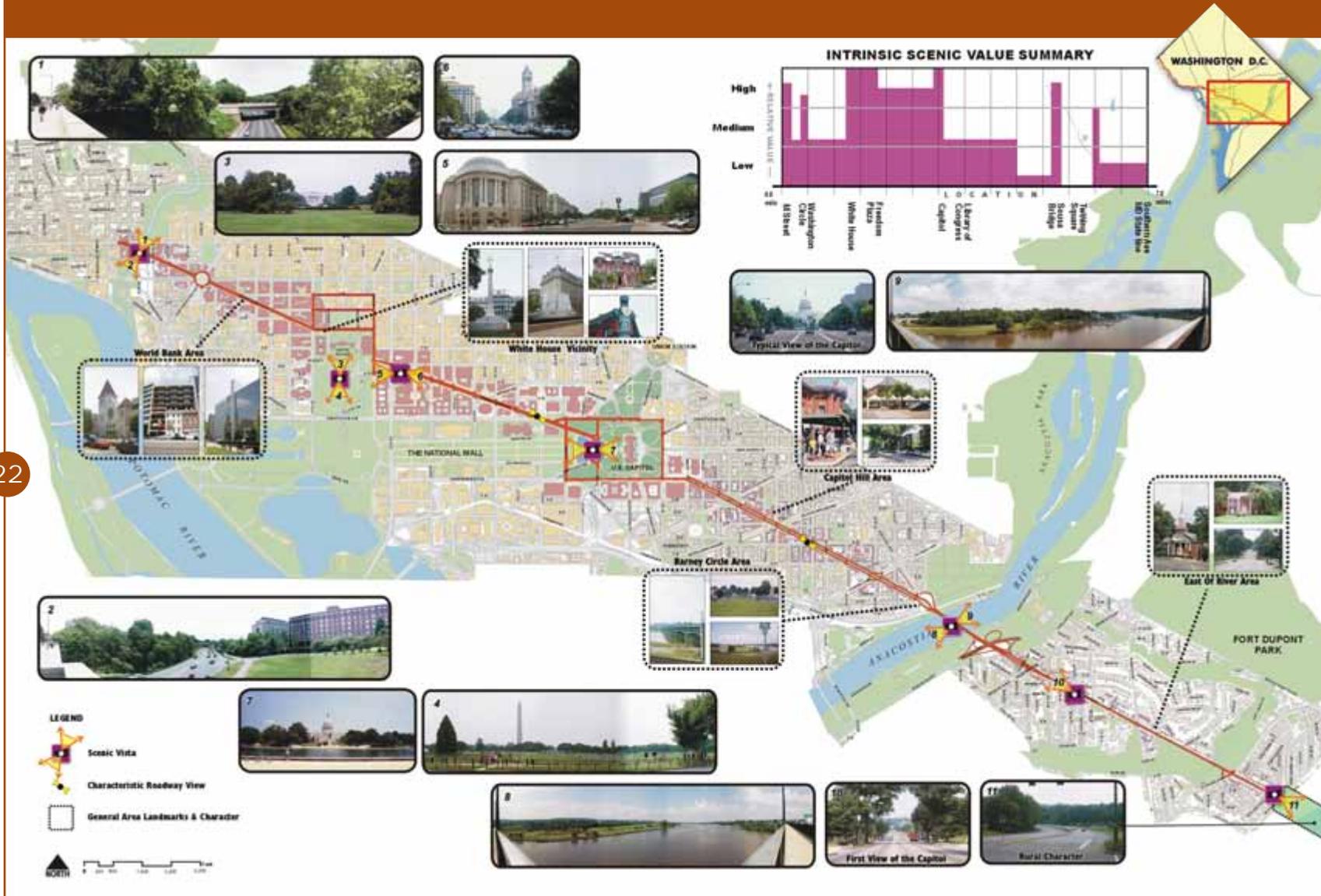


Fig. 3-2 SCENIC / VISUAL INTRINSIC RESOURCES

3

Intrinsic Qualities

Scenic Resource Assessment

Pennsylvania Avenue provides a cross section through the various “typical” landscapes of Washington, DC. This byway offers not only the familiar images commonly associated with Washington, DC, but also a rich variety of architectural elements, public open spaces, neighborhoods, streetscapes, and natural elements, which, together with their cultural and historical associations, provide for a unique and stimulating visual experience.

The scenic qualities of Pennsylvania Avenue can be appreciated through a variety of media, viewpoints, and modes. The busy roadway view from an automobile, the random and ever-changing perspective of the pedestrian, and framed views from strategic windows all contribute to the richness of scenic Pennsylvania Avenue. The classic “long lens” vista of the Capitol building in the background found in picture books and the view of the Presidential inaugural procession as seen on television are well-known, but other scenes—Anacostia River as viewed from Sousa Bridge, the Washington Hotel with the Freedom Plaza fountain in the foreground, the Capitol building glimpsed from East of the River—these and countless others are important visual contributors of Pennsylvania Avenue. At night the lights of the city combine with illuminated federal buildings along the monumental core to create nocturnal scenes that are unmistakably Pennsylvania Avenue.

In the West End, Pennsylvania Avenue offers additional scenes unique to Washington, DC. Views of the Rock Creek Parkway from the Montgomery Meigs Bridge on Pennsylvania Avenue provide a visual connection to nature through the urban fabric of the city. On the roadway itself, views of well-known buildings such as the World Bank, George Washington University Hospital, and preserved historic architecture against a backdrop of large modern institutional buildings comprise much of the scenic interest in this part of the corridor.

The area between the White House and the US Capitol offers views that are classic American images. Part of L’Enfant’s 1791 design, the Capitol and White House are on a sight line via Pennsylvania Avenue; or they would be, if it were not for the construction of the Treasury building in 1842.

Views along Pennsylvania Avenue in the Capitol Hill segment capture the distinctive character of this residential neighborhood. Scenes of the typical Capitol Hill rowhouses and the wide roadway and landscaped median exemplify the scenic character of this vibrant area. Looking west along this segment of the corridor, the Capitol building comes into view through street trees bordering the Avenue and in the median.

Panoramic vistas of the Anacostia River from the Sousa Bridge are a visual treat to travelers on Pennsylvania Avenue. Somewhat obscured from inside of an automobile, these expansive views are best seen by pedestrians or bicyclists crossing the bridge. The scenic quality of this segment is characterized by its quieter, residential character. Traveling east to west from the Maryland State line, the views transition from an almost rural character in Maryland to residential suburb within the City. Here, images of well-kept front lawns, impressive detached houses, and iconic church steeples influence the scenic quality. The tree-canopied roadway view is enhanced with the undulating topography. The highlight vista in this section of the corridor is the first glimpse of the Capitol building from the 29th Street SE intersection, where the sense of arrival into Washington, DC is clear.

Notable SCENIC RESOURCES at a Glance

View of Rock Creek Parkway

Views of the White House from E Street and Pennsylvania Avenue

View of Navy Memorial from Pennsylvania Avenue at the National Archives

View of The Capitol from Freedom Plaza

View of the Capitol from 2nd Street, NW

Views of the Anacostia River from Sousa Bridge

First view of Capitol as approaching from East of the River

3

Intrinsic Qualities

Natural Resource Assessment

Washington, DC is known as the “City of Trees.” President Jefferson encouraged new tree planting in the District by sketching out the first Washington street tree planting on record: a plan to plant Lombardy poplars along Pennsylvania Avenue between the Capitol Building and the White House. Under the brief leadership of Alexander R. Shepherd, the second governor of the District of Columbia, maples, oaks, poplars, lindens, sycamores, elms, ashes, and many other trees were planted throughout the city. Early in the 20th century, the McMillan Commission selected the American elm to line the National Mall, reflecting that tree’s status as the quintessential Main Street tree and Pennsylvania Avenue as America’s Main Street. Other noteworthy events include the planting of Japanese cherry trees around the newly created Tidal Basin in 1912, and the creation of a National Arboretum in 1927.

The natural values of the Pennsylvania Avenue byway corridor are especially appreciated within the context of an urban environment. Small, triangular-shaped parks were created by L’Enfant’s 1791 design, and other pocket parks and circles provide welcome refuge within the urban landscape. Rows of street trees, parks, and natural areas where second-growth forests have regrown under the protection of the District of Columbia and the US National Park Service also contribute to the natural qualities of the Pennsylvania Avenue byway.

Along the Pennsylvania Avenue corridor are some unique resources, not found anywhere else in the Nation or the world. The White House grounds is planted with trees, shrubs, and flower gardens planted by Presidents and First Ladies of the United States. The grounds of the US Capitol and Library of Congress boast thousands of trees and shrubs from four continents. In addition, the US Botanic Garden and the National Arboretum are located on or near Pennsylvania Avenue.

The Pennsylvania Avenue corridor also provides connections to Rock Creek Park, the Anacostia River, and several historic Fort Circle parks that provide substantial forested areas within the city. Other parks and green spaces in the West End include the World Bank Triangle Park and the Edward R. Murrow Park. Parks and green spaces within the Monumental Core include Sherman Square, the FDR Memorial, the General Hancock Memorial, the Canadian Embassy garden, John Marshall Park, General George C. Meade Memorial Park, and the National Gallery of Art gardens. Not all of the many triangle parks and green spaces near 18th Street SE, 19th Street SE, and H Street SE are named, but they feature interesting species, such as thornless honeylocust and oriental plane trees. Green spaces east of the river include L’Enfant Square and Twining Square, among others.

Along much of Pennsylvania Avenue, street trees enhance the visual streetscape and provide shade for pedestrians. One of the most popular and handsome street trees in the District, the scarlet oak (*Quercus coccinea*), is the official tree of the District of Columbia. Other common street trees between Washington Circle and 17th Street NW include red oak and willow oak. Particularly notable in the Monumental Core are the double or triple rows of willow oaks that canopy the sidewalks leading toward, and enhancing the view of, the Capitol building. Flowering crabapple trees planted along the median strip in the Capitol Hill segment from Eastern Market to Barney Circle are occasionally interrupted by larger red oaks. Farther east on Pennsylvania Avenue, particularly in the vicinity of Potomac Avenue, medium-sized and mature street trees form a partial canopy over the roadway and sidewalks. East of the river, Pennsylvania Avenue becomes lined with a variety of hardwood trees along the street and in the front yards of homes, forming a canopy over much of the Avenue.

Notable NATURAL RESOURCES at a Glance

Lafayette Park
 The White House Lawns
 The Ellipse
 The US Capitol Lawns
 The US Botanic Garden
 Congressional Cemetery
 Barney Circle
 Anacostia River
 Anacostia Park
 Seward Square
 Twining Square
 Fort Davis Park
 Fort Dupont Park

26

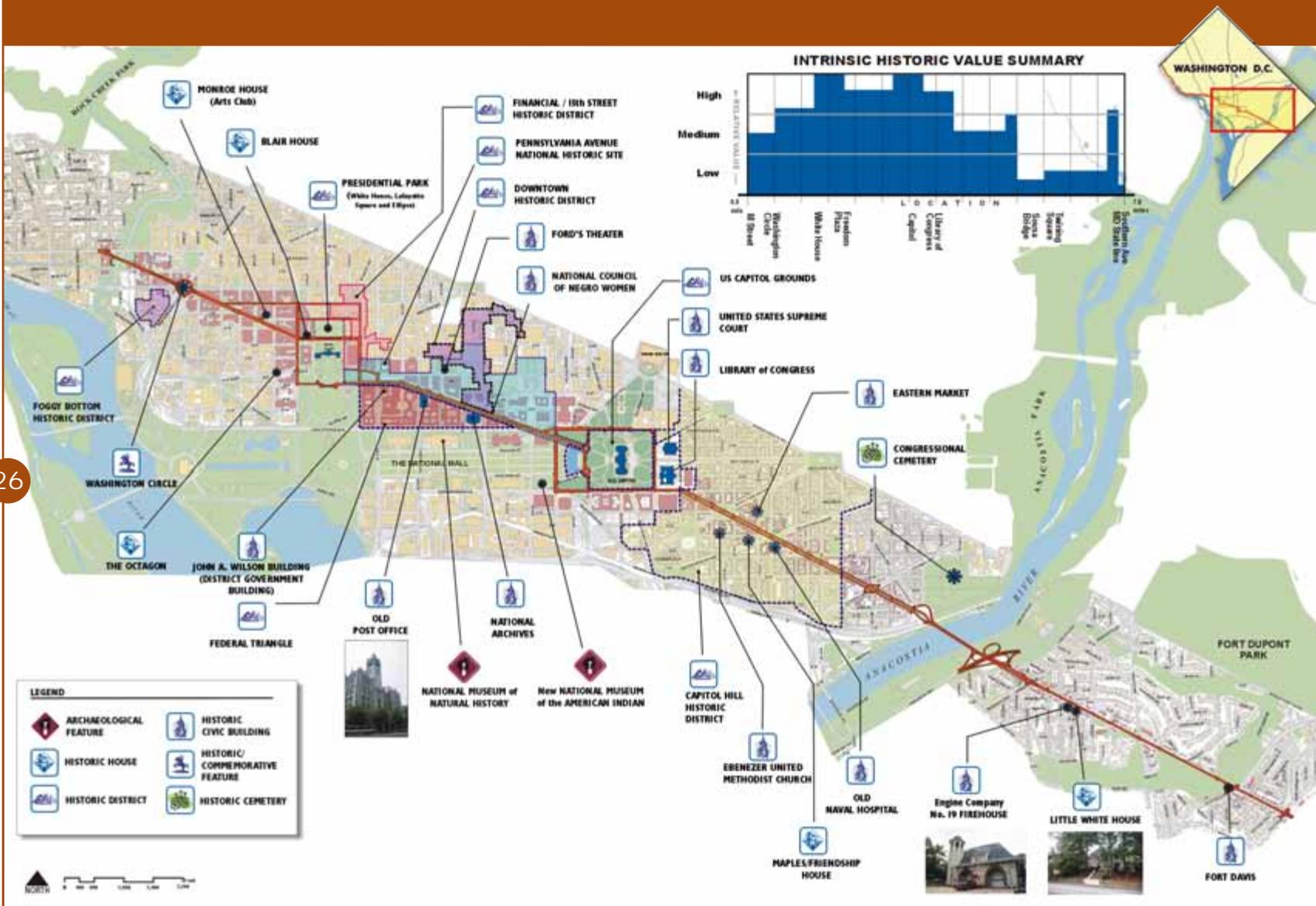


Fig. 3-4 HISTORIC & ARCHEOLOGICAL RESOURCES

Historic Intrinsic Qualities

Within the Pennsylvania Avenue corridor are places associated with every period of American history, from the first meetings of Native Americans with Euro-Americans to the 21st century. Numerous individual sites and several entire districts within the corridor are included on the National Register of Historic Places, the Nation's official list of places and sites reflecting the built history of significant people and events in American history.

Pennsylvania Avenue is among the major streets of Pierre L'Enfant's 1791 Plan of Washington. This Plan is the only American example of a comprehensive Baroque city plan with a coordinated system of radiating avenues, parks, and vistas, overlaid upon an orthogonal grid of streets. This plan is intimately related to the establishment of the United States and the creation of a symbolic and innovative capital city. The design was enhanced through the urban improvements of the 1901 McMillan Commission, resulting in the most elegant example of City Beautiful tenets in the nation. L'Enfant's Plan has served as the setting for national political expression and events, and has influenced the planning of American cities and the capital cities of other nations.

Part of Pennsylvania Avenue was designated as the Pennsylvania Avenue National Historic Site in 1965 and added to the National Register in 1966. The designated section is the length of the Avenue between Third Street NW on the east, Constitution Avenue on the south, the former East Executive Avenue (now a walkway between the White House and the Treasury) on the west, and E and F Streets NW on the north. Due to the Avenue's then-blighted state, Congress created the Pennsylvania Avenue Development Corporation to plan and carry out the Avenue's revitalization. The Corporation's efforts are complete, and Pennsylvania Avenue is a diverse, vital area, which more than 270,000 visitors annually.

In addition to the most famous civic building in the nation, the United States Capitol, the Pennsylvania Avenue corridor features other important regional and national civic monuments, such as the Old Post Office, the National Archives, and the Supreme Court. Historic houses, such as the Little White House, the Maples, and the Blair House balance corridor's civic presence. Designated Historic Districts include the Foggy Bottom Historic District, the Financial District/15th Street Historic District, and the Capitol Hill Historic District. There are also historic and commemorative features, such as the statue of General George Washington in Washington Circle and the historic Congressional Cemetery, resting place of famous Washingtonians. The corridor also features Forts Dupont, Davis, and Stanton, three of the 63 Civil War fortifications that encircled the Federal City to defend against Confederate attack.

Archaeological Intrinsic Qualities

Archaeological excavations and other research have been conducted in areas on or adjacent to the Pennsylvania Avenue corridor. For example, excavations at the White House grounds and the Washington Monument grounds uncovered prehistoric sites from late archaic period, which yielded artifacts such as flakes, projectile points and a half-grooved axe.

Significant artifacts are displayed at the National Museum of Natural History and the new National Museum of the American Indian. Likewise, many artifacts have been discovered on the banks of the Anacostia River and await interpretation.

