ENVIRONMENTAL ASSESSMENT

Pennsylvania Avenue At The White House

Federal Lands Highway

1983 2003

FHWA

Prepared by the

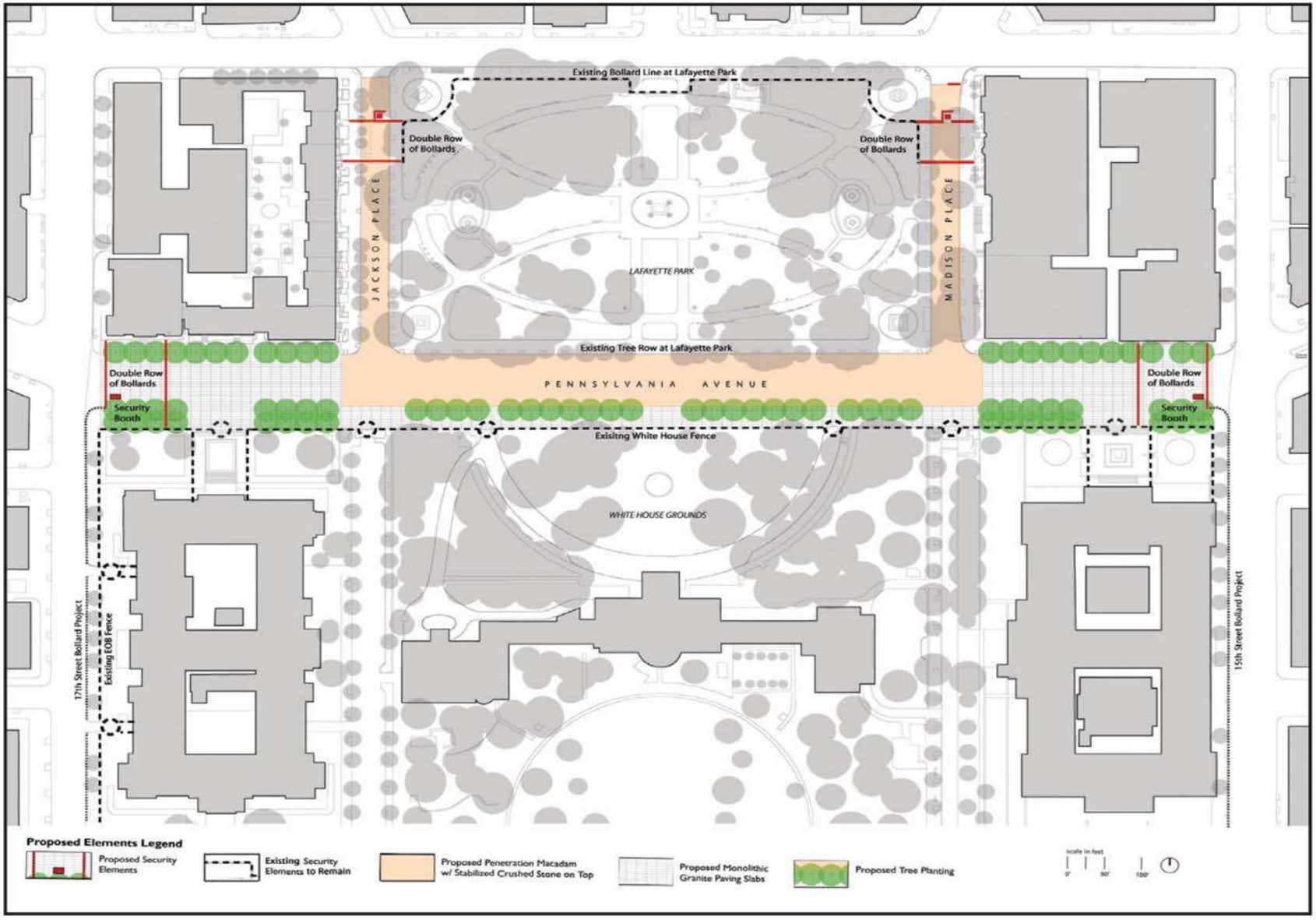
U.S. Department of Transportation
Federal Highway Administration
Eastern Federal Lands Highway Division