Notable HISTORIC/ ARCHAEOLOGICAL RESOURCES at a Glance

Foggy Bottom Historic District
Washington Circle
The Octagon
Monroe House
Blair House
White House and Grounds (Ellipse, Lafayette Square)
Federal Triangle
John A. Wilson Government Building
Old Post Office
Pennsylvania Ave. National Historic Site
National Archives
Ford's Theatre
National Council of Negro Women
National Museum of Natural History
National Museum of the American Indian
Financial/15th Street Historic District
Downtown Historic District
US Capitol and Grounds
United States Supreme Court
Library of Congress
Capitol Hill Historic District
Ebenezer United Methodist Church
Eastern Market
Maples/Friendship House
Old Naval Hospital
Congressional Cemetery
Engine Company No. 19 Firehouse
Little White House
Fort Circle Parks

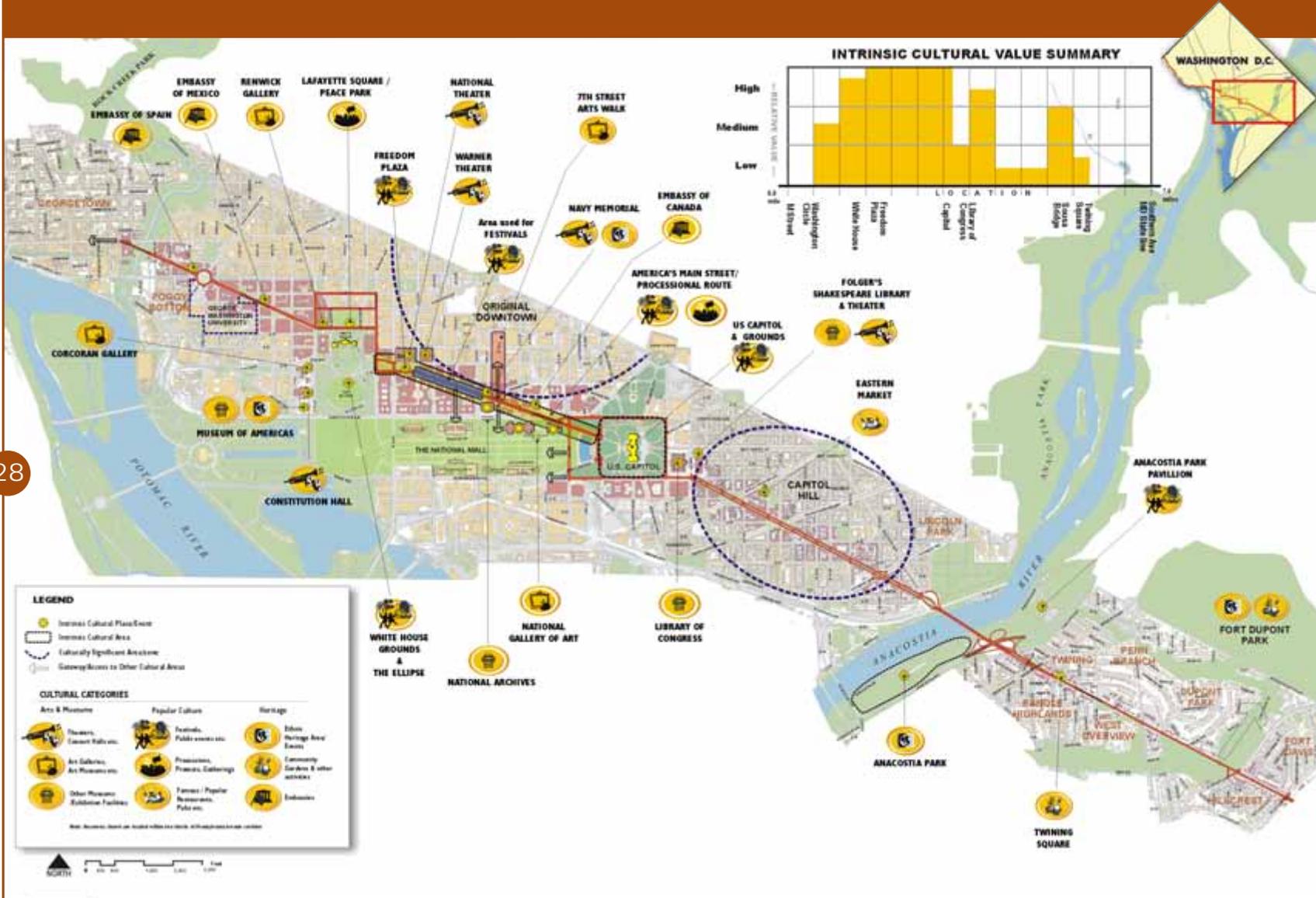


Fig. 3-5 CULTURAL INTRINSIC RESOURCES

3

Intrinsic Qualities

Cultural Resource Assessment

Pennsylvania Avenue is a showcase of local and national culture, manifested in theaters, festival sites, museums, monuments, art galleries, venues for music concerts, and parks for protests, vigils, and rallies. Together, these places reflect the great diversity of the American people as well as their common heritage.

The Avenue features national repositories of American cultural resources. For example, the National Archives displays America's most famous political, social, and cultural artifacts and most important national documents. The Library of Congress, which is the largest library in the world, is the holding area for American works of literature. Furthermore, the Folger's Shakespeare Library and Theater features America's most extensive collection of Shakespeare's works.

Embassies provide a unique sense of culture on Pennsylvania Avenue; not only do they represent the presence of other cultures but they also illustrate the distinct diplomatic relationships that the United States has with other countries. The embassies of Spain, Mexico, and Canada all have addresses on the corridor.

The Avenue has a wealth of galleries, museums, and concert halls that features the arts and culture. The National Gallery of Art is the national showcase for art, but the Corcoran and Renwick Galleries also feature well-known collections of American Art. Constitution Hall hosts famous American musicians. Likewise, live theater is well-represented on the corridor: the Warner and National Theaters offer the latest Broadway shows, concerts, comedy, and other cultural performances. Numerous memorials line the Avenue, the largest of which is the Navy Memorial. Nearby, the National Mall is the location of many monuments and memorials, including those to Washington, Jefferson, and Lincoln.

As the widest street in the city and the shortest route between the White House and Capitol, Pennsylvania Avenue was designed to be used for parades and ceremonies. Over the years, the Avenue has functioned as the Nation's "Ceremonial Way." The Presidential Inaugural Parade follows the route; national heroes, returning troops, and foreign leaders have been honored with parades on the Avenue; and countless citizens have marched on the Avenue to support or protest a variety of causes. The Avenue often closes to vehicular traffic to host festivals and charity walk-a-thons. In addition to the Avenue itself, there are many nearby areas that host protests, parades, and other ceremonies, such as Peace Park and Freedom Plaza. The White House Grounds and Ellipse, US Capitol Grounds, and National Mall are famous sites for national concerts and events, many of which are televised to the American public.

The Historic downtown, located between the White House and the Capitol, was once the heart of political, social, and commercial life in the Nation's Capital. Daniel Webster's home and office stood across the street from the Old City Hall, and Walt Whitman nursed Civil War wounded in the Patent Office, now the National Portrait Gallery. In this central part of the city, thousands of newcomers to Washington—Jews, Germans, Chinese, Greeks, Italians, and many others—established local shops and restaurants, often living above their enterprises. Their religious structures remain as monuments to their historic presence and offer a fascinating social history.

In addition to the Downtown area, the corridor has other areas for the celebration of ethnic heritage, such as Anacostia Park and Fort Dupont Park. These areas host community events, including cookouts, concerts, family reunions, and candlelight vigils. Likewise, Fort Dupont Park and Twining Square, which are venues for community gardening, are important cultural places.

Notable CULTURAL RESOURCES at a Glance

Embassy of Spain
 Embassy of Mexico
 Corcoran Gallery
 Renwick Gallery
 Museum of the Americas
 DAR Constitution Hall
 Lafayette Park/ Peace Park
 White House Grounds and Ellipse
 Freedom Plaza
 National Theatre
 Warner Theatre
 National Archives
 7th Street Arts Walk
 Navy Memorial
 National Gallery of Art
 Embassy of Canada
 America's Main Street/Processional Route
 US Capitol and Grounds
 Library of Congress
 Folger's Shakespeare Library & Theater
 Eastern Market
 Anacostia Park and Pavilion
 Twining Square
 Fort Dupont Park

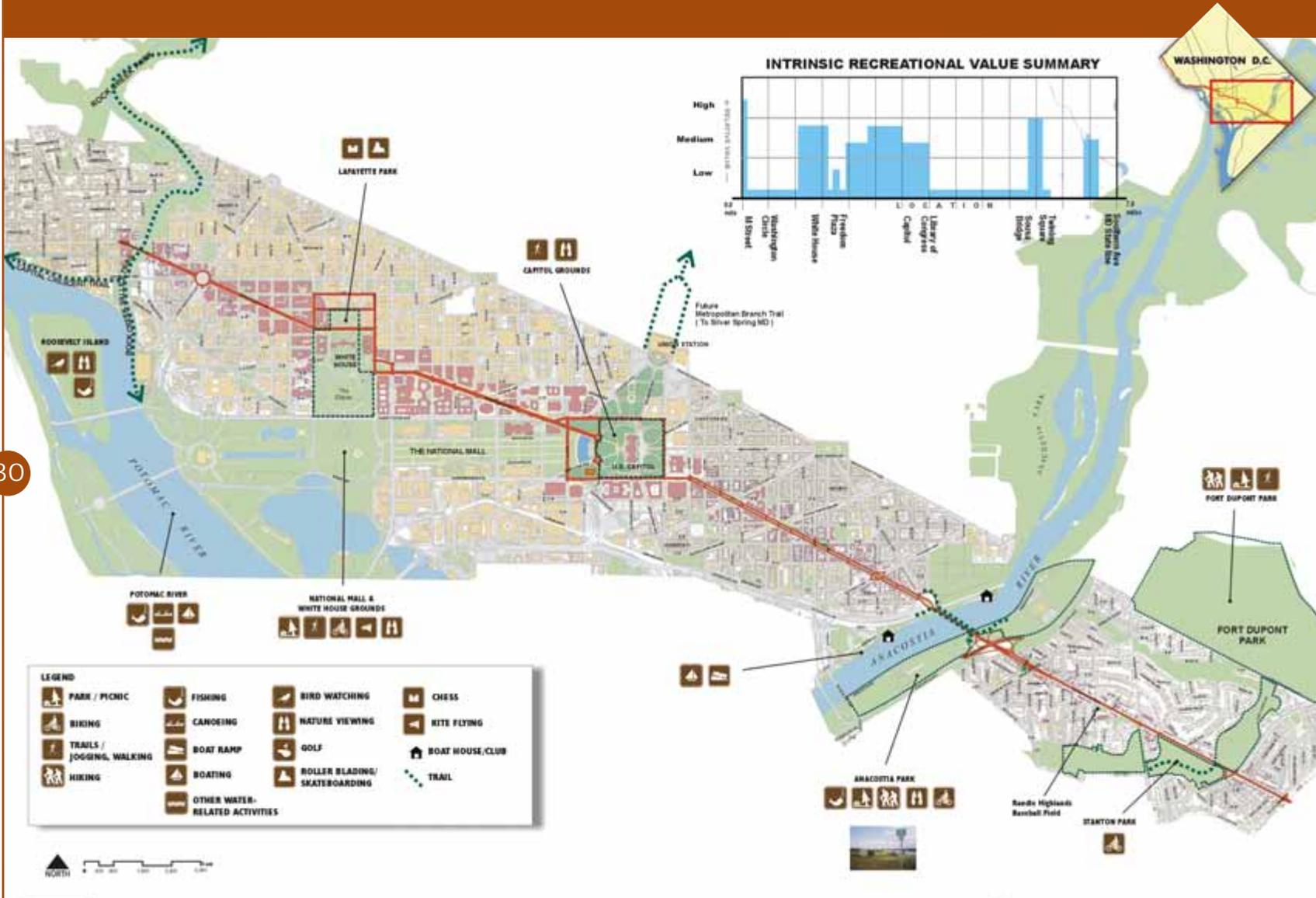


Fig. 3-6 RECREATIONAL INTRINSIC RESOURCES

3

Intrinsic Qualities Recreational Resource Assessment

Visitors do not generally come to Washington, DC solely for recreational activities, but a surprising variety of activities are available along the Pennsylvania Avenue Scenic Byway, and some are unique, such as the opportunity to throw a frisbee on the National Mall, fly a kite next to the Washington Monument, or roller-blade in front of the White House.

While Randle Highlands is the only designated city Recreation Center located directly on the Avenue, the Pennsylvania Avenue corridor offers many opportunities for informal recreation. One can hike in Dupont Park, jog or walk around the Capitol Grounds, ride bicycles in Anacostia Park, and roller blade in Lafayette Park. The corridor has a few formal and informal trails for hiking and cycling, such as the Capital Crescent Trail, Rock Creek Valley Trail, a trail in Stanton Park, a trail across the Sousa Bridge, and the planned Metropolitan Branch Trail by Union Station.

The Potomac and Anacostia Rivers offer many opportunities for water recreation, such as fishing, boating, and canoeing. Conveniently-located boat clubs and ramps help the traveler enjoy these activities.

Pennsylvania Avenue also has many opportunities to enjoy passive recreation, such as playing chess in Lafayette Park, and flying kites and picnicking on the National Mall. Even nature walks and bird-watching can be rewarding within the urban setting of the Nation's Capital in such places as Roosevelt Island and Anacostia Park.

Not all of the activities must be enjoyed in months with fair weather, either. In the winter, there is ice skating in Pershing Park and in the Sculpture Garden on the National Mall at Constitution Avenue, across from the National Archives.



Randle Highlands Recreation Center



Anacostia Boat Slips

Notable RECREATIONAL RESOURCES at a Glance

- Rock Creek Park
- Lafayette Park
- The National Mall
- The Ellipse
- Pershing Park
- National Gallery of Art Sculpture Garden
- The Capitol Grounds
- Anacostia Park Boathouses
- Anacostia Park
- Randall Highlands Recreation Center
- Fort Dupont Park
- Fort Davis Park



Fig. 3-7 RESOURCES LOCATED IN THE WEST END

- Scenic
- Natural
- Cultural
- Historic & Archaeological
- Recreational

3

Intrinsic Qualities

Resources of Significance

This section presents the resources by segment of Pennsylvania Avenue. Each resource is described in the text below and indicated on the segment maps. Each resource's associated intrinsic qualities are also noted in the text and maps.

West End

1 Rock Creek Park - Just beyond where M Street becomes Pennsylvania Avenue, the crowns of red oaks, sycamores, elms, and other tall trees announce the presence of Rock Creek Park below. Established in 1890, Rock Creek Park is one of the oldest national parks in the National Park Service (NPS). This 2,820-acre park is also one of the largest forested urban parks in the United States, containing a variety of natural, scenic, and recreational features—all within five miles of the White House. With its pine and hardwood forests, meadows, and streams, Rock Creek Park provides habitat for nearly 150 species of birds, as well as deer and beaver. Recreational opportunities include picnicking, hiking, biking, skating, birdwatching, horseback riding, tennis, and golf. The western end of Pennsylvania Avenue crosses over the southern end of the park, with access for hikers and bikers by a concrete ramp from the bridge to multi-use trails below. Farther north of the corridor amenities include the National Zoo, a horseback riding area, and the Carter Barron amphitheater. (N,R,S)

2 Foggy Bottom Historic District - Except for a single alley warehouse and a few buildings built as corner stores, the Foggy Bottom Historic District is comprised mainly of private residences. Primarily flat-fronted structures with a limited range of materials and styles, the rowhouses are generally two or three stories in height and date primarily from the late 1870s to the first decade of the 20th century. Among the earliest houses is a frame house at 25th and I (Eye) Streets that may have been associated with the Underground Railroad. Originally, the area primarily housed poor German and Irish immigrants who worked in nearby industries.

Foggy Bottom was described in those days as being low and swampy with fogs settling in over the river banks and mixing with smog from the gas works. Today, the late 19th-century working class neighborhoods and industrial heritage are still discernable amid the surrounding federal buildings and high-rise offices. (H)

3 Embassy of Spain - The embassy has been located in this building at 2375 Pennsylvania Avenue NW since 1994. Spain has held diplomatic relations with the United States since the time of the American Revolutionary War. (C)

4 Washington Circle - This traffic circle, part of the original L'Enfant Plan for the City of Washington, is located at the intersections of Pennsylvania Avenue, New Hampshire Avenue, 23rd Street, NW, and K Street, NW, which passes underneath the Circle. It was the first of the city's circles to be landscaped and features a variety of trees and plants including sawtooth oak, linden, Japanese flowering crab apple, catalpa, elm, red oak, willow oak, and sweet cherry. The equestrian statue of George Washington in the center dates from 1860. (H,N)

5 Caldwell-Monroe House / Arts Club of Washington - The Monroe House, 2017 I (Eye) Street, NW is a beautifully preserved 1805 house that serves as a venue for art displays, lectures, and small concerts. Designated as a National Historic Landmark, the house was the residence of President James Monroe while the White House was being restored following its burning by the British in 1814. (H)

6 The Octagon - William Thornton, the architect of the U.S. Capitol, designed this building in 1800 for Col. John Tayloe of Virginia. Located at 1799 New York Avenue, NW, it fits well onto an oddly shaped lot. Following the burning of the White House in 1814, the Octagon served as a temporary White House for James

Each description of a byway resource is categorised by the intrinsic quality the resource embodies. This is represented by the color of the marker on the map and also the letter or letters in parentheses after the descriptions.

- A = Archaeological
- C = Cultural
- H = Historic
- N = Natural
- R = Recreational
- S = Scenic



Washington Circle



The White House



Foggy Bottom section of Pennsylvania Avenue

and Dolly Madison. Likewise, the Treaty of Ghent ending the War of 1812 was signed here by President Madison. Now a National Historic Landmark, the building provides museum and gallery space for the American Institute of Architects. (H)

7 Blair House - The Blair House, a National Historic Landmark located at 1651 Pennsylvania Avenue NW, is the official guesthouse for high-level dignitaries visiting the White House. It was built in 1824. President Harry S. Truman lived here while the White House was renovated between 1950 and 1952. A plaque on the fence honors the Secret Service agent who died after being shot in an attempted attack on President Truman's life during his residency here. (H)

8 Embassy of Mexico - Mexico has had its diplomatic presence in the United States on Pennsylvania Avenue since the 1990s, when it moved to 1911 Pennsylvania Avenue from 16th Street NW. (C)

9 Corcoran Gallery of Art - The Corcoran Gallery, which features American art, is the largest non-federal art museum in the Nation's Capital. Founded in 1869, it was Washington's first art museum and one of the three oldest museums in the United States. It includes the Corcoran College of Art and Design, which is the only professional art and design school in Washington, DC. The Corcoran is located at 17th Street and New York Avenue NW. (C)

10 Daughters of the American Revolution Constitution Hall - DAR Constitution Hall is Washington, DC's largest concert hall and the site of the founding of the National Symphony Orchestra in 1930. Every president since Calvin Coolidge has attended events at DAR Constitution Hall. Past performances have spanned musical genres - from the Bolshoi Ballet to Duke

Ellington to Dolly Parton. DAR Constitution Hall is located at 1776 D Street NW. (C)

11 Museum of the Americas - The Art Museum of the Americas of the Organization of American States, located at 201 18th Street, NW, was established in 1976 in tribute to the 200th anniversary of the independence of the United States, host country of the OAS. The historic building was designed by noted architect Paul Cret in 1912 as the residence for the Secretaries General of the Organization of American States. Today, the building provides an intimate atmosphere to enjoy art. (C)

12 Renwick Gallery - Housed in a historic landmark at the Northeast corner of 17th Street and Pennsylvania Avenue, NW across from the White House, the Renwick Gallery was the former home of the Corcoran. The gallery is part of the Smithsonian Institution and houses a permanent collection of American craft. (C)

3

Intrinsic Qualities Resources of Significance

Monumental Core

13 The White House - Every chief executive since John Adams in 1800 has enjoyed the world-famous address of 1600 Pennsylvania Avenue, NW. Designed by Irish-born architect James Hoban in 1792, the White House is a National Historic Landmark. The British burned the White House in 1814 when they invaded during the War of 1812. As the official residence of the President and First Family, the White House also is an American cultural icon. Numerous state dinners and events are held every year, although admittance is by invitation only. The White House offers tours to the public from Tuesday to Saturday. The Easter Egg Roll is held on the South Lawn each Monday after Easter. (C, H)

14 White House Grounds - When sons of Frederick Law Olmsted were commissioned to design the landscape for the White House grounds in the 1930s, they advocated wide-open swaths framed by trees and shrubs, such as tupelo, Atlas cedar, ginko, Carolina laurelcherry, and red ash. Nearly every president has performed the symbolic ritual of planting a "Presidential Tree" on the White House grounds. (N)

15 The Ellipse - This 52-acre site to the south of the White House, bounded by E, 15th, and 17th Streets and Constitution Avenue, NW is part of the original plan for the City of Washington. Open to the public, it contains a memorial to the U.S. Army's First Division, a sculpture and pool commemorating the Boy Scouts of America, and two gatehouses and gateposts from the US Capitol. The view toward the Washington Monument and the National Mall across the Ellipse offers a unique panoramic view of the capital's open space. A familiar view often shown in television news broadcasts, Pennsylvania Avenue in front of the White House provides the closest view of the White House without entering the grounds. The Ellipse also hosts the Pageant of Peace with the illuminated National Christmas Tree each December. (C,H,S)

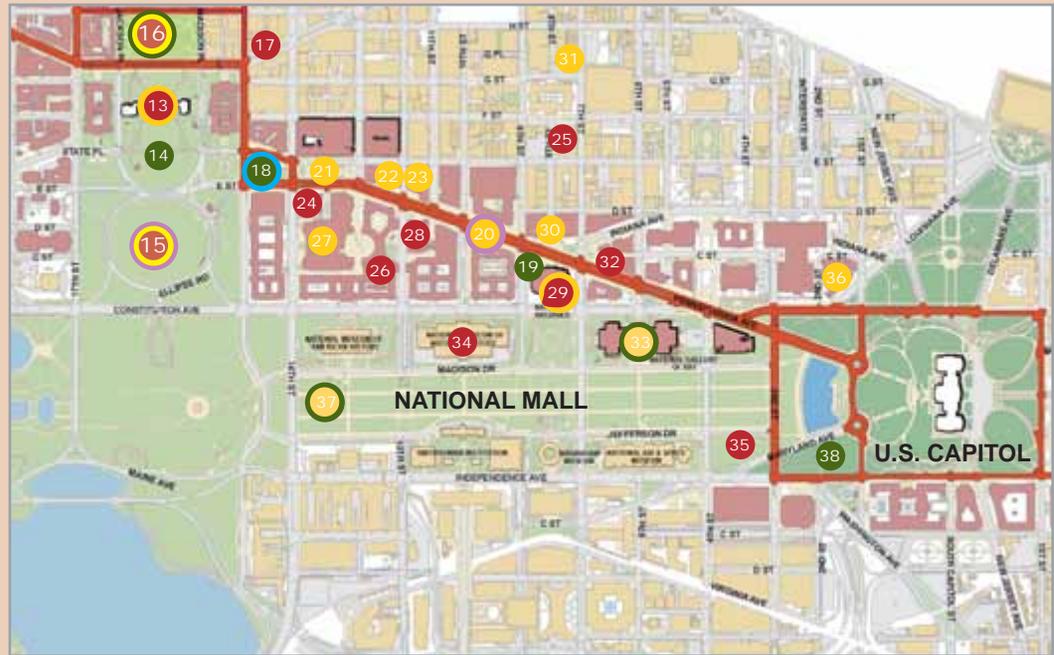


Fig. 3-8

RESOURCES LOCATED IN THE MONUMENTAL CORE

- Scenic ●
- Natural ●
- Cultural ●
- Historic & Archaeological ●
- Recreational ●



Freedom Plaza



Processional Route



Lafayette Park

16 Lafayette Square and Peace Park - This seven-acre, tree-shaded square, a National Historic Landmark, was part of the White House Grounds until the alignment of Pennsylvania Avenue in the 1820s separated it from the executive mansion. The square takes its name from the Marquis de Lafayette, who served on General George Washington's staff during the American Revolution. A statue of the marquis and statues of other Revolutionary War heroes stand on each of the four corners of the square, with an equestrian statue of General Andrew Jackson in the center. Since 1981, the Square and Park have hosted a 24-hour-a-day vigil for peace, justice, and global nuclear disarmament. In contrast to those playing chess in the square, roller-bladers take advantage of the opportunities provided by the vehicle restrictions on Pennsylvania Avenue in front of the White House. (C,H, R)

17 Financial District/15th Street Historic District - A designated DC Historic District, the 15th Street Financial District includes 20 buildings built between 1835 and 1940. It generally includes buildings fronting on 15th Street between Pennsylvania Avenue and I (Eye) Street. It is eligible for listing on the National Register of Historic Places. (H)

18 Pershing Park - River birch, honey locust, and red-flowering crepe myrtle surround a large, square pool and fountain, making this park at 14th Street and Pennsylvania Avenue, NW a welcome oasis in downtown. Other flowers and grasses are maintained in planters, and there is a notable stand of large white oak and other trees on the west side of the park, near 15th and E Streets. There is ice skating in the winter. (N,R)

19 Andrew Mellon Park - Named for a former ambassador to Great Britain and founder of the National Gallery of Art, Mellon Park boasts a fountain and a shady, restful ambiance. Willow oaks, elms, and other trees and shrubs surround the fountain. (N)

20 Pennsylvania Avenue Festival Area/ Processional Route - This area hosts such festivals and events as the Taste of DC, the Pennsylvania Avenue Mile, and the Walk for the Homeless. The viewshed from this area includes some of the most recognizable views along the Pennsylvania Avenue corridor. The "picture postcard" views with the US Capitol flanked by the Old Post Office, the FBI Building, or the National Gallery, are well-known. Views from the top floor restaurant of the Washington Hotel or the Old Post Office tower offer sightseers a unique perspective on downtown Washington. (C, S)

21 Freedom Plaza - Freedom Plaza has been the site of numerous gatherings, protests, and festivals. Anti-war protesters and civil rights advocates have all gathered here. It is the commencement point for various bike rides, road races, and walk-a-thons, as well as a venue for concerts, rallies, and other "home-town" festivals and events. Freedom Plaza is the site of the Rev. Martin Luther King, Jr. time capsule, which contains Dr. King's bible, robe, and other memorabilia, and which will be opened in 2008. (C)

22 National Theatre - Known as the "Theatre of the Presidents," National Theatre is located at 1321 Pennsylvania Avenue NW, three blocks from The White House. The theatre, which first opened in 1835, has operated longer than any other major touring house in the United States. The building was rebuilt on the five times during the 1800s, rebuilt in the 1920's, and renovated in 1984. Many great stage performers of the 20th century appeared here, such as Laurence Olivier, Cab Calloway, and Katharine Hepburn. Today, National Theater offers the latest Broadway shows, as well as free programs. (C)

23 Warner Theatre - Since opening in 1924, the Warner has undergone many transformations, serving as a Cinerama movie-

3

Intrinsic Qualities Resources of Significance

house and even a pornographic movie theater until it was renovated for concerts. A “new” Warner opened in 1992 with a gala featuring Frank Sinatra, and emerged as a destination for national and international recording artists and the finest in theatrical, dance, and television presentations. Today, the Warner Theatre offers concerts, comedy, and other performances. (C)

24 John A. Wilson Building - This Beaux Arts-style building at 1350 Pennsylvania Avenue NW was designed in 1904 and has been the seat of local government for nearly 100 years. From here, three presidentially-appointed commissioners governed the District of Columbia between 1874 and 1974, when residents regained the right to elect a mayor. The building is named to commemorate the late city council chairman, John A. Wilson. (H)

25 Ford’s Theatre National Historic Site - The National Park Service has restored Ford’s Theatre, where John Wilkes Booth assassinated President Lincoln in 1865. The theatre, which is within the Pennsylvania National Historic Site, is located at 511 10th Street, NW. Across the street is the Petersen House, where Lincoln died the following morning. The Petersen House is listed on the National Register of Historic Places. (H)

26 Federal Triangle Complex - This group of office buildings, located within the Pennsylvania Avenue National Historic Site along the south side of Pennsylvania Avenue between Sixth and 15th Streets and Constitution Avenue NW houses various federal government departments and agencies. Designed in classical monumental style, the building project began in the 1930s and was only completed when the Ronald Reagan Building was finished in the 1990s. (H)

27 Ronald Reagan Building and International Trade Center - Designed by Pei Cobb Freed & Partners and constructed in the

1990s, this structure (at 1300 Pennsylvania Avenue, NW) completes the Federal Triangle. It is the second largest federal office building in the US, the Ronald Reagan Center contains a visitor center, gift shop, theater, food court, and restrooms. (C)

28 Old Post Office Building - Designed and built in the 1890s in the Romanesque Revival-style, this was the first federal building constructed on Pennsylvania Avenue (its address is 1100 Pennsylvania Avenue NW). In the 1960s, the public rallied to save the building when it was threatened with demolition by the federal government. Today, the Old Post Office has been adapted for reuse as federal office space, with shops and a food court around the original atrium. The 315-foot clock and bell tower is the second tallest in the city and provides excellent views. (H)

29 National Archives - The National Archives is located within the Pennsylvania Avenue National Historic Site between Seventh and Ninth Streets NW. It displays American political, social, and cultural artifacts, and houses the Nation’s most treasured documents: the Declaration of Independence, Constitution, and Bill of Rights. These historic documents are displayed in the central hall, which is accessed by a monumental stairway from Constitution Avenue. (H,C)

30 US Navy Memorial - The Navy Memorial and Naval Heritage Center, located at 701 Pennsylvania Avenue NW, hosts enlistment, promotion, awards, retirement, and wreath-laying ceremonies. The memorial, which features a large, granite world map and the statute of “The Lone Sailor,” honors all men and women who have served in the country’s sea services. The Heritage Center features movies, drill team performances, and “Concerts on the Avenue,” a popular summertime tradition. (C)



Old Post Office



Ronald Reagan Building and International Trade Center



National Mall



Embassy of Canada



US Botanic Gardens and Bartholdi Park

31 7th Street Arts Walk - Seventh Street is the center of DC's arts and entertainment district. Attractions include galleries, museums, the Shakespeare Theatre and Ford's Theater, along with stores, apartments, movie theaters, and office buildings. The area can be best explored on the third Thursday of every month, when evening pub crawls include opportunities to peruse the art and photography galleries and meet the artists. (C)

32 National Council of Negro Women/Mathew Brady Studio - This prominent building, located at 633 Pennsylvania Avenue, NW is the headquarters of the National Council of Negro Women, a voluntary non-profit membership organization founded in 1935 by Mary McLeod Bethune to help women improve their lives. Originally built in 1860 as a hotel, the building also hosted Civil War photographer Mathew Brady, who had a studio on the upper floors from 1858 to 1869. (H)

33 National Gallery of Art - The National Gallery's west wing, which features European paintings and sculpture from the 13th through the 19th centuries, and American art. The museum's east wing showcases modern and contemporary art. The Sculpture Garden by the West Wing is a popular fountain in the summer and ice skating rink in the winter. (C,R)

34 National Museum of Natural History - The National Museum of Natural History cares for nearly three million ethnological, archaeological, and physical anthropology specimens from all over the world. It is located on the north side of the National Mall between 9th and 12th Streets NW. Exhibitions include 19th and 20th century Native American artifacts. (A)

35 National Museum of the American Indian - The NMAI opened in 2004 on the south side of the National Mall, between 3rd and 4th Streets, NW. The museum offers a prominent location

for displaying more than 800,000 works of cultural, aesthetic, religious, and historical significance, spanning all major indigenous cultures of the Americas. (A)

36 Embassy of Canada - Canada and the United States have a close political and economic relationship. This contemporary building, designed by Arthur Erickson Architects and constructed in the late 1980s, befits that status and makes a prominent diplomatic statement on the most important street in the Nation's Capital. The building, located at 501 Pennsylvania Avenue, NW contains a public gallery featuring Canadian art. (C)

37 National Mall and Monument Grounds - This 189-acre greensward is the location of numerous national monuments, memorials, and Smithsonian Institution museums and galleries. It encompasses the area from Third to 17th Street, between Constitution Avenue, Independence Avenue, and the Tidal Basin. A two-mile vista visually connects the US Capitol with the Washington Monument and the Lincoln Memorial beyond. Its wide gravel pathways are popular with runners and strollers. The Mall hosts the Smithsonian's Folklife Festival, the US Armed Forces Band Summer Concert Series, the Black Family Reunion Celebration, and the "Screen on the Green" Film Festival. (C,R)

38 US Botanic Gardens and Bartholdi Park - The United States Botanic Gardens is the Nation's oldest, continually operating public garden, and is considered a national treasure. Administered by the Architect of the Capitol, the conservatory is open daily free of charge and houses tree and plant species from around the world. Special exhibits showcase medicinal, economic, endangered, and primitive plants. A National Garden is on a three-acre site adjacent to the conservatory and the Capitol grounds. Across Independence Avenue from the conservatory is Bartholdi Park, an attractive garden surrounding an ornate fountain. (N)

3

Intrinsic Qualities Resources of Significance

Capitol Hill

39 **United States Capitol** - The US Capitol is one of the most widely recognized buildings in the world, a symbol of America, the meeting place of Congress, an art and history museum, and a major tourist attraction visited by millions of people each year. The focal point of the US government's legislative branch, it has housed the meeting chambers of the Senate and the House of Representatives for almost two centuries. The location at the eastern end of the National Mall was part of L'Enfant's original design. Believing it was a fitting site for placement of the "Congress House," L'Enfant selected Jenkins' Hill, which rises up in the center of the Federal City. President George Washington laid the cornerstone of the Capitol in 1793. Initially the building housed Congress, as well as the Library of Congress, the Supreme Court, and the district court. The building was expanded over the years, reaching its present size and essential appearance by 1892. The east front extension was added between 1958 and 1962. Today the Capitol, a National Historic Landmark, occupies approximately four acres, with a floor area of 16.5 acres and total height of 288 feet. The traditional setting for Presidential inaugurations, it is one of the most powerful symbols of the United States of America. Views from the Capitol are spectacular; the western view across the length of the National Mall is especially grand in its scenic quality and perspective. (C,H, S)

40 **US Capitol Grounds** - The Capitol Grounds of today largely reflect the 19th century design of noted landscape architect Frederick Law Olmsted, who removed mature trees in order to open views of the Capitol from all sides and created lawns and serpentine walkways in their place. More than three thousand trees from four continents are planted on the 274-acre grounds, making the area a world-class arboretum. Native trees, such as the 33 official state trees and the official tree of the District of Columbia,

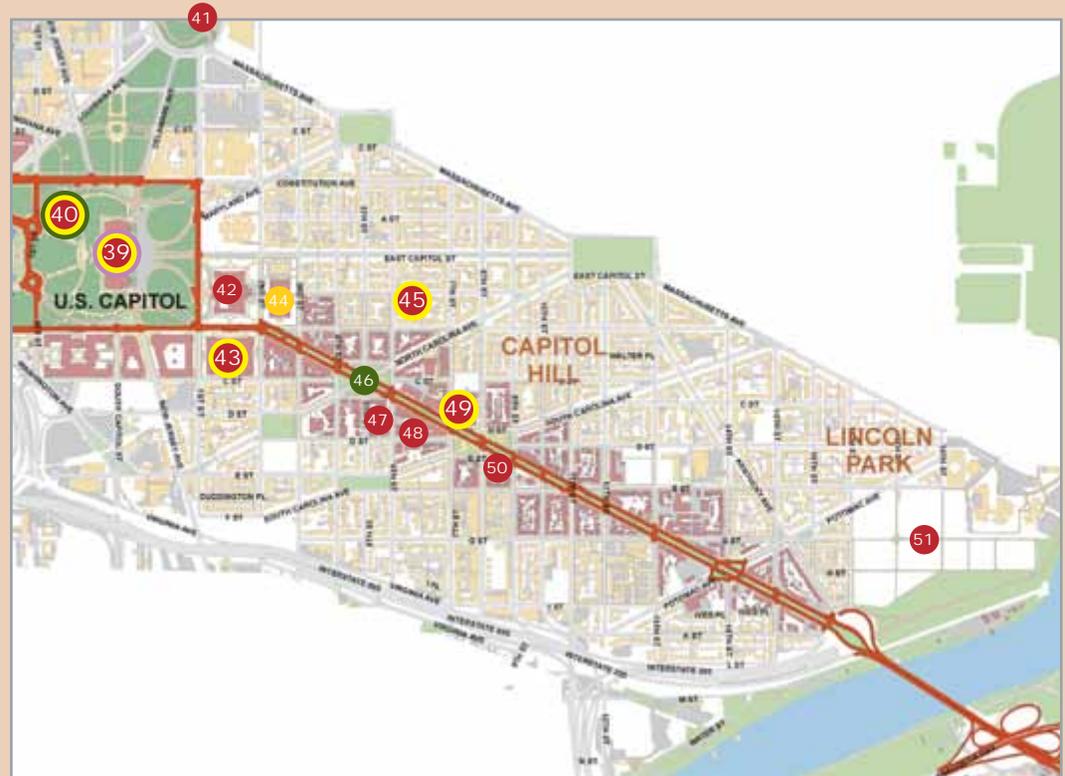


Fig. 3-9 RESOURCES LOCATED IN CAPITOL HILL

- Scenic ●
- Natural ●
- Cultural ●
- Historic & Archaeological ●
- Recreational ●

grow near trees from Asia, Europe, and North Africa. In addition, there are nearly 100 memorial trees on the Capitol grounds. The Capitol Grounds function as a public park and setting for ceremonies, demonstrations, and rallies. During the summer, school bands perform and there is a free series of evening concerts by the bands of the armed forces. The National Symphony Orchestra holds various holiday concerts on the west front lawn, and the lawn provides an excellent viewing place for Fourth of July fireworks. The decoration and lighting of an evergreen tree on the Capitol's west lawn during the winter holiday season has been a tradition for 40 years. A Capitol Visitor Center will be built underground adjacent to the Capitol's east front entrance. When complete in 2005, it will house exhibits, orientation theatres, visitor food service and restrooms, and a gift shop. (H, C, N)



Union Station

41 **Union Station** - This monumental Beaux-Arts structure with its triumphal arches was designed by Daniel Burnham in the first decade of the 20th century as the major transportation gateway to the Nation's Capital. Burnham's intent was to bring order to what had been a chaotic intrusion of rail passenger lines into the city. Opened in 1907, Union Station reached its peak usage during World War II, when an estimated 100,000 passengers passed through its doors each day. It was listed on the National Register of Historic Places in 1969. After becoming almost derelict in the 1970s, Union Station gained new life under a \$150 million dollar restoration that turned it into one of the best-performing retail centers in the region, and is one of the top tourist destinations in Washington, attracting approximately 25 million visitors annually. It is also a highly successful transportation hub (AMTRAK, commuter rail, the Metro subway, and buses) for the city and the region. Union Station is located on Columbus Circle at Massachusetts Avenue and 1st Street, NW. (H)



United States Supreme Court

42 **United States Supreme Court** - This white marble neoclassical-style building on the northeast corner of First and East Capitol Streets, NE houses the third branch of the United States government. It opened in 1935. The chief justice and eight associate justices of the court decide which cases to consider, hear actual legal arguments, and render decisions that continue to interpret our laws and shape the judicial path of our country. (H)