May 2003

Cooperating Agencies

National Capital Planning Commission
Federal Highway Administration District of Columbia Division
District of Columbia Department of Transportation
General Services Administration
United States Secret Service, Department of Homeland Security
Advisory Council of Historic Preservation
United States Department of the Treasury
National Park Service

Submitted Pursuant to 42 U.S.C 4332 (2) (c)



Summary Concept Plan

Pennsylvania Avenue At The White House

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I

PROJECT PURPOSE AND NEED

Pennsylvania Avenue At The White House

1 Purpose and Need

1.1 Need for the Project

Pennsylvania Avenue (the Avenue) in front of the White House is a very historic and symbolic place; home and office of the president and, by extension, of the American people. The Avenue's route, between 15th and 17th Streets, NW, was created by Thomas Jefferson to allow public access and use of the area now known as Lafayette Park. Pennsylvania Avenue is an important element in the White House setting, providing public access and generous open space and views. Its location establishes the orientation for other important buildings, monuments and public spaces in the Monumental Core.

The Avenue has been restricted for public vehicular traffic since May 1995, when the Secretary of the Treasury, following the recommendations of a panel charged with reviewing security at the White House, ordered the Avenue restricted to public vehicular traffic between 15th and 17th Streets, NW. Temporary barriers and control points were installed at the ends and along the east-west axis of the Avenue. Madison Place and Jackson Place were also restricted to public vehicular traffic. An environmental assessment (EA) was prepared by the Department of the Treasury for restricting public vehicular traffic on Pennsylvania Avenue between 15th and 17th Streets, NW. A Finding of No Significant Impact (FONSI) for this restriction of public vehicular traffic was issued by the Department of the Treasury in September 1997.

Pennsylvania Avenue looking West **Figure 1.1**

In 2000 Congress authorized the National Capital Planning Commission (Commission) to examine proposals to remove the Avenue's public vehicular traffic restrictions. The Commission established the Interagency Security Task Force to study the issue. The Task Force_called upon experts in security, transportation, historic preservation and urban design to analyze current and future security needs of the area, debate the appropriateness of its closure, study past proposals for removing restrictions or permanently closing the Avenue to public vehicular traffic, and review previous beautification proposals prepared for the Avenue

Many solutions that would allow for the removal of restrictions to public vehicular traffic on the Avenue were proposed, reviewed, and considered. In November 2001, the Commission adopted the report *Designing for Security in the Nation's Capital* that concluded that due to numerous and legitimate security concerns, the Avenue should remain restricted for public vehicular traffic, until changes in the security threat or improvements to security technology will permit the Avenue to be reopened. The Commission also called for immediate beautification of the Avenue to create a pedestrian precinct and a secure White House environment that is, in appearance and function, consistent with the values of our open, democratic society. The Commission adopted recommendations to create a landscaped civic space. This decision was reached only after considerable debate and consensus on a number of programmatic requirements, agreed to by parties involved in providing input to the Commission.

Some of the key stakeholders that had input into this decision included the United States Secret Service, the National Park Service, the District of Columbia Office of Planning, the District of Columbia Department of Transportation, the Mayor of the District of Columbia, the Advisory Council on Historic Preservation, the Federal City Council and Congressional Members.

In 2002, Congress appropriated funding for the National Capital Planning Commission to develop the *National Capital Urban Design and Security Plan*, which included Pennsylvania Avenue in front of the White House. As the basis to proceed with Pennsylvania Avenue in front of the White House, the Commission assembled the design criteria from: (1) the programmatic requirements adopted in the November, 1, 2001 report; (2) the design criteria in the National Park Service's *Comprehensive Design Plan for the White House and President's Park* (2000); and (3) the results of previous design efforts that had included extensive input from both national experts and the general public. These criteria covered security, the pedestrian environment, visual quality, historic character, circulation, as well as additional design guidelines for the White House and President's Park contained in the *Comprehensive Design Plan*.