43 **Library of Congress Buildings** - Founded in 1800, the Library of Congress is a National Historic Landmark and is the oldest federal cultural institution in the Nation. It is the largest library in the world, with more than 120 million items on approximately 530 miles of bookshelves. The library's mandate requires that it receive two copies of every copyrighted work published in the United States. The treasures of the Library on public display include the Gutenberg Bible, a Buddhist sutra that is the oldest example of printing in the world, the largest rare book collection in North America, and presidential papers from 23 presidents. The collections are housed in three buildings: the Beaux-Arts Jefferson Building dates from 1887, the Adams Building is Art Deco and modernist in style and dates from the late 1930s, and the James Madison Building is a contemporary-style structure that opened in the early 1980s. In addition to offering access to the collections for scholars and researchers, the Library offers free exhibits, tours, lectures, films, concerts, and special events. (C,H)

Folger's Shakespeare Library and Theater - Henry Clay Folger **44** and his wife Emily founded the Library in the 1830s to showcase their collection of Shakespearean books, manuscripts, paintings, and other related objects. Today the Library has grown to include a theater, which conducts performances of Shakespeare's works, exhibitions, a museum shop, and other public events. (C)

3

Intrinsic Qualities Resources of Significance

45 **Capitol Hill** - Capitol Hill is one of the Washington, DC's oldest and most architecturally diverse communities and the city's largest residential historic district. The official historic district, which is bounded by the Capitol precinct on the west, F Street, NE on the north, 13th and 14th Streets on the east, and the Southeast Freeway on the south, was placed on the National Register of Historic Places in 1976. It reflects the social diversity and economic growth of the early capital and late 19th century increase in middle-class workers. Almost every one of its 150 squares and 8,000 primary contributing buildings reflects different stylistic varieties and periods, including early 19th century manor houses, Federal townhouses, simple frame dwellings, ornate Italianate bracketed houses, and late 19th century pressed-brick rowhouses. Capitol Hill also offers a wealth of arts, civic, cultural, and educational organizations and opportunities. The organizations and cultural opportunities, such as the Capitol Hill Arts League, Capitol Hill Garden Club, Eighth Street Merchant Society, Capitol Hill Group Ministry, and various neighborhood watches and associations, comprise a neighborhood that calls itself "Our Nation's Neighborhood." (H,C)

46 **Seward Square** - Seward Square extends along Pennsylvania Avenue between 4th and 6th Streets and is bisected by North Carolina Avenue SE. It was named for William Henry Seward, President Lincoln's Secretary of State during the Civil War. Seward was injured by an accomplice of John Wilkes Booth during the Lincoln assassination in 1865. Among the trees growing in the park are mature red oaks, elms and Japanese pagoda trees. (N)

47 **Ebenezer United Methodist Church** - This church, located on the northeast corner of Fourth and D Streets, SE within the Capitol Hill Historic District, is the third home of the oldest African-American congregation on Capitol Hill, founded as an integrated

congregation in 1805. A separate African-American congregation was founded in 1827 and worshipped in a frame building on this site. The current building dates from 1870. A sign on the church states that it established the first public school of Negro pupils in the District of Columbia in its early church building. (H)

48 **The Maples** - Today the site of Friendship House, a social services organization, this is one of the oldest surviving residences in the District of Columbia, dating from 1795. Located at 619 D Street, SE within the Capitol Hill Historic District, its main façade is identified as 630 South Carolina Avenue, SE Built for a wealthy land speculator, the house was subsequently owned by such distinguished people as Francis Scott Key; Constantino Brumidi, whose frescos decorate prominent public spaces in the Capitol; and Mrs. Emily Edson Briggs, the first woman to be given credentials for admission to the White House Press Room. (H)

49 **Eastern Market** - Adolph Cluss, who designed many buildings in the old City of Washington, including the Smithsonian's Arts and Industries Building, designed Eastern Market in the 1870s for the public sale of fresh produce and meats. Located at Seventh and C Streets, and North Carolina Avenue SE, the red-brick structure blends well into the surrounding neighborhood and has served its original purpose for over 130 years. It was listed on the National Register of Historic Places in 1971. As the last public fresh-food and farmers' market in DC, Eastern Market features food vendors, crafts, and a non-profit organization to promote the arts. Primarily operating on weekends, the sidewalks are occupied by farmers selling produce in season and retail vendors out of season. (C, H)

50 **Old Naval Hospital** - Built in 1866 to as a hospital for Union forces operating on the Potomac, this facility, located on the south side of Pennsylvania Avenue at 921 Pennsylvania Avenue, SE,



Seward Square



Eastern Market



Engine Company No. 19 Firehouse



Twining Square



Little White House

was used as a naval hospital until 1911. From 1920 until 1963 it was known as the Temporary Home for Veterans of All Wars, a private facility founded by Civil War veterans to provide temporary shelter to veterans. The building is Italianate in style and is surrounded by a high iron fence. A not-for-profit group, Friends of the Old Naval Hospital, is currently working on restoration and renovation plans. (H)

51 Congressional Cemetery - Members of Christ Church Washington Parish established this cemetery at 18th & E Streets, SE in 1807, but by 1816 the grounds were being used by members of Congress and other city luminaries. Notables buried in the cemetery include John Philip Sousa, a lifetime resident of Capitol Hill; Elbridge Gerry, a signer of the Declaration of Independence; Mathew Brady, the famed Civil War photographer; the architect Robert Mills; and FBI director J. Edgar Hoover. Although the cemetery has been listed on the National Register of Historic Places, it has been neglected over the years. (H)

East of the River

52 Anacostia River - The Anacostia River, much abused by pollution and neglect, is making a comeback as a significant natural resource in the Washington, DC metropolitan area. Under protection by multiple federal and state government agencies, organizations, and partnerships such as the Anacostia Waterfront Initiative, the Anacostia Watershed Toxics Alliance, and the Metropolitan Washington Council of Governments' Anacostia Watershed Restoration Committee, water quality in the river is improving. The river drains 176 square miles in the eastern part of the Potomac River watershed. The riparian corridor, despite great losses in wetlands and vegetative cover, holds value for many species of birds and other wildlife. The Anacostia shore has yielded Native American artifacts dating back 10,000 years.

This archaeological site offers much interpretive potential. One possible exhibition could be established in Anacostia Park and could tell story of Native Americans in this area prior to the arrival of European-Americans. (N,A)

43 Anacostia Park and Park Pavilion - Located along the eastern shore of the Anacostia River, Anacostia Park was the site of the WWI "Bonus Marches", as well as anti-integration "race riots" in 1949. Today, the park serves visitors of different class and ethnic backgrounds who come to fish, picnic, and gather with families and friends. Administered by the National Park Service, the 1,200-acre Anacostia Park is one of the District's largest and most important recreation areas. It includes Kenilworth Park and Aquatic Gardens and Kenilworth Marsh, as well as hundreds of acres for ballfields, picnicking, basketball, and tennis. Within Anacostia Park, the Pavilion has space for roller skating and community events, including cookouts, celebrations, and candlelight vigils. The District operates a swimming pool and an Aquatic Education Center. Three concession-operated marinas, four boat clubs, and a public boat ramp provide access to the tidal river for recreational boating. A number of plans are proposed to improve trails and bikeways along the river and its tributaries. (C,H,R)

54 Twining Square - This park, located on Pennsylvania Avenue between 27th and 28th Streets, SE, is a triangular area about the size of L'Enfant Square. The Hillcrest Community Civic Association has adopted the park from the National Park Service and has worked to beautify the area. (C)

54 Engine Company No. 19 Firehouse - This firehouse, located at 2813 Pennsylvania Avenue, SE, is designed in the Arts and Crafts style, a late 19th and early 20th century movement that emphasized handcrafted work in everyday items. Although a firehouse is a common sight in cities, its design creates a visual

3

Intrinsic Qualities Resources of Significance

landmark for travelers in this section of the Avenue. Built in 1911, the building was originally brick, but has been covered in stucco. In 1925, the company became the last DC Fire Department company to switch from horse-drawn to motorized apparatus. (H)

56 Little White House - This residence at 2901 Pennsylvania Avenue, SE is considered to be the oldest home on Pennsylvania Avenue east of the Anacostia River. (H)

57 Fort Circle Parks - Fort Dupont, Fort Davis, and Fort Stanton are three of the 63 Civil War fortifications that encircled the Federal City to protect it from Confederate attack. Fort Dupont Park, named for Rear Admiral Samuel Francis Dupont, consists of 376 rolling, wooded acres of oak, beech, and maple trees. The fort's parapets where guns were placed and troops stood watch are visible from a multi-use trail that crosses Pennsylvania Avenue to Fort Davis. Where the park abuts Pennsylvania Avenue, there is a dense forest in which nature watchers and birders can observe squirrels, raccoons, opossums, and many bird species. Fort Dupont Park is important to DC's African American community. Cultural events include community gardening, family reunions, and performances of gospel, rhythm and blues, jazz and go-go music, a genre indigenous and unique to Washington. The Activity Center features artifacts associated with black soldiers who served the Union in the Civil War. As a "park for all seasons," recreational amenities include a sports complex, athletic fields, a softball diamond, and an indoor ice skating rink. Fort Davis was named for Colonel Benjamin F. Davis who was killed in battle at Brandy Station, Virginia, and features an overgrown earthwork. Access is from Alabama Avenue and from the multi-use trail across Pennsylvania Avenue. Within the Fort Circle Parks are the scenic drives of Fort Davis Drive and Fort Dupont Drive, the only completed "Fort Drive" elements of the historic McMillan Plan. The National Park Service administers the parks. (H,C,N,S,R)



Fig. 3-10

RESOURCES LOCATED EAST OF THE RIVER

- Scenic ●
- Natural ●
- Cultural ●
- Historic & Archaeological ●
- Recreational ●

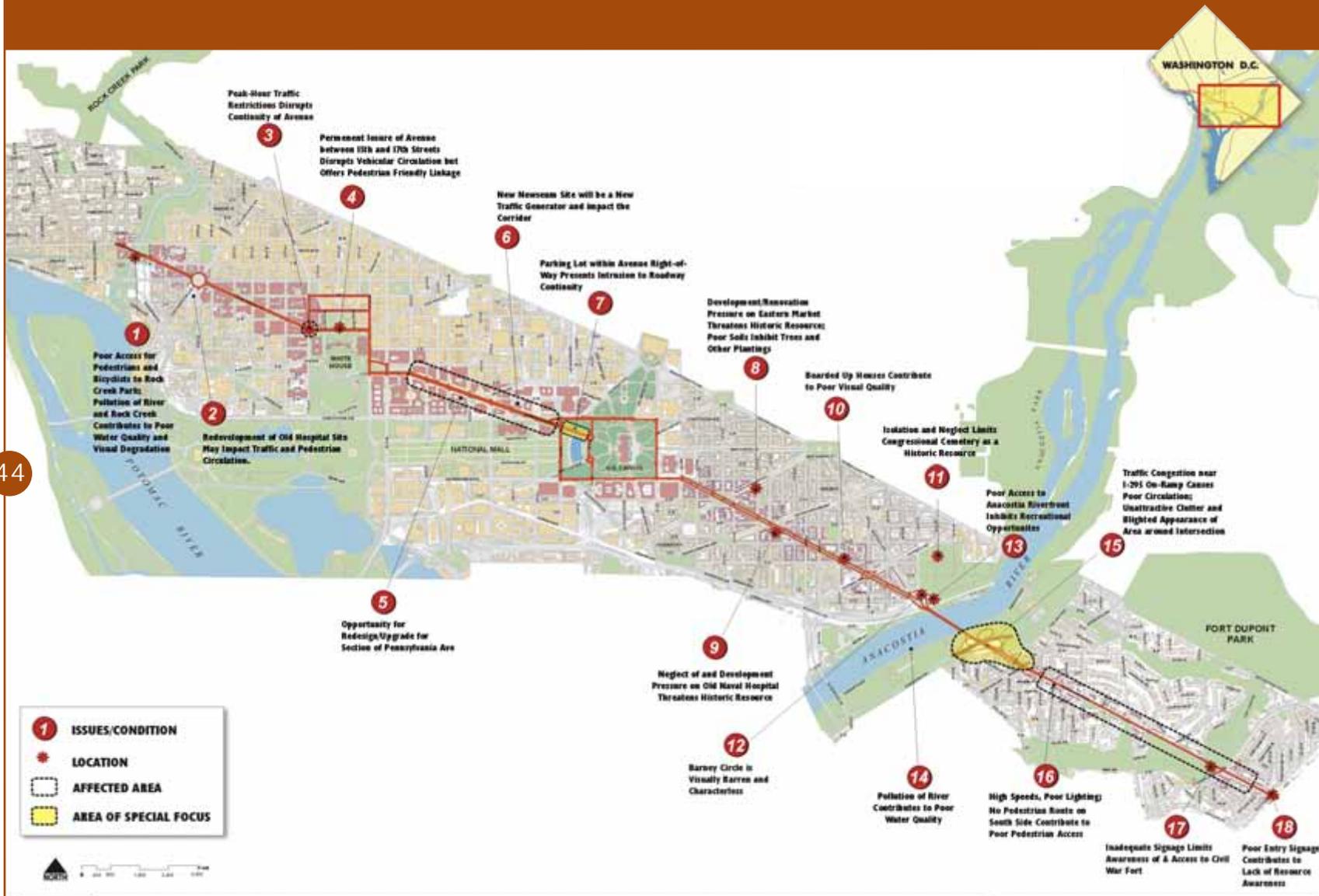


Fig. 3-11 ISSUES AND DETRACTORS

3

Intrinsic Qualities Issues and Detractors

Four major categories of issues detract from the intrinsic qualities of Pennsylvania Avenue: lack of roadway continuity and poor circulation; poor visual or aesthetic quality and related natural resource problems; historic preservation issues and development pressures on the Avenue; and limited accessibility and connections to resources.

Roadway Continuity & Circulation - From Rock Creek to areas east of the Anacostia River, the lack of roadway continuity and poor circulation detract from the visitor's experience of the Scenic Byway. At Rock Creek Park, there is poor access for pedestrians and bicyclists. At 17th Street and Pennsylvania Avenue, peak hour traffic restrictions make it nearly impossible for drivers to navigate the roadway. The permanent closure of the Avenue at the White House disrupts vehicular circulation. The parking lot within the Avenue right-of-way in front of the Capitol presents an intrusion to roadway continuity. East of the River, the on-ramp to the Anacostia Freeway experiences heavy traffic congestion during peak time periods. This segment often seems like a raceway: high speed traffic and poor street lighting detract from a visitor's pleasant experience of the Avenue. Likewise, the lack of sidewalks on the south side of the Avenue contributes to poor pedestrian access along this section.

Aesthetic Quality & Natural Resources - Some areas along the Avenue have a poor visual and/or aesthetic quality. For example, boarded-up houses along in the eastern part of Capitol Hill contribute to a poor visual quality in this area. Near the Sousa Bridge, Barney Circle is visually barren and characterless and fails to act as a gateway to Capitol Hill from the east or to the Anacostia River from the west. The unattractive clutter, overhead utility lines, and blighted appearance by the Anacostia Freeway on-ramp presents a poor visual image of this great Avenue. Related to visual quality is the quality of the corridor's natural resources, particularly water quality and vegetation. Pollution of the Potomac

River, Rock Creek, and Anacostia River contributes to poor water quality, which raises health concerns and restricts water-based recreation. As development has occurred along the Anacostia River, significant areas of riparian habitat and wetlands have been lost. Trees and herbaceous vegetation suffer the stress of living in an urban environment, such as soil erosion, too much or too little water, and air pollution. Invasive, non-native plants threaten native ecosystems in areas such as Rock Creek Park. Finally, the compacted and shallow soils by the Eastern Market Metro Station inhibit growth of the trees and plantings, and the poor landscaping at the Potomac Avenue Metro Station hinders the plaza's vitality.

Historic Preservation & Redevelopment - Historic structures along the Avenue face problems of neglect, as well as pressures created by potential redevelopment. For example, the potential for inappropriate development in the West End could affect the remaining historic character of the area. Possible renovation or redevelopment of Eastern Market could threaten the preservation of this important City landmark. Additionally, neglect and development pressure threatens the Old Naval Hospital, which is one of the ten most endangered landmarks in DC. Congressional Cemetery suffered decades of neglect, but is now undergoing renovation and renewed interest by a variety of neighborhood, history, and recreational groups.

Resource Accessibility & Connections - Many of Pennsylvania Avenue's most important resources are virtually hidden from the visitor or inaccessible from the Avenue. For example, poor access to the Anacostia River waterfront inhibits the recreational opportunities afforded by this resource. Inadequate signage for Fort Davis prevents awareness of and access to the important Civil War earthworks. Additionally, poor entry signage at the Maryland State line contributes to a lack of overall awareness of the resource potential of the entire Avenue.

Summary of Issues

Lack of Roadway
Continuity and Circulation

Aesthetic Quality and
Natural Resources

Historic Preservation and
Redevelopment

Resource Accessibility /
Connections



4

THE COMPONENT PLANS

Overview of the Plans

As specified in the federal scenic byway policy, a corridor management plan “should provide for the conservation and enhancement of the byway’s intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users’ enjoyment of the byway.”

This definition indicates that a Corridor Management Plan is actually a collection of plans. These plans include:

Intrinsic Qualities Maintenance and Enhancement Plan

This plan proposes recommendations for avoiding potential threats and detractors or mitigating existing threats and detractors to the intrinsic qualities and resources.

Visitor Experience Plan

This plan discusses efforts and proposals to minimize intrusions on the visitor experience. It also identifies plans to enhance the experience, such as accommodating visitor services along the byway. The plan also discusses strategies to interpret the resources along the byway and educate travelers about them.

Tourism, Marketing, and Promotion Plan

This plan describes how the Scenic Byway will be marketed and publicized to attract visitors, especially those from other countries. In addition, the plan discusses means to accommodate increased tourism.

Roadway Plan

The roadway plan discusses proposed modifications to the roadway alignment or design and proposed streetscape treatments to the byway. The plan also discusses numerous strategies to

increase alternative forms of transportation along the byway, such as public transportation, motor tours, bicycling, and walking.

Commerce and Facilities Plan

This plan proposes placement of highway signs that will support the visitor experience and help visitors find their way. This plan also demonstrates that existing laws on the control of outdoor advertising are being met.