The Commission invited four of the country's leading landscape architecture and urban design firms to submit design ideas for creating a pedestrian-oriented landscaped civic space on the Avenue between 15th and 17th Streets, NW. The Commission used this process as a means to choose a designer, not a final design concept. Review and comments on the submitted design ideas were solicited from

the United States Secret Service, the Commission of Fine Arts, the Advisory Council on Historic Preservation, the National Park Service, the District of Columbia Department of Planning and Department of Transportation and the Federal City Council. After a detailed review of the submitted ideas the Commission selected Michael Van Valkenburgh Associates as the firm to proceed to the next stage of design development for the security and landscape project for Pennsylvania Avenue between 15th and 17th Streets NW, and Jackson and Madison Places. The Commission acknowledged that design ideas as presented must be modified, refined and coordinated with a wide range of affected public and private parties and stakeholders. Decision making for modifications to the Avenue will be accomplished through public meetings held before the National Capital Planning Commission and Commission of Fine Arts, as well as the_processes identified in the National Environmental Policy Act and the National Historic Preservation Act.

1.2 Purpose of the Purposed Action

This project creates a pedestrian-oriented space on the segment of Pennsylvania Avenue between 15th and 17th Streets, NW and improve the conditions at H Street and Jackson and Madison Places. The purpose of this project is to improve both the security and the current conditions, which restrict views and pedestrian movement, and mars the beauty and dignity of this important place in the Nation's Capital. These conditions were created as a result of hastily installed emergency security measures in 1995.

1.3 Planning Context

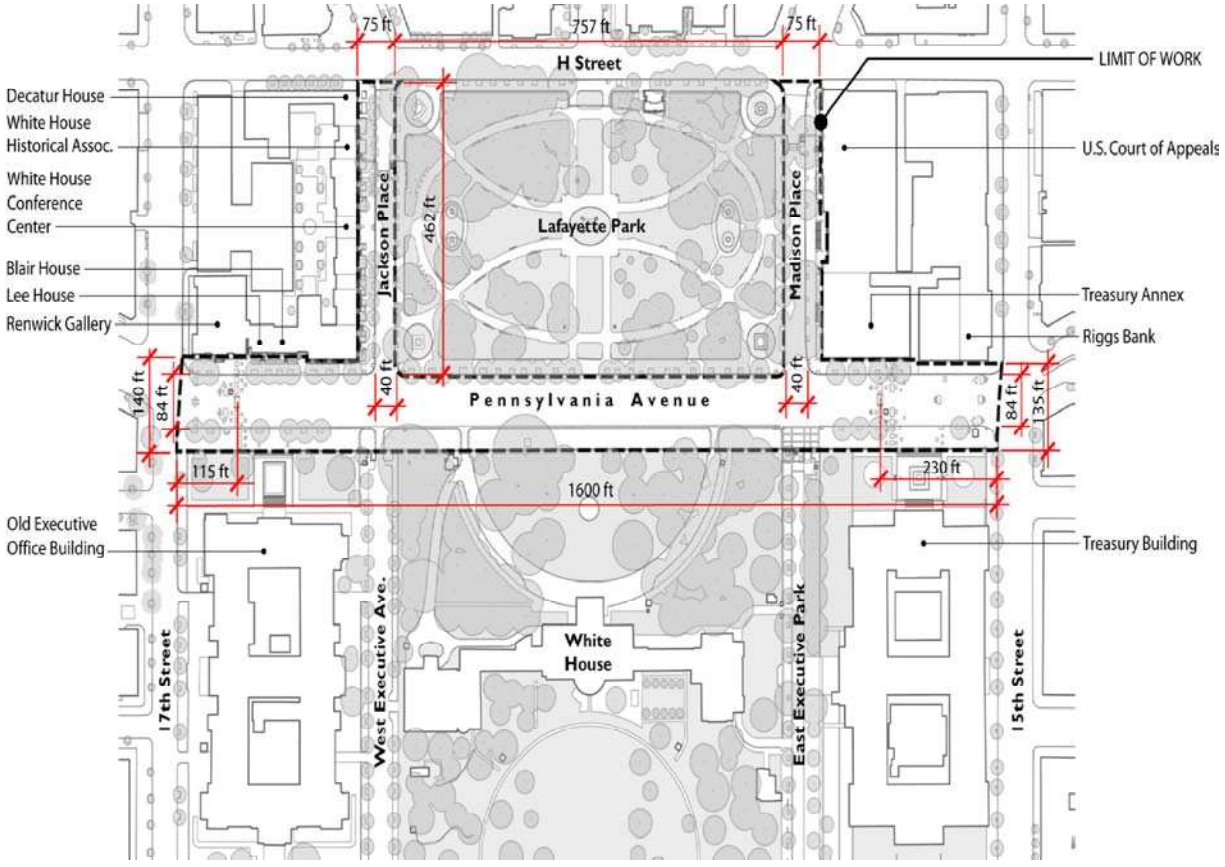
The Secretary of the Treasury ordered the closure of Pennsylvania Avenue on May 19, 1995, following the recommendation of the Blue Ribbon Panel charged with reviewing the security at the White House to prevent catastrophic damage of the mansion by a vehicle bomb. The security booths and vehicle barriers installed on