Component Plans of the Corridor Management Plan

- Intrinsic Qualities Maintenance and Enhancement Plan
- Visitor Experience Plan
- Tourism, Marketing, and Promotion Plan
- Roadway Plan
- Commerce and Facilities Plan

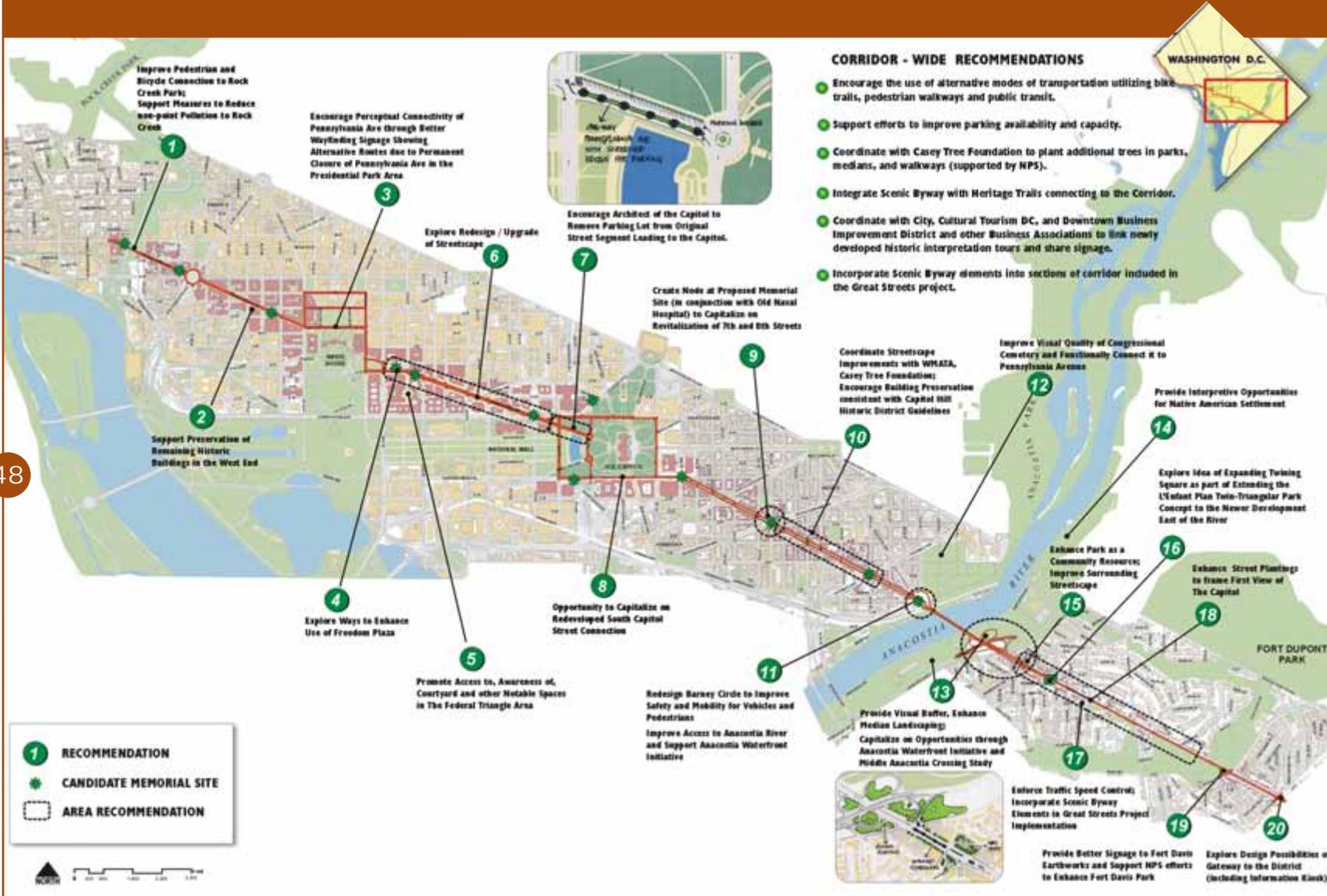


Fig. 4-1

MAINTENANCE & ENHANCEMENT RECOMMENDATIONS

A key objective that is critical to this Corridor Management Plan is to preserve, maintain, and enhance the scenic, historic, recreational, cultural, archaeological, and natural intrinsic qualities of the Pennsylvania Avenue Scenic Byway. This section briefly summarizes each intrinsic quality from Chapter 2, and addresses certain related concerns and detractors. Examples of measures to maintain and enhance the intrinsic qualities are provided in the form of recommendations, many of which are indicated on the map in Figure 4-1.

Scenic Quality

The scenic resources of Pennsylvania Avenue provide for a one-of-a-kind visual experience: views of majestic structures, vibrant streetscapes, and prominent landscaped spaces that are visually interesting by day or night. Detractors to scenic quality can take the form of inappropriate outdoor advertising, overhead utility lines, parking areas within significant viewlines, buildings in poor condition, incompatible communications towers, and unattractive security barriers and fixtures. Since much of the viewshed is “up close and personal,” close attention to specific architectural elements, façades, and detail of structures is required. Longer range views, such as the famous view down the Avenue toward the Capitol building, the view of the Capitol from east of the river, and views from Sousa Bridge of the Anacostia River, require attention to all contributing components.

This plan recommends the following measures in coordination with numerous organizations, such as the National Park Service, Washington Metropolitan Area Transit Authority, private foundations, neighborhood associations, civic groups, and the District Department of Transportation:

- Plant additional trees within the corridor along streets and in parks, medians, and walkways.
- Redesign and visually screen the parking area on

Pennsylvania Avenue between 1st and 3rd Streets, NW, which detracts from a significant view of the Capitol building.

- Rehabilitate boarded-up or derelict and unattractive structures along the corridor.
- Improve the landscaping and plant additional trees around the Eastern Market Metro Station.
- Capitalize on the cemetery’s appearance, and visually and physically connect it to the Avenue while providing for increased security and lighting.
- Continue efforts to redesign and enhance landscaping at Barney Circle to create an attractive green space comparable to other circles and parks along the Avenue.
- Provide visual buffers and landscaping improvements by the Anacostia Freeway interchange to screen views of the freeway and on-ramps; bury or remove overhead utility lines.
- Improve streetscape amenities, plantings, and lighting from Minnesota Avenue to 38th Street SE.
- Enhance street plantings along Pennsylvania Avenue by 30th and 31st Streets, SE to frame the first views of the Capitol building to westbound travelers.

Natural Quality

The natural resources of Pennsylvania Avenue are those of a unique urban environment. Native vegetation has been preserved in parks, and green spaces are part of the original Avenue design. There are exotic plants on display in the US Botanic Garden, and the commemorative trees around the White House and Capitol building have cultural and historic significance. Along several Avenue segments, street trees enhance views and provide shade. Land uses of the urban environment, however, have also degraded natural resources, resulting in river pollution and habitat loss. Trees and herbaceous vegetation suffer the stress of living in



Redesign and Enhance Landscaping at Barney Circle



Capitalize on the improvements currently underway at Congressional Cemetery



Improve landscaping at Eastern Market Metro Station



Native Vegetation at Pershing Park



Eastern Market

an urban environment. In addition to physical breakage, hazards include soil erosion, soil compaction, too much or too little water, and air pollution.

In coordination with private foundations, the Architect of the Capitol, the National Park Service, and the District Department of Transportation, this plan recommends the following measures:

- Support government agency and private organization efforts to improve water quality and reduce sources of non-point pollution in Rock Creek and the Anacostia River.
- Support NPS's efforts to maintain native ecosystems and manage non-native invasive plant species in Rock Creek Park.
- Enhance riparian and wetland habitat along the Anacostia River to benefit the species of local and migratory birds, as well as resident animals.
- Plant additional appropriate trees and shrubs along the corridor, particularly within parks and larger open spaces where particular attention can be given to restoring native vegetation.

Historic Quality

The Pennsylvania Avenue corridor is rich in historic resources. Many historic sites and districts have already been identified and assessed and are generally well-preserved and interpreted. Detractors and menaces to the resources result from neglect or loss of an historic property, as well as inappropriate development or renovation that physically damages or diminishes the historic integrity of a property, including changes to nearby structures and land uses that detract from the setting of the historic property.

In conjunction with neighborhood organizations, Advisory Neighborhood Commissions, the National Park Service, the DC Office

of Planning, District Department of Transportation, DC Heritage Tourism Coalition, and the Downtown DC Business Improvement District, this plan recommends the following measures:

- Preserve historic buildings throughout the corridor; restore and rehabilitate historic properties in accordance with the Secretary of the Interior's Standards for Rehabilitation.
- Ensure that historic property maintenance and enhancement on Capitol Hill is consistent with Capitol Hill Historic District guidelines.
- Identify historic sites in the corridor that are not interpreted, conduct research, and prepare interpretative materials that can be included in the city's coordinated signage program. Signs should be installed at these sites to enhance visitors' experience of the history of Pennsylvania Avenue.
- Support existing and new cultural heritage tours of historic venues near Pennsylvania Avenue by creating, distributing, and publicizing information brochures about them; link historic interpretative tours to the corridor and share signage.
- Support the Washington Convention and Tourism Corporation's efforts to market and promote authentic experiences of historic Washington, DC.
- Work to preserve historic values of the Old Naval Hospital and Eastern Market that may be at risk from potential development.
- Improve signage marking access to Congressional Cemetery.
- Provide better signage for the historic resources of Fort Davis to enhance visitors' experience at Fort Davis Park.

Archaeological Quality

Centuries of urban development have largely obscured remnants of prehistory along the Pennsylvania Avenue corridor. A significant opportunity for archaeological finds and interpretation, however,

exists in the vicinity of the Anacostia River. This plan recommends:

- Investigate and assess the prehistoric resources along the Anacostia River waterfront with the intent to interpret, if appropriate, Native American settlement and occupation in the area.
- Increase awareness of Civil War earthworks at Fort Davis.

Cultural Quality

The Pennsylvania Avenue Scenic Byway provides not only the experience of being in heart of the Nation's Capital, but also a slice of the great cultural diversity of American common heritage. In addition to linking American symbols of democracy, the Avenue is used for parades, races, marches, and the presidential inaugural procession. The corridor abounds with theaters, museums, festival sites, monuments, art galleries, venues for music concerts, and parks for protests, vigils, and rallies.

To address cultural issues, this plan recommends the following:

- Explore ways to enhance the use of Freedom Plaza.
- Promote use of the Federal Triangle area, including improved access to and awareness of its courtyard and notable spaces.
- Create a node—an active central point that generates a sense of place—near 7th and 8th Streets, SE identified in the NCPD Memorials and Museums Master Plan to capitalize on ongoing revitalization efforts in the area.
- Support improved access to the Anacostia River from nearby neighborhoods through the Anacostia Waterfront Initiative.
- Support East of the River neighborhood revitalization efforts along Pennsylvania Avenue.
- Enhance the parks along Pennsylvania Avenue east of the river. Develop a L'Enfant-style park near Minnesota Avenue

as a community resource, and consider expanding Twining Park to match the “bow-tie” L'Enfant parks west of the river.

- Support efforts to enhance signage, landscaping, and other amenities at Southern Avenue as a gateway to DC. Explore this site as a possible location for an information kiosk.

Recreational Quality

For an urban byway, Pennsylvania Avenue offers a surprising variety of recreational activities and resources. Anacostia Park and Rock Creek Park, which both intersect the byway, are the two largest and most significant recreational areas in the District. In addition, there are unique activities such as bike tours of monuments and kite-flying on the National Mall. Recreation-related concerns exist primarily in the form of inadequate access to resources. Other detractors include concerns for personal safety in larger, wooded parks; heavy vehicular traffic interfering with biking and walking; and inadequate directional signage.

In conjunction with community groups and government efforts, such as the Anacostia Waterfront Initiative, this plan recommends the following measures:

- Develop pedestrian and bicycle access to the Anacostia River waterfront from Pennsylvania Avenue and adjacent neighborhoods on both sides of Sousa Bridge.
- Improve shoreline facilities to expand the public use of watercraft on the river, including canoe and boat rentals and launch ramps.
- Support efforts by the District and bicycle advocacy groups to designate and improve bicycle trails within or connecting to the Pennsylvania Avenue corridor.
- Explore and, if feasible, provide additional opportunities for winter ice skating in parks and open spaces along the Avenue.



Houses East of the River



Musical Performance on Pennsylvania Avenue



This plan focuses on leisure travelers, whether they come from around the metropolitan region, other parts of the United States, or foreign countries. This plan outlines what these visitors should expect to find when they visit the byway, and what kind of experiences should be available to them.

Visitor Profiles

Pennsylvania Avenue is best enjoyed by leisure visitors. They can be of any age, they can be alone or in groups, but they should be people who appreciate American history and culture and, particularly, people who enjoy self-guided tours. Visitors to the Avenue should also be willing to explore beyond the confines of their personal vehicles and to experience the byway by other means - by motor coach, on foot, and even on bicycle in some areas. Among expected visitors are:

- Local residents seeking new ways to enjoy their city and different things to do close to home.
- Local residents hosting relatives and friends and wishing to show them a grand slice of Washington, DC.
- Schools taking field trips to the Nation's Capital.
- People who already planned to come to Washington and find the byway an interesting addition to their itinerary.
- History buffs.
- Architects, students of architecture.
- Runners, joggers, and walkers.
- National or international business travelers taking a break from work or enjoying a holiday.

Visitor Needs & Expectations

User facilities must be available for travelers on a designated All-American Road; such needs, services, and amenities are also specified by the DC Scenic Byways Program. Among these needs

are food, gasoline, bathrooms, telephones, lodging, automated banking machines, interpretive features, bicycle lanes, pedestrian facilities, recreational opportunities, and multi-modal connections. Visitors safety is also important.

By and large, businesses that provide these needs, services, and amenities, such as restaurants, gas stations, hotels, banks, and tour providers, are already in place within the Pennsylvania Avenue corridor. Attractions and businesses within the Pennsylvania Avenue corridor have much experience in dealing with visitors.

Minimizing Intrusions

Pennsylvania Avenue should be a route that is easy to follow, safe, and comfortable. However, this byway plan fully recognizes that Pennsylvania Avenue is a major urban thoroughfare with high traffic volumes, commuters and sightseers, a proliferation of traffic signals and signs, one-way or restricted streets, and even some reversible lanes. Roadway discontinuity because of street closures may make the route difficult to follow.

People touring the Pennsylvania Avenue Scenic Byway, particularly those unaccustomed to city traffic, may find that these conditions diminish their experience. Therefore, this plan suggests the use of guides, or "pilots," to help visitors navigate unfamiliar streets. This plan also promotes a multi-modal experience of the Pennsylvania Avenue byway. Visitors are encouraged to get out of their personal vehicles to fully savor all the byway has to offer; thus, they avoid the potential difficulties of driving.

In addition, other physical elements may also intrude upon visitors' experience. This plan supports restrictions on billboards, large cellular phone or other communications towers, and other potentially unsightly features and projects within the corridor.

Best Times to Drive the Byway

Low- traffic holidays, such as Veterans Day and New Years Day

Weekends

Mid-day during the week

Off-peak months (July & August; December, January & February)



Roadway Discontinuity at 17th Street and Pennsylvania Avenue

Service Stations Along the Byway

- M Street, NW
- 4th Street, SE
- 9th Street, SE
- 11th Street, SE
- 13th Street, SE
- Fairlawn (Anacostia Fwy), SE (2 stations)
- Minnesota Avenue, SE (2 stations)
- Branch Avenue, SE
- Alabama Avenue, SE

54



Service Station on 11th Street, SE

Interpretation & Education Strategy

Pennsylvania Avenue should be an interesting, intellectually engaging experience for visitors and residents alike, and, through links with other city byways, such as Canal Road and Rock Creek Parkway, provide a rich and continuous visitor experience of the Nation's Capital. But to be fully enjoyed, this experience requires interpretation. Byway users need to understand what they are seeing and experiencing. The significance of resources, and the themes that link resources together, must be articulated before they can be appreciated.

Many existing attractions, particularly those administered by the National Park Service and the Architect of the Capitol, are already well interpreted. Visitors to the city can easily obtain interpretative materials on the Internet and take tours of major attractions, such as the White House and the Capitol. The website for the Washington, DC Convention and Tourism Corporation (www.washington.org), which markets "The American Experience" in the Nation's Capital and provides extensive lists of restaurants and hotels in the city.

In addition, organizations such as Cultural Tourism DC develop and promote historical and cultural trails in the city. CTDC's Downtown Heritage Trail, "Civil War to Civil Rights," is a good example of historical interpretation and education. This trail consists of three loops within the Pennsylvania Avenue corridor north of the Avenue between the Capitol and the White House. It is marked by a series of signs, and each loop takes approximately one hour to walk. A heritage trail featuring Eastern Market, the Old Naval Hospital, the Marine Barracks, and the historic Navy Yard, all on or near Eighth Street, SE on Capitol Hill, will provide another direct link between the Avenue corridor and historic neighborhood resources. This corridor management plan supports these heritage trails.

Further work is needed to develop additional interpretative materials for the Pennsylvania Avenue Scenic Byway, particularly materials that identify the many resources, explicate the themes, and tell the story of entire corridor.

Recommendations

- Apply for additional federal funding to prepare an interpretation plan for Pennsylvania Avenue.
- Based on the interpretive plan, develop texts for interpretative signs and create and install these signs on and near the byway. Signs should build upon the wayfinding and heritage trail signs being installed throughout the city.
- Conduct a scenic view analysis to more closely identify all the important locations from which users of the byway obtain scenic views, as well as any features that detract from the experience. This analysis should identify specific management actions that would enhance views, such as the selective thinning of trees or the removal of overhead power lines or other intrusive features. Designate the identified views as "protected resources."
- Develop a "Photo-Op Stop" plan for the byway. These stops would be designated locations and pull-overs used for very short-term stops (5 minutes) during non-rush-hours. Ideally, where developable space and traffic safety conditions permit, the Photo-Op Stop would consist of several short-term parking spaces and a small information kiosk.
- Address the problems that exist along the byway such as heavy vehicular traffic and the general unfamiliarity tourist may have with the city and its many sites away from the National Mall. This may involve:
 - Coordination with existing information centers of the DC Chamber of Commerce to ensure that byway information is

4

The Component Plans Visitor Experience Plan

readily available.

- Providing links between these visitor centers and other key locations in the city (Metro or special buses), city hotels, and the Convention Center.
- Development of tours that originate from the visitor centers.

Suggested Photo-Op Stops on the Byway

H Street, on the north side of Lafayette Square, for a view of the White House.

Pennsylvania Avenue between 7th Street NW and 12th Street, NW for views of Capitol, Navy Memorial, Archives, and FBI Building.

1st and/or 3rd Streets on either side of the Capitol for views of the Capitol and the National Mall.

Approximately 11th Street, SE for a view of the Capitol.

Approximately 30th Street, SE for a view of the Capitol.



Photo-Op at Pennsylvania Avenue near 12th Street NW



In marketing terms, the ideal visitor experience is a “product” that can be “purchased” by “consumers” through “sales.” Marketing and promotion follow directly from the visitor experience plan: first, the byway organization develops a product—the Pennsylvania Avenue Scenic Byway visitor experience. Then comes marketing, which involves selling this product to visitors, and promotion, which involves public relations and spreading the good word about the byway. This section provides ideas for the marketing and promotion of tourism and related economic development.

Tourism Plan

Washington, DC, is located within a reasonable driving distance of more than 50-percent of the Nation’s population. According to the National Capital Planning Commission, tourism is expected to double over the next 50 years.

The Pennsylvania Avenue Scenic Byway market is directed primarily at visitors who are already drawn to Washington, DC but who are likely to stay longer to experience the byway corridor. It is not expected that designation of Pennsylvania Avenue under the National Scenic Byways program will, by itself, result in substantial increases in tourists. Therefore, the plan to promote tourism along the Pennsylvania Avenue Scenic Byway capitalizes on the existing tourism framework. This plan anticipates coordination with tourism plans by the Washington Convention and Tourism Corporation, DC Heritage Tourism Coalition, District of Columbia Chamber of Commerce, and the Greater Washington Board of Trade.