Jackson Place sidewalk looking south **Figure 1.2**

the avenue and surrounding streets, which were never intended to be a permanent solution, detract from this powerful, historic, and symbolic place. In preparing the recommendations contained in its report, *Designing for Security in the Nation's Capitol,* the Interagency Security Task Force analyzed the current and future security needs of the area, past proposals for either reopening or permanently closing the street, and traffic alternatives to the continued closure of the street to normal vehicular traffic.

While pursuing every possible solution that would permit reopening the street, the Task Force, responding to overwhelming, and legitimate security concerns, ultimately concluded that the street must remain closed to normal city traffic at this time. However, the Commission and the Task Force have emphasized that any design for this section of Pennsylvania Avenue must be reversible, and that changes in the security threat or improvements to security technology could result in its future reopening. They further recommended the design and construction of a landscaped civic space that respects and enhances the historic setting and views of the White House.

Figure 1.3



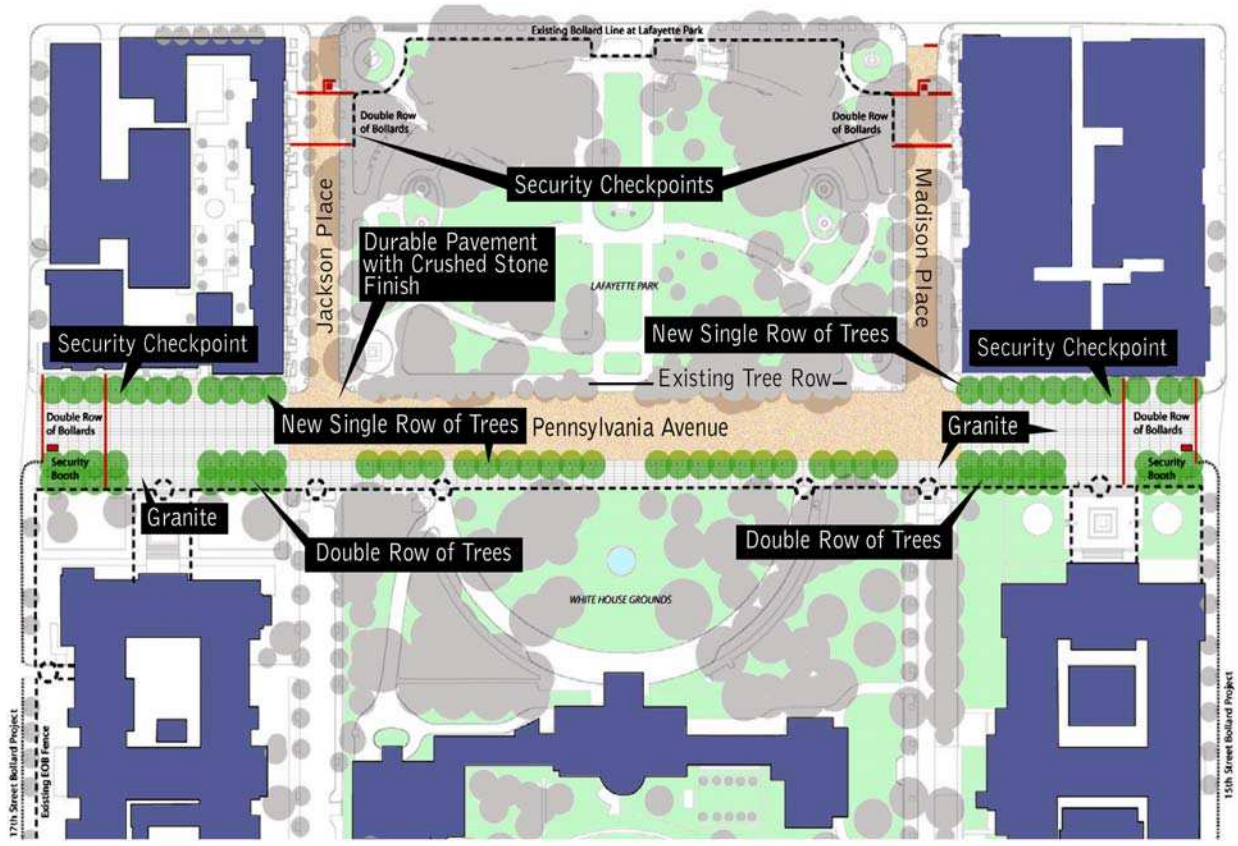
Existing conditions and project location

1.4 Project Description and Study Area

The proposed project is located in President's Park on Pennsylvania Avenue in front of the White House, between 15th and 17th Streets, NW, and includes both Jackson and Madison Places, adjacent to Lafayette Park. The project area encompasses:

Pennsylvania Avenue: the north and south sidewalks, (the north sidewalk along Lafayette Park has been included in order to integrate and properly tie into the proposed improvements within the adjacent roadway).

Figure 1.4



Overall Site Plan

Madison Place: the east sidewalk, excluding the west sidewalk along Lafayette Park (except for those areas necessary to connect with the existing bollard line in Lafayette Park).

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Jackson Place: the west sidewalk, excluding the east sidewalk along Lafayette Park (except for those areas necessary to connect with the existing bollard line in Lafayette Park).

1.5 Purpose of the Environmental Assessment

The National Environmental Policy Act (NEPA) requires that federal decision making include a consideration of the potential adverse impacts of a project and its alternatives on the natural and human environments. If significant environmental impacts are anticipated, a plan for mitigating these impacts as part of the project construction must be proposed to receive federal funds. If it is not possible to avoid or mitigate the impacts, documentation must show that various alternatives were analyzed. The required level of documentation for NEPA compliance is separated into three classes of actions.

Class I is referred to as an Environmental Impact Statement (EIS). An EIS describes in detail the effects of actions that would significantly impact the environment, such as construction of new highway facilities or construction of a new rail transit facility. Extensions of rail transit or the construction of separate roadways for buses or high-occupancy vehicles would also require EIS documentation.