Travelers from Other Countries & Multilingual Information Plan

According to the Washington, DC Convention and Tourism Corporation, Washington, DC ranks among the top ten US cities visited by international travelers. For many of these visitors, the design

and scale of DC makes it the most “European” of all American cities. Bringing people to the Capital City is part of an international trend in cultural tourism—the “authentic experience of place.” Providing a multilingual capability to promote the Pennsylvania Avenue Scenic Byway will enhance the visitor experience for those travelers who are not familiar enough with English to enjoy the full cultural experience of the area. Several methods can be used to provide this assistance.

Any brochure developed to highlight and publicize the resources of the corridor may be translated into selected foreign languages. It can be produced in the same design and format as the English-language version. This approach envisions a model similar to that of the Smithsonian Institution and its production of guidebooks to its museums. Any site with foreign language capability should be highlighted.

A voice-activated audio foreign language capability may be developed that uses a cellular telephone to access information at sites in the corridor. The technology for this capability already exists in English language for some 100 sites in the District of Columbia. Called “Beyond Guide,” this system lets a user activate the system with his or her voice and even customize tours into different areas: “Must-See” DC, Walk with the Presidents, and the Civil War. A fee is charged for service use and a user must have a cellular telephone. Information about sites in the corridor would have to be translated into selected foreign languages and the system programmed to recognize voice commands in these languages.

Marketing and Promotion

An image-building plan is useful to sell the visitor experience “product.” It also helps foster support and recognition from both residents and visitors. The plan recognizes that not all stakehold-

Web Sites for Organizations that Promote Tourism in Washington, DC

Washington Convention and Tourism Corporation - www.washington.org

Cultural Tourism DC - www.culturaltourismdc.org

District of Columbia Chamber of Commerce - www.dcchamber.org

Greater Washington Ibero American Chamber of Commerce - www.iberochamber.org

Greater Washington Board of Trade - www.bot.org



Visitor Kiosk by the White House

Themes for Interpretation and Marketing

Democracy's Main Street

The three branches of government are here. Within the Pennsylvania Avenue corridor, you can find major tangible expressions of the executive, legislative, and judicial branches of American government. Go see your government.

Diverse Cultures, a Common Heritage

African-American history and culture, Native American history and prehistory along the Anacostia River, the National Museum of the American Indian, festivals, gathering places (Peace Park, Freedom Plaza, National Mall), European-American history, the Civil War—all these diverse activities and places are expressions of what it means to be American. And they are all part of the Pennsylvania Avenue corridor.

58

Washington Beyond the Monuments

You've seen the White House, the Capitol, the monuments and institutions—but if you think you've seen Washington, DC, look again: there's a whole lot more. The Pennsylvania Avenue All-American Road corridor represents the heart of the Nation's Capital. It's brimming with interesting places from end to end. Go deeper into the city, and enjoy an authentic experience of place.

L'Enfant's Design - It's Still with Us Today

The Pennsylvania Avenue corridor has grown up around Pierre L'Enfant's 1791 plan. Today, the smaller parks and green spaces of Pennsylvania Avenue—including the squares, circles, triangles of L'Enfant's plan—are gems along the way: Washington Circle, James Monroe Park, Edward Murrrow Park, Pershing Park, FDR Marker, Mellon Park, Bartholdi Garden, Barney Circle, and Twining Square.

ers will have the same opinion regarding the desirability of attracting additional tourists. The targeted market, however, is primarily those leisure travelers who would already visit Washington, DC, and because they wish to experience the Pennsylvania Avenue Scenic Byway, they stay for a longer period.

The strategy to promote the Pennsylvania Avenue Scenic Byway can include development of paid advertising, public relations, promotions, and interpretive publications. Businesses, community organizations, and cultural and heritage groups are encouraged to participate in and support promotional activities that will bring visitors into their neighborhoods and businesses. Special events can be developed to coordinate or complement events in local communities.

The Internet is an important source of information for visitors in trip-planning. A page on the DDOT Web site is dedicated to the DC Byways Program, including Pennsylvania Avenue. This website can be augmented with additional information from this plan and links to related websites, including the DC Heritage Tourism Coalition and Washington Convention and Tourism Corporation.

Themes

Crucial to the Pennsylvania Avenue Scenic Byway Plan is the development of themes for interpretation and marketing. Themes can become associated with the corridor so that when people think of Pennsylvania Avenue, they think of the theme. Potential themes are suggested on the sidebar of this and the following page. A theme can be incorporated into tours, brochures, signs, and other marketing materials.

Recommendations

- Apply for additional federal funding to prepare a byway-related tourism, marketing, and promotion plan.
- Obtain additional input on desired levels of tourist activities from appropriate Advisory Neighborhood Commissions and other interested parties.
- Adapt the existing District Byway Program logo to create a separate, distinctive logo that identifies Pennsylvania Avenue Scenic Byway. Design and install signs consistent with the design of the City's wayfinding signage that mark Pennsylvania Avenue Scenic Byway and, where appropriate, indicate direction to the byway. Where possible, incorporate this logo in the approved wayfinding and heritage trail signs being installed throughout the city.
- Translate existing and proposed tourism brochures into other languages, including German, Japanese, French, and Spanish.
- Publicize the byway and its resources through the efforts of the DC Heritage Tourism Coalition and the Washington, DC Convention and Tourism Corporation. This may involve:
 - Posting information about the byway and its resources on the Washington, DC Convention and Tourism Corporation website (www.washington.org).
 - Identification of significant cultural resources along or near the byway that are ready for tourists and accessible by either Metro, driving, walking, bicycling, tour mobiles, etc.
 - Development, design, printing, and distribution of brochures that place the byway in the larger context of the city. This brochure should relate in style, type, and

size to other brochures that feature the cultural resources of DC neighborhoods. Include information that shows byway linkages to existing Metro stops, heritage trails, bikeways, and walking trails.

- Market to national and international tour group operators, particularly those seeking new cultural tourism tours.
 - Advertise in magazines specializing in vacation and travel, American history, architecture, and other related subjects.
 - Obtain media coverage by issuing press releases.
 - Solicit assistance from the National Scenic Byways Resources Center and attend the SBRC/FHWA biennial national conference.
 - Mention the Pennsylvania Avenue Scenic Byway in heritage trail brochures and other city tourist literature.
 - Promote the byway to diverse ethnic and cultural groups. Reach out specifically to the African American travel market by promoting the Scenic Byway in leading African American media, including Web sites such as SoulofAmerica.com and Blackamerica.com.
 - Support the Cultural Tourism - DC's work on a strategic cultural heritage tourism plan for the city in collaboration with the Washington, DC Convention and Tourism Corporation. This plan calls for the clustering and packaging of tourism-related activities across the city. The Coalition has set up affinity groups by neighborhood and theme, and this vehicle can be used to conduct an in-depth examination and review of the historic and cultural resources identified in this study as the basis for developing clusters of sites and activities around which tourism can be promoted. This process includes:
 - Involving the local Advisory Neighborhood Commissions.
 - Getting neighborhoods to identify the strengths and areas that need attention in each cluster.
- Developing a detailed plan that identifies what each site cluster needs (directional signs, roadway pull-offs, interpretative signs, for example) to ensure that visitors have a positive experience.
 - Putting plan specifics in place, including the creation of tours that can originate from newly planned byway visitor centers.
- Identify sites that need work to make them tourist-ready. This may include:
 - Cleaning up trash or providing for more strict enforcement of existing speed limits.
 - Providing better crosswalk access from one side of the street where parking may exist to the site on the opposite side where a site may be located.
 - Creating walkways where none now exists.
 - Installing bicycle racks at the site, if none exist.

Themes, continued

Architecture of Washington

Along the Pennsylvania Avenue corridor is a wide variety of architectural styles. Many of these are federal buildings, such as the White House, the Capitol, National Archives, Old Executive Office Building, and the Ronald Reagan Building and International Trade Center. Other, diverse styles are represented by private buildings, from rowhouses on Capitol Hill to the "Little White House" east of the Anacostia River.

Enter the Nation's Past

Travel the byway and imagine yourself in a different century. Explore historical sites from your favorite period of American history. Enjoy any or all of the well-interpreted historic and cultural tours available within or near Pennsylvania Avenue.

Natural Washington

Washington has been known as "the City of Trees." Pennsylvania Avenue is crossed by several green corridors—Rock Creek Park, the Fort Circle Parks, and Anacostia Park—which provide significant natural areas within an urban setting. Along Pennsylvania Avenue are other places where uniquely American natural resources can be found, such as the one-of-a-kind commemorative trees on the White House and Capitol Grounds. The grounds around the Capitol are a world-class arboretum. The newly restored and reopened US Botanic Garden is a national treasure. See nature in the Capital City.



Proposed Modifications to the Pennsylvania Avenue/ I-295 Interchange



Proposed Modifications to Pennsylvania Avenue west of the Capitol

Fig. 4-2

ROADWAY PLAN

Roadway Modification

Pennsylvania Avenue is a “mature” urban road, bordered nearly its entire way by residences, commercial businesses, office buildings, government and institutional buildings, historic structures, and dedicated parkland. Other than a rare vacant or under-developed lot, there is virtually no land along the roadway corridor that is undeveloped or not designated as parkland. Within this built urban environment, little if any alteration of roadway alignment can be made without the taking of property, an action that usually has substantial ramifications.

Except during the weekday peak commuter travel periods, Pennsylvania Avenue, as a broad multi-lane facility, can adequately and safely handle traffic volumes associated with local travel, visitors to the city, shopping, entertainment, or other trips to the downtown area by residents of the region. Given the adequate capacity of the Avenue to handle traffic volumes in all but the most congested peak hours, its proximity to valuable resources, and physical constraints that would be encountered to alter the highway alignment or design, it is not recommended that major modifications be made to the roadway alignment or basic design in the implementation of this Corridor Management Plan.

This does not mean that all alterations of the roadway alignment or design would necessarily be incompatible. Minor improvements at specific locations may be appropriate, such as accommodating left turn traffic movements or providing additional parking. Likewise, minor alterations in roadway alignment at specific parks or other locations (such as has been suggested within the Capitol Hill neighborhood) may be implemented as part of other community planning initiatives to strengthen community identity, quality, or sense of place. Any such alterations or modifications should take into account the need to protect and enhance the intrinsic resources that characterize the Avenue as a Scenic Byway.

Recommendations

- Give priority to maintaining and upgrading where necessary roadway surfaces, sidewalks, lighting, signage, striping, drainage, landscaping, street trees, and other physical components of the byway. Require timely and quality construction work when repairs or excavations are made. Litter and trash pick-up services should also be a priority.
- Conduct a survey of the Pennsylvania Avenue corridor to assess parking area locations and capacities to identify possible parking improvements, particularly those that would serve visitors to the Scenic Byway. Such improvement projects should be included in the District Department of Transportation’s Capital Improvement Plan.
- Within the West End segment, consider allowing left turns at Pennsylvania and 17th Street, NW during non-rush hours.
- Within the Monumental Core segment in consideration of security needs, open E Street at both ends, and remove on-street parking in the vicinity of 14th Street, NW.
- Resolve the vehicular circulation issues near the White House. Identify a preferred route and provide signage to guide motorists on Pennsylvania Avenue in front of the White House.
- On Capitol Hill, in conjunction with local initiatives, consider the feasibility of Avenue redesign to turn squares into parks at Seward Square and Eastern Market.
- Explore means to reduce peak hour traffic flows across Sousa Bridge.
- East of the River, enforce speed limits and explore traffic-calming measures.



Reduce peak hour traffic flows across Sousa Bridge



DC Ducks Motor Tour



Wide Sidewalks and Alleys of Street Trees



Washington Globe Lights

Streetscape Treatments

A streetscape is the overall impression made by the design, arrangement, and relationship of structures, landscaping, and open space along a street within a block or neighborhood. Streets that attract people tend to offer interesting things to do. They also tend to provide pedestrian-friendly amenities, such as decorative paving or brick sidewalks, trees and planters, gardens and other landscaping, a mix of uses and façades, colorful stores and shops, benches, outdoor cafes, and lighting on a human scale.

The importance of streetscapes is well recognized within the city. The District Department of Transportation has promulgated Downtown Streetscape Regulations for an area immediately north of Pennsylvania Avenue, east of the White House, south of M Street, NW, and west of Union Station. Streetscape improvements are among the responsibilities of DDOT. DDOT has been working with the East of the River Task Force to develop an appropriate streetscape plan along Pennsylvania Avenue in that area. The DC Downtown Business Improvement District also has an active interest in streetscape design.

Recommendations

- Develop a streetscape plan for Pennsylvania Avenue with individual appropriate treatment for the appearance of the byway segments or neighborhoods. Some similar elements may repeat throughout the entire route.
- Develop lighting recommendations in combination with the streetscape plan. Strive for consistency in lighting within each segment and, as use a family of light fixtures (e.g., Washington Globe lights) within the entire corridor, depending on local surroundings and safety needs.
- Conduct a survey of the byway to identify areas where improved street lighting would enhance the roadway.

- In coordination with DDOT, National Park Service, Washington Metropolitan Area Transit Authority, Casey Tree Foundation, and other agencies and organizations as appropriate, additional street trees should be planted along the corridor in parks, medians, green spaces, and walkways. Identify locations where new plantings, either in the ground or in planters, would make the byways and sites more appealing to tourists and local residents.
- In the area near and east of Eastern Market, approximately between South Carolina Avenue, SE and Potomac Avenue, SE, coordinate streetscape improvements with Washington Metropolitan Area Transit Authority.
- Provide landscape enhancement at Barney Circle to create an attractive green space on the west side of Sousa Bridge.
- East of the River, explore the possible installation of attractive, human-scale lighting.

Multi-Modal Strategy

Although Pennsylvania Avenue can adequately handle vehicular traffic volumes associated with visitor and tourist demand, using the roadway as a means of viewing, accessing or experiencing scenic sites can be a daunting task. Traffic volumes, traffic signals, turning vehicles and turning restrictions, double-parked delivery vehicles, pedestrian crossings, and the need to navigate a non-contiguous urban scenic byway will present a visiting driver with a considerable challenge, especially if the driver is trying to enjoy the scenic views as well. Given that many visitors to the city would likely be unfamiliar with the scenic route, attempting to follow the designated byway in heavy traffic conditions and locating parking would add to the challenge of visiting the sites. Fortunately, alternatives to experiencing the Pennsylvania Avenue Scenic Byway by private automobile exist. These modes of transportation include Metro Rail and Metro Bus, bus tours, bicycling,

4

The Component Plans Roadway Plan

and walking the seven-mile scenic route. Use of these modes presents a number of advantages. Traffic congestion and delays are reduced for drivers, and the byway users can choose modes of travel that give them the comfort they desire while experiencing the byway's resources that interest them. Using alternative modes reduces or eliminates the time and costs spent locating parking and provides greater freedom to move from one site to another. Each alternative mode is addressed below along with recommendations to promote their use for traversing the byway.

Metrail, Metro Bus, and the Downtown Circulator

The District of Columbia and surrounding areas are fortunate in possessing one of the finest subway systems in North America. The 102-mile Metro Rail system, operated by the Washington Metropolitan Area Transit Authority (WMATA), serves Washington and the northern Virginia and southern Maryland suburbs with frequent, dependable transit service. All five of the Metro lines (orange, blue, red, green, and yellow) converge in downtown Washington with Metro lines crossing the Avenue at four locations and 13 subway stations located within a ten-minute walk of Pennsylvania Avenue. While the segment east of the Anacostia River is not Metro accessible, nearly the entire byway west of the Anacostia River is within 1,500 feet of a Metro station. Frequent public bus service is provided by WMATA along Pennsylvania Avenue from other areas of the city and suburbs. In addition, the Downtown Circulator, a frequent service in the central business district, crosses Pennsylvania Avenue in seven places.

Motor Tours

There are a variety of privately operated tour buses, vans, and limousines available to visitors, whether they come as individuals or in large groups. Guided tours allow tourists to view many sites without having to drive in an unfamiliar city and locate parking

at every site to be visited. City-wide tours can be valuable to a visitor interested in a general view of DC, while theme-specific tours can offer more in-depth information regarding focused topics such as the National Monuments and museums, African-American heritage or the city's architecture. Motor coach tours are provided by companies such as America's Capital Tour and Gray Line Tours, and van and limousine tours are provided by DC V.I.P. Tours. There are also fixed route tours, which permit access to tour vehicles from designated stops for tourists who wish to visit sites at their own pace. Such tours and transportation are provided by the Tourmobile, a concessionaire with the National Park Service, and Old Town Trolley Tours. Tour information from many of these operators indicates that sites along Pennsylvania Avenue are served, and that portions of the Avenue part of fixed tours. Pennsylvania Avenue can safely accommodate conventional tour buses.

Bicycling

In the Washington, DC metropolitan area, bicycling is an important recreational activity and a means of commuting to work. The Metrorail system allows customers to carry bicycles on board trains during certain hours and all Metrobuses have bicycle racks that accommodate two bicycles, thus expanding and facilitating bicycle use in the area. Bike routes throughout Washington, DC are shown on a commercially available Washington Regional Bike Map, sponsored by the Metropolitan Washington Council of Governments. The District has designated official on-road bikeways; however, Pennsylvania Avenue is not an official bikeway. There are other, unofficial bikeways that are recommended by bicyclists. These routes were reviewed by local governments and deemed safe for prudent, adult users. Only short segments of Pennsylvania Avenue are shown as part of these routes, particularly around and immediately west of the Capitol.

Metro Rail Stations Providing Best Access to the Pennsylvania Avenue Byway

Orange or Blue Lines

- Foggy Bottom
- Farragut West
- McPherson Square
- Metro Center
- Federal Triangle
- Eastern Market
- Potomac Avenue

Red Line

- Metro Center
- Union Station

Yellow/Green Lines

- Archives/ Navy Memorial



Metrail Map



Wide Sidewalks in the Monumental Core

Regional multi-use trails that accommodate bikes include the Capital Crescent Trail from Georgetown to northwest Maryland; the C&O Canal tow path trail from Georgetown to western Maryland; and the Rock Creek Park trail from the National Mall to Chevy Chase and Bethesda, Maryland. The National Mall and surrounding National Park Service parklands, the Fort Circle Parks and some parkland along the Anacostia River also provide multi-use trails. A new trail, the Metropolitan Branch Trail, is under design and will provide a bikeway from Union Station to Takoma Park in the northeastern portion of the District and Silver Spring, Maryland; it will also link to a future northern extension of the Capital Crescent Trail and to the Northwest Branch Trail in Prince George's County, Maryland. Additional bicycle trails are being incorporated into the Anacostia Waterfront Initiative.

Recreational bicycling the entire length of Pennsylvania Avenue is only encouraged when dedicated, safe bikeways become available the entire length of the Byway. In the meantime, it is possible to bicycle to many of the byway's resources. For example, bicycling is popular along the wide footpaths of the National Mall, especially on weekends or summer evenings. Because the Mall is connected to the Capital Crescent, Rock Creek, and C&O Canal trails, and to the system of trails in Arlington and Northern Virginia via the Memorial, Key, and George Mason Bridges, it also serves as an ideal regional gateway for bicyclists to the some of the most noted resources of the Pennsylvania Avenue Scenic Byway. From the Mall, visitors can view the White House via Ellipse and Lafayette Square. Similar access via north-south streets carrying relatively lower volumes of traffic, such as 10th Street and 6th Street, can be made to sites between the Capitol and White House. The numerous roadways, paths, and walkways surrounding the Capitol also lend themselves to bicycle use.

Certain wide portions of the Avenue may lend themselves to des-

ignated bicycle lanes. These sections include the Avenue from the Anacostia River to Independence Avenue on Capitol Hill, which is characterized by wide, multiple travel lanes and a wide, raised median area. Another section is from the Capitol to Freedom Plaza, which is characterized by wide travel lanes, limited parking, and an at-grade median. The portion from 15th Street to 17th Street NW in front of the White House, where vehicular traffic is prohibited, could also be designated as a bikeway.

Designating a contiguous, safe, and clearly marked bikeway along the Avenue from the Anacostia River to the White House should be explored. While portions of the Avenue east of the Anacostia River and in the West End may not have sufficient right-of-way, clearance, or lane widths to presently allow for bicycle lanes, future modification of some roadway elements should not be ruled out so that a bike lane or trail can be designated for the full length of Pennsylvania Avenue.

Walking

Almost the entire length of Pennsylvania Avenue is paralleled by sidewalks. Only a short section on the south side of the Avenue, adjacent to Fort Davis Park, between 33rd Street and Alabama Avenue, SE, lacks a sidewalk. Pedestrians can safely navigate the entire length of the Scenic Byway, although caution is necessary in crossing heavily traveled streets. These streets include Minnesota Avenue, the on-ramp to the Anacostia Freeway, Independence and Constitution Avenues, 14th Street and 17th Street, NW, and Washington Circle.

Experiencing the byway on foot can be a rewarding experience because it allows the pedestrian to spend as much time at individual sites as the walker desires. It also allows the pedestrian easy access to the details of a site, which can be rewarding for persons interested in, for example, architectural details of buildings,



Pedestrian Amenities: Street Trees and Benches

4

The Component Plans

Roadway Plan

informative plaques and signs, and photographic and panoramic views. Walking also presents opportunities for byway users to readily experience the neighborhoods, culture, and amenities of the city. Stopping for a snack at local restaurants, discovering new stores, and enjoying local cultural institutions brings the walker into close contact with city residents. Walking is also the way to experience the several DC Heritage Trails, which offer well-interpreted tours adjacent to Pennsylvania Avenue. By combining use of public transportation with walking, a byway user can easily navigate nearly the entire length of the byway in several hours.

Recommendations

- Coordinate with Washington Metropolitan Area Transit Authority (WMATA) for identifying the Pennsylvania Avenue Scenic Byway on neighborhood maps posted in Metrorail stations and in public literature available from WMATA.
- Post directional signs by WMATA in appropriate Metro stations, indicating that the Scenic Byway is a nearby destination.
- Identify the Scenic Byway in WMATA promotional and informational materials, where appropriate.
- Support and promote bicycle-Metrorail and Metrobus connections.
- Develop an informational package for tour operators that highlights Pennsylvania Avenue as a destination or route and provide information on intrinsic resources, as needed.
- Identify and coordinate with local tour bus and van operators who would have interest in adding the Pennsylvania Avenue Scenic Byway as either a tour highlight or a separate tour.
- Identify and coordinate with long-distance and out-of-state tour bus operators who may use Pennsylvania Avenue as an access route to central Washington to determine their interest in highlighting the byway as buses enter or depart the city.
- Working with the City's Bicycle Advisory Committee, the Office of Planning, and bicycle advocacy groups such as the Washington Area Bicyclist Association, explore the feasibility of designating and signing portions of Pennsylvania Avenue as a bike route. Implementation may require roadway modifications or restrictions, such as eliminating parking at critical locations.
- Coordinate with and support development of bicycle and pedestrian access from the Sousa Bridge with the Anacostia Waterfront Initiative.
- Develop and post directional signage or designate specific bicycle routes for bicyclists to safely access from the National Mall to byway resources along Pennsylvania Avenue between the Capitol and the White House.
- Coordinate potential designation and routing of bicycle trails within the corridor with other planning initiatives, such as the Metropolitan Branch Trail and Anacostia Waterfront Initiative.
- Provide bicycle parking and temporary locker facilities where needed.
- Explore the feasibility and sources of funding for designation, design, and implementation of the entire length of the Pennsylvania Avenue as an officially-designated bikeway.
- Develop and disseminate promotional materials and maps for pedestrian use. Such materials should focus on interesting places in each byway segment and, as appropriate, include information about local retail establishments or commercial areas providing visitor services. These materials should be available at hotels, information kiosks, convention and meeting locations, and bus and trains stations.
- Coordinate with heritage tourism organizations to promote walking tours of areas within or near the Pennsylvania Avenue corridor.



Improve access to waterfront trails from the Sousa Bridge



Enhance Bike Trails within the Corridor

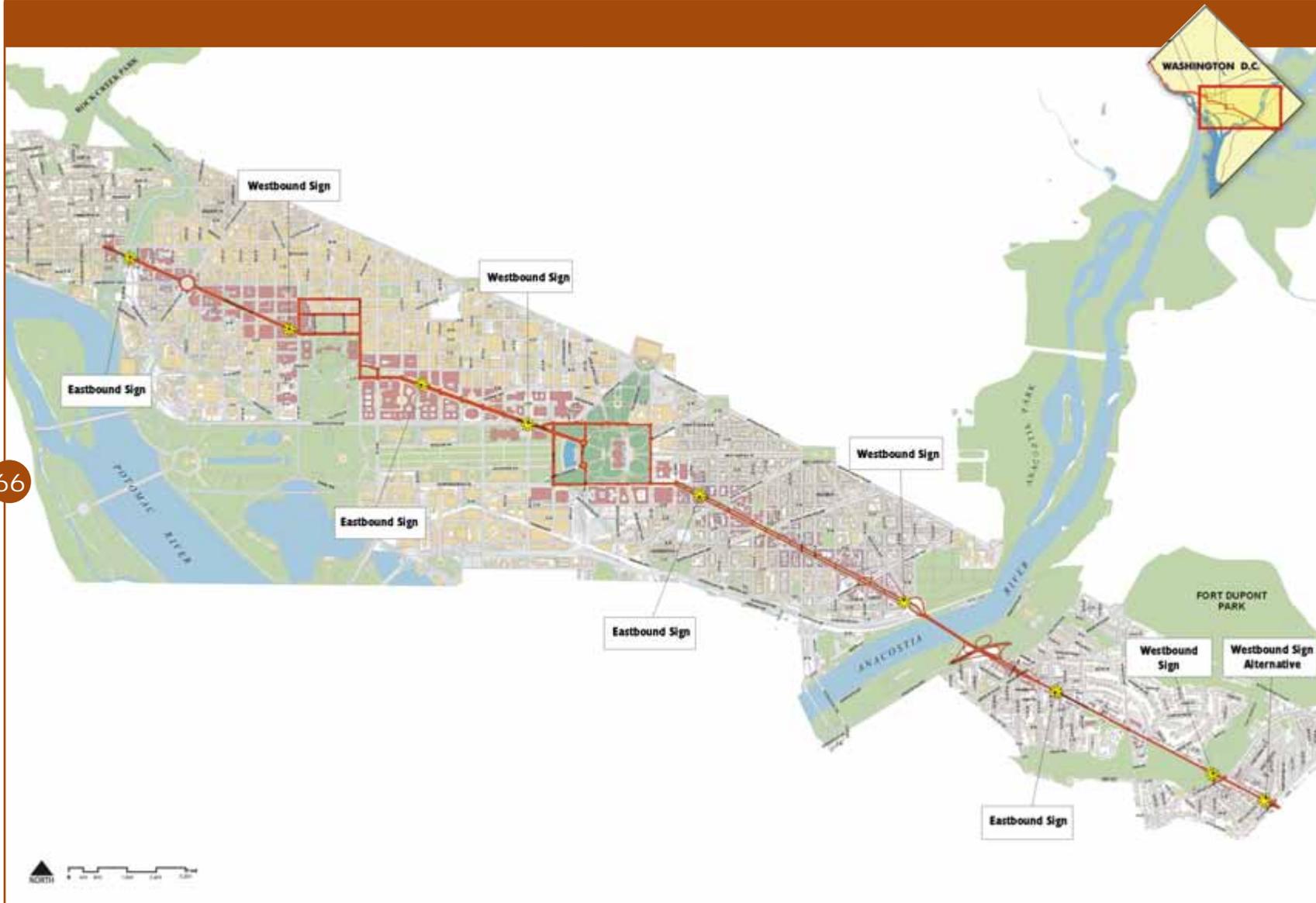


Fig. 4-3 SIGNAGE PLAN

4

The Component Plans Commerce and Facilities Plan

Plan for Managing Development

To a large extent, the framework for managing development is already in place. Each of the byway Planning Partners described in Chapter Two has its own review mechanisms for activities within its jurisdiction.

It is anticipated that designation of Pennsylvania Avenue as an All-American Road would not increase traffic, nor is it likely to result in large-scale growth along the byway. Designation and plan implementation would not interfere with existing commercial traffic or access to businesses. No major additional services for the traveler are proposed. The District Department of Transportation and the byway management organization will review and institute measures as part of normal city road maintenance to help ensure the safety of sightseers in personal vehicles, bicyclists, and pedestrians.

Signage Plan

The entire length of Pennsylvania Avenue is saturated with existing signs. Nearly every lamp post and utility pole has some sort of sign on it, mostly providing parking information. Other signs provide directional information: One Way, Do Not Enter, Downtown Washington, Snow Emergency Route, Verizon Center, Eastern Market, Stadium Armory, and AMTRAK, to name just a few. In addition, large signs on the John Philip Sousa Bridge announce access to the Anacostia and Southeast Freeways. The Avenue's intersection with Minnesota Avenue, SE appears particularly cluttered, partly because a number of streets intersect with the Avenue in this area.

Nevertheless, the Avenue should be identified to travelers as a scenic byway. Signs should be kept to a minimum. For vehicles, two signs are recommended for each segment of the byway: one for westbound traffic and one for eastbound traffic. Where

possible, the byway sign should be located near a significant vista or place that reinforces the Pennsylvania Avenue themes. For example, East of the River, westbound, the sign could be located just over the crest of the hill, where the Capitol building first comes into view. A byway sign at this location would serve as a visual explanation for why the Avenue is designated a scenic byway. Signs are also important at the "gateway" locations. Near the Maryland state line, a scenic byway sign could be installed after the directional sign indicating "Downtown Washington" on the right-hand side of the Avenue.

Any signs marking the Scenic Byway, and any developed to identify or interpret corridor resources, should be consistent in hardware and message design with the city's new wayfinding sign system. The one exception to this rule would be any new signs that the National Park Service might develop to be consistent with their existing sign designs.

For pedestrians, informational and direction signs should be placed at locations that would support pedestrian use of the byway, as recommended under the Multi-Modal Plan. Such signage would help pedestrians and bicyclists find their way along the non-contiguous portions of the byway, such as Independence and Constitution Avenues, the walkways through the Capitol grounds, or along 15th and 17th Streets, NW.

Compliance with Outdoor Advertising Laws

At the federal level, the Highway Beautification Act of 1965 (23 USC 131) controls outdoor advertising on Interstates and other roadways. A section of this act permits the existence of signs lawfully in existence on October 22, 1965, as determined by the state (District). An amendment to this act applies to state scenic byway programs.



Example of an Informative Sign



Example of a Wayfinding Sign



Existing 'Welcome to Washington' sign at the MD State Line (Pennsylvania Avenue, SE)



Existing Wayfinding Signs could be enhanced with a Byways logo and identification of nearby resources

The District of Columbia has a long-standing tradition of banning billboard advertising. The District zoning regulations prohibit billboards in historic districts and in the central business district. Erection of a billboard elsewhere requires a permit administered by the District Department of Consumer and Regulatory Affairs, and the billboard must comply with size restrictions; presently, the District has a moratorium on erecting new billboards. There are no billboards along Pennsylvania Avenue, and this plan supports continued strict controls of outdoor advertising within the corridor.

Recommendations

- Pennsylvania Avenue Scenic Byway signs should be placed strategically along the byway to be readable by travelers in vehicles, on bicycles, or on foot. These signs should direct byway users along the route and, in the vicinity of the Capitol and White House, help direct users back onto Pennsylvania Avenue from other streets. These signs should be consistent in hardware and message design with the city's new wayfinding sign system.
- Identify which byway resources on or near the byway need directional signs. Design, fabricate, and install these directional signs, keeping them consistent in hardware and message design with the city's new wayfinding sign system
- Identify the Pennsylvania Avenue Scenic Byway on existing kiosks.
- Develop and place informational and direction signs at locations that would support pedestrian use of the byway. This is important in directing pedestrians along the non-contiguous portions of the byway, such as Independence and Constitution Avenues, the walkways through the Capitol Grounds, or along 15th and 17th Streets, NW.

- Develop and place signs to direct pedestrians on other walkways, such as along the National Mall, to Pennsylvania Avenue. Such signage should be coordinated with signage for directing bicyclists for the same purposes.

4

The Component Plans

Suggested Vehicle Byway Sign Locations

Byway Segment	Travel Direction	Location on Pennsylvania Avenue	Jurisdiction
West End	East-bound	Immediately west of Meigs Bridge over Rock Creek 1900 block NW	DDOT NPS
West End	West-bound	West of the White House (1700 block NW) 2400 block NW	DDOT
Monumental Core	East-bound	400 or 600 block NW 1400 block NW	DDOT NPS
Monumental Core	West-bound	400 block NW 1200 block	NPS DDOT, AOC
Capitol Hill	East-bound	300 block SE (outside AOC jurisdiction) 1000 block SE	DDOT NPS
Capitol Hill	West-bound	Barney Circle (west of Sousa Bridge, 1600 block SE) 700 block SE	DDOT NPS
East of the River	East-bound	At L'Enfant Park 2800 block SE	DDOT
East of the River	West-bound	Crest of the hill, west of Alabama Avenue, SE Immediately west of MD state line (Southern Ave, SE)	DDOT NPS



5

IMPLEMENTATION The Byway Organization

The Advisory Committee has played a crucial role in the development of this Corridor Management Plan (CMP).

To continue this momentum, the involvement of these member organizations should continue into the implementation phase as a formal byways organization.

As the lead agency for this CMP and the identified scenic byway agency for the District of Columbia, DDOT provides leadership in byway planning and serves as the official applicant for federal funds. But further management and organization is needed. The DC Scenic Byways Program must take steps to further define its long-term management structure and to set up a responsible entity dedicated to the vision and objectives of this plan.

Another major participant in the byway program should be the DC Office of Planning. This office, through its Neighborhood Planning program, has assigned professional planners to each of the city's wards. With their constituents, these Neighborhood Planning Coordinators have developed a database of potential projects, many of which may be compatible with this plan. These planners and participating citizens can play an important role in implementing this plan by developing neighborhood improvement projects that are eligible for funding under the National Scenic Byways Program.

The third District agency to be involved in this plan and the DC Byways Program is the Office of the Deputy Mayor for Planning and Economic Development. This office assists the Mayor in the coordination, planning, supervision, and in some cases execution of all programs, policies, proposals, and functions related to economic development in the District of Columbia. The Deputy Mayor serves as a liaison between the Mayor and the business and development communities and other agencies. This office

also works with the Washington DC Marketing Center, a public-private partnership, to market the District to the business and retail community.

Finally, and most important, this CMP and the DC Byways Program overall will be most effective if they are backed by an active partnership of stakeholder agencies, tourism and cultural heritage organizations, and citizen groups. Agencies need to see that the plan is supportive of their own initiatives. Community groups need to perceive this plan as a device to bring about desirable changes to their communities. All stakeholders need to be able to take "ownership" of the plan.

The Byway Organization should:

- develop a mission statement describing the purpose of the group;
- meet regularly to review the status of implementation projects;
- review goals, add new objectives, and retire completed objectives;
- prepare annual action plans; and
- make recommendations to DDOT for funding applications.

It is important to periodically evaluate the long-term success of the objectives of the CMP. DDOT should develop measurable standards for reviewing the management of the byway, such as the success of the signage program, the marketing efforts, the condition of the roadway, and the availability of funding. The Byway Organization should assist DDOT in conducting periodic reviews of the standards

Recommendations made in this Corridor Management Plan are summarized in the matrix on the following pages. Implementation of these measures cannot be scheduled in detail at this time; therefore, these potential actions are categorized as near-term (within one year), mid-range actions (more than one and less than five years), and long-term actions (more than five years).

Priority Recommendations

The following pages provide a complete list of recommendations, compiled from the Component Plans in Chapter 4. The recommendations include suggestions for agencies that could partner together to accomplish the recommendation, as well as a timeframe for completion of the recommendation: near-term (less than 1 year from adoption of this plan); mid-term (5 to 20 years); or long-term (more than 5 years).

The ten recommendations listed below represent the 'Priority Recommendations' from the compiled list, as determined by Advisory Group members and project planners. These priority recommendations should be the focus of initial planning efforts.

- Support East of the River revitalization efforts along Pennsylvania Avenue
- Improve East of the River streetscape amenities, lighting and plantings
- Enhance landscaping around Eastern Market Metro station
- Plant additional shrubs and trees throughout the corridor, especially in parks and larger open spaces, paying particular attention to native species.
- Develop a distinctive logo and sign design for the Byway; fabricate and install in prominent locations along the corridor.
- Develop a tour guide/brochure about the Byway, distribute it to visitor service organizations and publicize the effort.
- Apply for additional federal funding to prepare an interpretation plan.
- Develop bicycle and pedestrian access from the Sousa Bridge to the Anacostia River waterfront.
- Enforce speed limits and explore traffic calming measures East of the River
- Explore the feasibility of designating and signing portions of Pennsylvania Avenue as a bike trail.