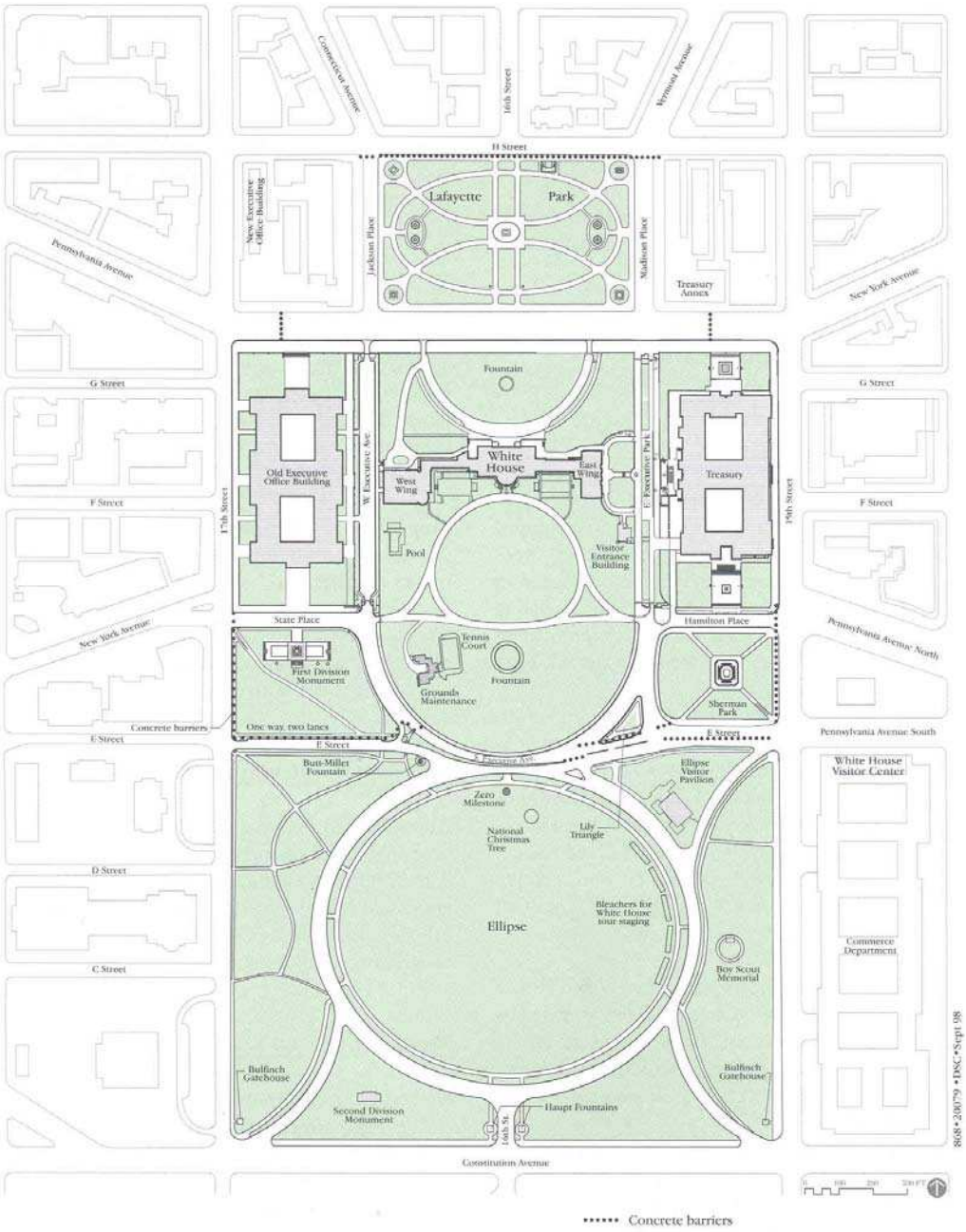
Class II documentation is called a Categorical Exclusion (CE). Actions that would not individually or cumulatively have a significant impact on the environment are documented in a CE. A list of specific categories of transportation projects that are CE's is set forth in 23 CFR 771.117(c)

Class III actions are referred to as Environmental Assessments (EA). An EA is prepared when the significance of the project's environmental impacts is not clearly established. If an action is not Class I or Class II, then it is Class III, by default. The EA would determine which environmental document is required for the project. If the EA concludes that there is a potential for significant impacts on the environment, then an EIS would be required to define these impacts in greater detail.

In cooperation with District of Columbia Department of Transportation; District of Columbia Office of Planning, National Capital Planning Commission; United States Secret Service, Department of Homeland Security; General Services Administration; United States Department of the Treasury; National Park Service, and the U.S. Department of Transportation Federal Highway Administration District of Columbia's Division Office, the U.S. Department of Transportation Federal Highway Administration's Eastern Federal Lands Highway Division has prepared this EA to analyze and document the environmental impacts of the proposed project. Following the preparation of the EA, a public meeting and hearing will be held to present the proposed project and give the public an opportunity to comment on the EA and its findings.

NOTE: Intersection at E Street and west South Executive Avenue has been changed. Intersection is now perpendicular to E Street, and barriers are no longer located in E Street just south of Sherman Park – typ.

Overview of Existing Conditions for President's Park **Figure 1.5**



Existing Conditions Map courtesy of the United States Department of the Interior – National Park Service

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II

ALTERNATIVES CONSIDERED

Pennsylvania Avenue At The White House

2 Alternatives Considered

2.1 Alternatives

This chapter summarizes the alternatives considered for the security check-points and the pedestrian oriented, landscaped civic space on Pennsylvania Avenue between 15th and 17th Streets, NW, in front of the White House, Jackson and Madison Places, and H Street. The process used to evaluate the alternatives, and the summaries and conclusions of this evaluation process are outlined in this chapter. The chapter also describes the proposed action, known as the Build Alternative, a variation of the Build Alternative, identified as MVVA Alternative A, and the Alternative specified as the No-Build Alternative.

2.1.1 No-Build Alternative

This alternative would result in no improvements to Pennsylvania Avenue in the vicinity of the White House. Pennsylvania Avenue in front of the White House would remain in its existing condition of crudely barricaded security checkpoints. The existing security measures would remain. On Pennsylvania Avenue between 15th and 17th Streets, NW, which consists of large concrete planters on the streets and across the sidewalks, hydraulic plate barriers and security booths restrict vehicular traffic and pedestrian movement. The bollards, hydraulic barriers and security booths on Jackson and Madison Place at H Street would also remain.

2.1.2 Build Alternative

The concept design addresses security operations, landscape treatment, and pedestrian; and vehicular circulation. It also includes conceptual recommendations for lighting and paving materials.

In conjunction with the concept design, daily security operations will be relocated to Jackson and Madison Places, and the checkpoints on Pennsylvania Avenue will be limited to pre-screened or cleared motorcades, emergency equipment, and the Downtown Circulator. Security booths and a “sally port” (a secure area formed by two lines of bollards) are proposed to secure each of these four entry points.