Acronyms

ANC - Advisory Neighborhood Commission

AOC - Architect of the Capitol

AWI - Anacostia Waterfront Initiative

BRMS - Barracks Row Main Street

CHAMPS - Capitol Hill Association of Merchants and Professionals

CHRS - Capitol Hill Restoration Society

DCDPW - District of Columbia Department of Public Works

DDOT - DCDPW's Division of Transportations

DC HTC - District of Columbia Heritage and Tourism Coalition

DC OP - District of Columbia Office of Planning

DC OP/HPD - DC OP Historic Preservation Division

DT DC BID - Downtown District of Columbia Business Improvement District

FHWA - Federal Highway Administration

Foggy Bottom HD - Foggy Bottom Historic District

ICPRB - Interstate Commission on the Potomac River Basin

NPS - National Park Service

PEPCO - Potomac Electric Power Company

WABA - Washington Area Bicyclists Association

WCTC - Washington Convention and Tourism Coalition

WMATA - Washington Metropolitan Area Transportation Authority

5 Implementation Recommendations Summary

Recommendation	Suggested Partner Agencies	Timeframe for Completion
Maintenance & Enhancement Plan		
Redesign and visually screen the parking area in front of the Capitol building.	Near-term	Near-term
Rehabilitate boarded-up and derelict structures along the corridor	DC OP, ANCs	Mid-term
Improve landscaping and plant additional trees around Eastern Market Metro Station.	WMATA, NPS, DDOT	Near-term
Improve the signage marking access to Congressional Cemetery.	Assoc. for Preservation of Historic Congressional Cemetery	Mid-term
Enhance landscaping at Barney Circle.	NPS, DDOT	Near-term
Provide visual buffers and landscaping improvements at the Anacostia Freeway interchange.	FHWA, PEPCO	Near-term
Bury or remove overhead utility lines at the Anacostia Freeway Interchange.	FHWA, PEPCO	Long-term
Improve East of the River streetscape, plantings, and lighting.	NPS, ANCs, DDOT	Mid-term
Enhance street plantings near 30th & 31st Streets SE to frame first views of the Capitol.	DDOT	Near-term
Support efforts to improve water quality and reduce pollution in Rock Creek and the Anacostia River.	AWI, NPS, ICPRB	Long-term
Plant additional trees and shrubs along the corridor, particularly within parks and larger open spaces where particular attention can be given to restoring native vegetation.	Casey Foundation, NPS, DDOT	Mid-term
Preserve historic buildings on Capitol Hill.	DC OP/HPD, CHRS, ANCs	Long-term
Support the preservation of historic buildings in West End.	Foggy Bottom Historic District	Long-term
Support cultural heritage tours of historic venues; link historic interpretation tours and share signage.	ANCs, DDOT, DC HTC	Mid-term
Support Washington Convention and Tourism Corporation efforts to market and promote Washington, DC.	DC HTC	Near-term
Preserve threatened historic buildings, such as the Old Naval Hospital and Eastern Market.	DC OP, CHRS, ANCs	Long-term
Improve signage for historic resources of Fort Davis to enhance visitors' experience and increase awareness of Civil War earthworks.	NPS	Mid-term
Explore Enhancing the Use of Freedom Plaza	DC OP, NPS	Mid-term
Promote use of the Federal Triangle area.	NCPC, CFA, DTBID, Penn Quarter	Mid-term
Create a node near 7th and 8th Streets SE at the proposed memorial site to capitalize on ongoing revitalization efforts.	NCPC, NPS, CFA, DC OP, CHRS, BRMS, CHAMPS	Mid-term

Recommendation	Suggested Partner Agencies	Timeframe for Completion
Support improved access to the Anacostia River from nearby neighborhoods	AWI, ACC	Mid-term
Support East of the River neighborhood revitalization efforts along Pennsylvania Avenue.	Penn Ave Gateway Project, NPS, DC OP	Mid-term
Enhance parks along Pennsylvania Avenue to the east of the Potomac River; develop a L'Enfant-style park as a community resource; consider expanding Twining Park to match the twin-triangle parks located west of the Potomac River.	NPS, DC Metropolitan Police Department (to address location of substation in Twining), DC OP	Mid-term
Support efforts to enhance signage, landscaping, and other amenities at Southern Avenue as a gateway to DC. Explore this site as a location for an information kiosk.	Penn Ave Gateway Project, DC OP	Mid-term
Investigate and assess the prehistoric resources of the Anacostia River waterfront and provide interpretation of Native American settlement and occupation.	NPS, DC OP/HPD	Mid-term
Develop pedestrian and bicycle access to the Anacostia River waterfront on both sides of Sousa Bridge.	AWI, DC OP, NPS, WABA	Mid-term
Improve shoreline facilities to expand public use of watercraft on the Anacostia River.	NPS, AWI	Long-term
Designate and improve bicycle trails along the Avenue and connect to adjacent trails.	DDOT, NPS, WABA	Mid-term
Explore and provide additional opportunities for winter ice skating.		Long-term
Visitor Experience		
Apply for additional federal funding to prepare an interpretation plan.	DDOT	Near-term
Develop and install interpretative signs.	DC HTC, DDOT	Mid-term
Conduct a scenic view analysis; identify features that detract from the views.	DDOT	Near-term
Coordinate with information centers to ensure that byway information is readily available; provide links between visitor centers and other key locations in the city; develop tours that originate from the visitor centers.	DC Marketing Center, Deputy Mayor, DC Chamber of Commerce	Mid-term
Develop a "Photo-Op Stop" plan for the Byway.	DDOT	Near-term
Tourism Marketing and Promotion		
Apply for federal funding to prepare a byway-related tourism, marketing, and promotion plan.	DDOT, DC HTC	Near-term
Obtain additional input on desired levels of tourist activities from appropriate Advisory Neighborhood Commissions and other interested parties.	DDOT, DC HTC	Near-term
Adapt the existing District Byway Program logo to create a separate, distinctive logo that identifies the Pennsylvania Avenue Scenic Byway.	DDOT	Near-term
Design and install signs that mark the Pennsylvania Avenue Scenic Byway and, where appropriate, indicate direction to the byway.	DDOT	Near-term
Translate existing and proposed tourism brochures into other languages.	WCTC, DC HTC	Near-term

5

Implementation Recommendations Summary

Recommendation	Suggested Partner Agencies	Timeframe for Completion
Publicize the byway and its resources through the efforts of the DC Heritage Tourism Coalition and the Washington, DC Convention and Tourism Corporation.	DDOT, DC HTC, WCTC	Near-term
Market to existing tour group operators, both national and international, particularly those seeking new cultural tourism tours.	WCTC	Mid-term
Advertise in magazines specializing in vacation and travel, American history, architecture, and other related subjects.	WCTC	Mid-term
Obtain media coverage by issuing press releases.	WCTC	Mid-term
Solicit assistance from the National Scenic Byways Resources Center and attend the SBRC/FHWA biennial national conference.	DDOT	Mid-term
Mention the Pennsylvania Avenue Scenic Byway in heritage trail brochures and other city tourism literature.	WCTC	Mid-term
Promote the byway to ethnic groups and people of color. Reach out specifically to the African American travel market.	WCTC, DC HTC	Mid-term
Support Cultural Tourism DC's work on a strategic cultural heritage tourism plan for the city in collaboration with the Washington, DC Convention and Tourism Corporation.	DDOT, WCTC, DC HTC	Mid-term
Identify sites that need work to make them tourist-ready.	DDOT, WCTC	Near-term

Roadway Modifications

Give priority to maintaining roadway physical components of the byway and streetscape; require timely and quality construction work; give priority to litter and trash pick-up services	DDOT	Long-term
Conduct a survey of Pennsylvania Avenue to assess parking capacities and improvements.	DDOT	Mid-term
Consider allowing left turns at Pennsylvania and 17th Street during non-rush hours.	DDOT	Mid-term
Open E Street at both ends; remove parking at 14th Street.	DDOT	Near-term
Resolve vehicle restrictions near the White House.	NCPC, DC OP, DDOT	Near-term
Consider feasibility of Avenue redesign to turn squares into parks at Seward Square and Eastern Market Metro Station.	NPS, DDOT	Mid-term
Explore means to reduce peak hour traffic flows across Sousa Bridge.	DDOT	Mid-term
Enforce speed limits and explore traffic-calming measures East of the River.	DDOT	Mid-term

Streetscape Treatments

Develop a streetscape plan for the Avenue with appropriate treatment for byway segments, neighborhoods, and districts.	DDOT, NPS	Near-term
Develop lighting recommendations in combination with the streetscape plan; explore the possible installation of attractive, human-scale lighting East of the River.	DDOT	Near-term

Recommendation	Suggested Partner Agencies	Timeframe for Completion
Conduct a survey of the byway to identify areas where improved street lighting would enhance the roadway.	DDOT	Near-term
Plant additional trees in parks, medians, green spaces, and walkways in the area near and east of Eastern Market improve streetscape.	NPS, DDOT	Near-term
Multi-Modal Strategy		
Identify the Scenic Byway on neighborhood maps posted in Metro Rail stations and in appropriate public literature available from WMATA.	WMATA	Mid-term
Post directional signs by WMATA in appropriate Metro stations indicating the Scenic Byway as a nearby destination.	WMATA	Mid-term
Support and promote bicycle-Metro Rail connections.	WMATA, WABA	Near-term
Develop an informational package for tour operators.	WCTC	Near-term
Identify and coordinate with local tour bus and van operators to add the Scenic Byway as a tour highlight, destination, or separate tour.	WCTC, DC HTC	Near-term
Identify and coordinate with long-distance and out-of-state tour bus operators to determine their interest in highlighting the byway as buses enter or depart the city.	WCTC, DC HTC	Near-term
Explore the feasibility of designating and signing portions of the Byway as a bike trail.	DDOT, NPS	Near-term
Develop and post directional signage or designate specific bicycle routes for bicyclists to safely access from the National Mall byway resources along Pennsylvania Avenue between the Capitol and the White House.	DDOT, WABA	Mid-term
Coordinate potential designation and routing of bicycle trails with other planning initiatives such as the Metropolitan Branch Trail and Anacostia Riverfront Initiative.	DDOT, WABA, AWI	Mid-term
Investigate the need and appropriate locations for bicycle parking and locker facilities.	DDOT, WMATA, WABA	Mid-term
Explore the feasibility and sources of funding for designation, design, and implementation of the entire Scenic Byway as a bikeway.	DDOT, WABA	Near-term
Develop and disseminate promotional materials and maps for pedestrian use.	DDOT, WCTC	Mid-term
Promote walking tours of areas within or near the Pennsylvania Avenue corridor.	DDOT	Mid-term
Commerce and Facilities		
Place Pennsylvania Avenue Scenic Byway signs strategically along the byway.	DDOT	Near-term
Identify byway resources that merit directional signs; design, make and install these signs.	DDOT	Near-term
Identify Pennsylvania Avenue Scenic Byway on existing kiosks.	DDOT, NPS	Near-term
Develop and place informational and direction signs at locations that would support pedestrian use of the byway.	DDOT, DC OP	Near-term
Develop and place signs for assisting pedestrians on other walkways.	DDOT, NPS	Near-term

5

Implementation Public Participation and Review

Public Participation Plan

Public participation in byway planning is essential. In the development of this Corridor Management Plan, DDOT identified an extensive list of byway stakeholders (Appendix A) to whom information and meeting notices were sent. Among these stakeholders are property owners, businesses, jurisdictional agencies, bicycle advocacy groups, tourism-promoting organizations, neighborhood revitalization task forces, historical societies, and elected representatives.

DDOT has coordinated with these stakeholders, local communities, and participating agencies to identify byway-related issues and potential improvements. The general public has been informed of the progress on byway planning through public meetings and information posted on the DDOT Web site.

The success of this plan depends on “buy in” from an active and diverse group of stakeholders. Stakeholders should see the plan as a tool to realize benefits and objectives discussed in Chapter 1, such as the protection of important resources, stimulation of desired economic development, improvement of transportation systems, improvement of recreational opportunities, and enhancement of quality of life. Stakeholder and public involvement will continue as the plan is implemented, and DDOT will continue to involve the general public through press releases, public meetings, and information on its website. By means of a survey or interactive Web site, DDOT may solicit ongoing input from stakeholders about byway implementation.

Public involvement through the DC Office of Planning’s Neighborhood Planning Coordinators for each ward is an important method of meaningful participation. This Corridor Management Plan recommends that “Possible Scenic Byway Projects” be an ongoing item on agendas for neighborhood planning meetings.

Review & Enforcement Mechanisms

As the lead agency for implementation of the Corridor Management Plan, the District Department of Transportation would be responsible for reviewing progress and compatibility of plan development. This responsibility would be supported by the DC Office of Planning and the Office for Planning and Economic Development within the pre-defined roles that these offices would play in the implementation of the plan.

Review activities would consist of two primary actions:

- (1) review, and approve where appropriate, individual initiatives and projects that are supportive of the All-American Road designation; and
- (2) regularly review the program as a whole to assure continuing compliance with FHWA guidelines and requirements.

Enforcement mechanisms for the protection and enhancement of the intrinsic resources that define Pennsylvania Avenue as an All-American road are largely in place today. Current zoning ordinances restrict outdoor advertising and protect scenic resources and vistas. Effective review and approval of actions that may affect historic resources are likewise on the books both within the District and within the authorities of the National Park Service. Other enforcement mechanisms exist within the District of Columbia for the regulation of traffic, construction in public rights-of-way, allowable building heights, land use, and similar urban activities and functions that could affect the character and function of Pennsylvania Avenue.

As part of the development of a detailed funding plan for the Pennsylvania Avenue Corridor Management Plan, mechanisms for the oversight of the expenditure of public funds for the enhancement of resources will be developed and implemented.



5 Implementation Funding Sources

Funding for the recommendations and initiatives presented in this corridor management plan must come from a multitude of sources. The Avenue touches upon or traverses through areas under the jurisdiction of various governmental entities such as the District of Columbia, the National Park Service, the General Services Administration, and the Architect of the Capitol. Likewise, numerous citizen, community, tourism, recreational, and other interest and stakeholder groups have launched or are pursuing various programs and initiatives, sometimes privately-funded, that can be supportive of the designation of Pennsylvania Avenue as a National Scenic Byway. In turn, these same programs and initiatives may be enhanced through the designation of the Avenue and the enhancement and protection of the intrinsic values that support that designation.

National Scenic Byways Grant-Eligible Projects

Under the National Scenic Byways Program (23 CFR 162), a variety of projects are eligible for federal assistance. The federal share of the cost of carrying out the project is usually 80-percent. The Secretary of Transportation and FHWA are not allowed to issue grants for any project that would not protect the scenic, historical, recreational, cultural, natural, and archaeological integrity of a roadway and adjacent areas. The following types of projects are eligible for funding under the National Scenic Byway Program:

- An activity related to the planning, design, or development of a state (District) scenic byway program.
- Development and implementation of a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor, while accommodating increased tourism and development of related amenities.
- Safety improvements to a state (District) scenic byway, National Scenic Byway, or All-American Road to the extent

that the improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the roadway as a result of the designation of scenic byway, National Scenic Byway.

- Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement, passing lane, overlook, or interpretive facility.
- An improvement to a scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.
- Protection of scenic, historical, recreational, cultural, natural, and archaeological resources in an area adjacent to a scenic byway.
- Development and implementation of a scenic byway marketing program.

Recommendations

Continue to seek funding from FHWA to:

- Develop and implement detailed plan initiatives, including a detailed short-term and long-term funding program.
- Design and construct basic byway guidance signage and information systems.
- Improve access to the intrinsic resources that define the Avenue.
- Design and construct improvements to the roadway, pedestrian and bicycle facilities to support use of the Avenue by scenic byway users.
- Protect historic and cultural resources that define and support the roadway as a National Scenic Byway.
- Develop and disseminate tourist and user information to the public.

Other Funding Sources

In addition to funding from FHWA, byway program managers will seek and combine funding from other sources to fully implement the corridor management plan. This would entail efforts, for instance, to coordinate private funding for tree plantings with other public roadway improvement funds to assure complete and compatible enhancement of natural resources along the corridor. Likewise, federal funding may be leveraged in support of privately funded initiatives for protection of historic resources that are supportive of the National Scenic Byway designation.

Where funding of byway enhancement or conservation needs do not directly involve the byway program, the byway organization should still play at least an advisory roll in defining the priorities and compatibility requirements for initiatives that potentially affect byway resources. In that regard, it is recommended that liaison mechanisms be developed with all public and private entities that would potentially fund actions along Pennsylvania Avenue that could affect the resources and operation of the roadway.

Funding for byway projects may be obtained from a number of transportation-related and other sources. This plan encourages creativity in funding byway projects by cost-sharing with other city projects, and by accomplishing byway objectives as part of established programs.

Funding for byway projects that are routinely used to enhance or improve transportation facilities may be available through DDOT, as well as from federal and private sources. These funds may be specified for any expenses related to the development or maintenance of the Scenic Byway at the discretion of DDOT. Several options for funding methods that DDOT may pursue are as follows:

- DDOT may apply for Federal Highway Enhancement money.
- DDOT may request financial support from the District of

Columbia Transportation Capital Authority or from FHWA to fund and implement specific projects along the byway (i.e., bike and pedestrian paths, safety improvements related to byway use, and signage).

- DDOT may pursue innovative financing, such as enlisting private partners willing to participate in developing a specific byway project.
- A sponsorship program, similar to the “Adopt a Highway” program, could provide sponsors for a particular segment of the byway.
- Businesses and cultural institutions within communities could commit funds to maintain and administer specific aspects of the byway within their neighborhoods. For example, support from the World Bank may be used for byway enhancement in the West End segment.
- Upon approval by the DC government, DDOT may offer businesses the opportunity to advertise in the marketing and interpretive materials generated for the byway as a way of raising money for the maintenance, operation, and improvement of the byway.
- Funding for specific enhancements or improvements to viewsheds, parklands, private properties may be obtained through other DC offices or departments, federal agencies, non-profit groups, or stakeholders.

5

Implementation

Designation as an All-American Road

As a final and crucial step in the implementation of this plan, the Byway Management Organization should nominate Pennsylvania Avenue for designation as an All-American Road. This is a step that must occur later in the implementation process because it is required that resource protection tools be in place for designation.

An All-American Road under the National Scenic Byways Program must be a destination unto itself. The roadway must provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the road a primary reason for their trip. To be an All-American Road, the byway's intrinsic qualities should represent the Nation, the significance of the resources should be recognized nationally, and the byway should have special features that do not exist elsewhere.

Many of the abundant resources of Pennsylvania Avenue, particularly those related to culture, history and the District's "urban scenery," are resources of national significance. The following table summarizes these All-American Resources.

Pennsylvania Avenue All-American Resources

Rock Creek Park	S, N, H, R
Monroe House / Arts Club of Washington	H, C
The Octagon	H, C
Blair House	H
Presidents' Park	S, H, C
The White House and White House Grounds	S, N, H, C
The Ellipse	S, H, C
Lafayette Square	S, H, C
Pennsylvania Avenue National Historic Site	S, H, C
Federal Triangle	H, C
Old Post Office Building	H, C
National Mall and Monument Grounds	S, H, R
National Museum of Natural History	N, C
National Museum of American History	H, C, A
National Museum of the American Indian	H, C, A
National Archives	H, C
Ford's Theatre and the Petersen House	H, C
National Council of Negro Women	H, C
U.S. Botanic Gardens and Bartholdi Park	S, N, H, C
United States Capitol and Capitol Grounds	H, C
United States Supreme Court	H, C
Capitol Hill Historic District	H, C
Library of Congress	H, C
Old Naval Hospital	H, C
Congressional Cemetery	H, C
The Anacostia River	S, N, H, C, A, R
Fort Dupont Park	S, N, H, C, A, R
Fort Davis	S, N, H, C, A, R

Resource Key:

- S = Scenic
- N = Natural
- H = Historic
- C = Cultural
- A = Archaeological
- R = Recreational