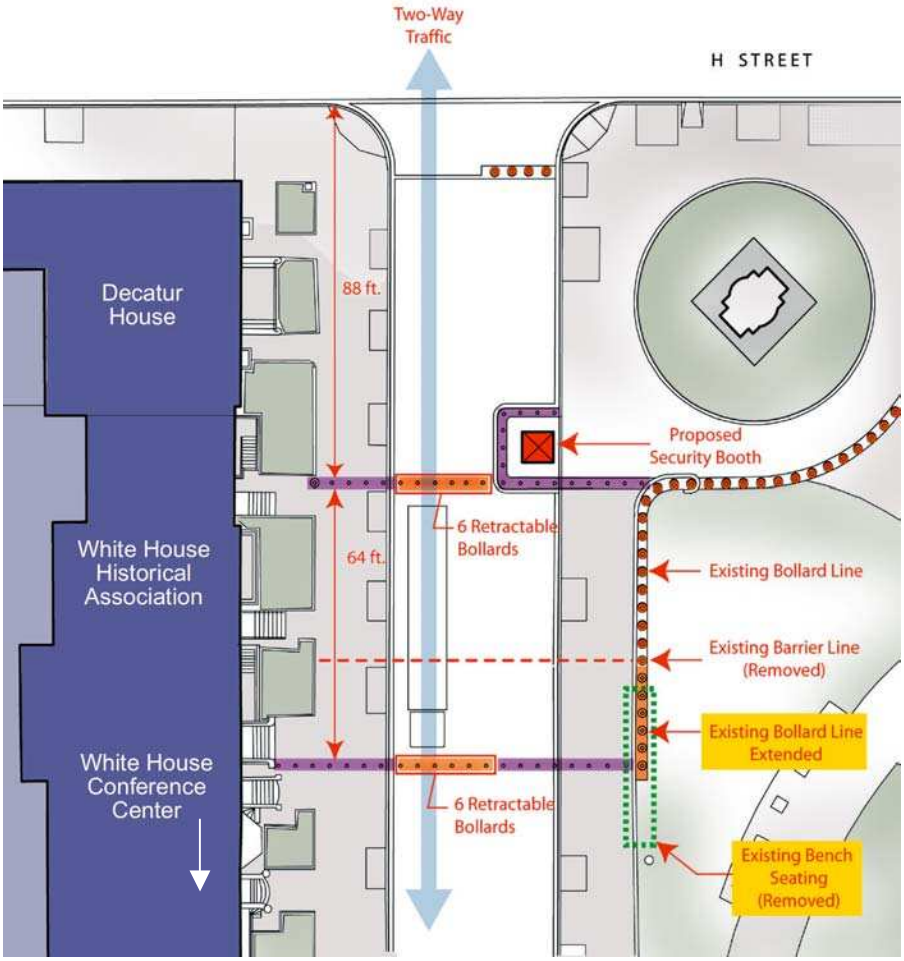
The security booths will be positioned to allow vehicles to approach the booth on the driver’s side. Fixed bollards will be placed in the sidewalks, except where there is a need to allow for the passage of vehicles or maintenance equipment. Removable bollards will be used in locations where there will be an infrequent need to remove the barrier, such as for the Inaugural Parade. Retractable bollards will be used where frequent passage is required.

Jackson and Madison Places

The proposed security improvements at Jackson and Madison Places include:

- Relocation of the existing bollard line on Jackson Place, and creation of a "sally port" on both Jackson and Madison Places. While, the existing bollard line on Madison Place will remain in its present location, the existing bollard line on Jackson Place will be relocated north. In both cases, these barrier lines will consist of a combination of fixed and hydraulic-retractable bollards, and will be placed 88 feet south of the intersection of H Street, with a second bollard line installed 64 feet further south to create a secure sally port. Vehicles will be inspected and cleared outside of the first bollard line prior to entering into the "sally port." The sally port prevents tailgating and allows the guard to control entry.

Figure 2.1 ***Jackson Place Security Barrier Detail***



Both the outer and inner bollard lines will extend from the row house facades across the sidewalk and street, and tie into the existing bollard line in Lafayette Park. Three of the existing short row of bollards at H Street will be retained; 24 feet will be provided to slow and channel vehicles entering and exiting the secure area. New bollards will be placed in front of the security booths to protect them from direct impact.

On Jackson Place, relocation of the bollard line and creation of the "sally port" will cause the benches on the perimeter sidewalk in Lafayette Park, located across from the White House Historical Association, to either be removed or relocated.

- *Replacement of security booths:* The existing temporary security booths installed in 1999 will be replaced with new architecturally appropriate booths and located just north of the outer bollard line. The security booths will sit on an extended sidewalk positioned to channel vehicles as they enter or exit the secure area, providing approximately 24 feet for two-way circulation.

Madison Place Security Detail

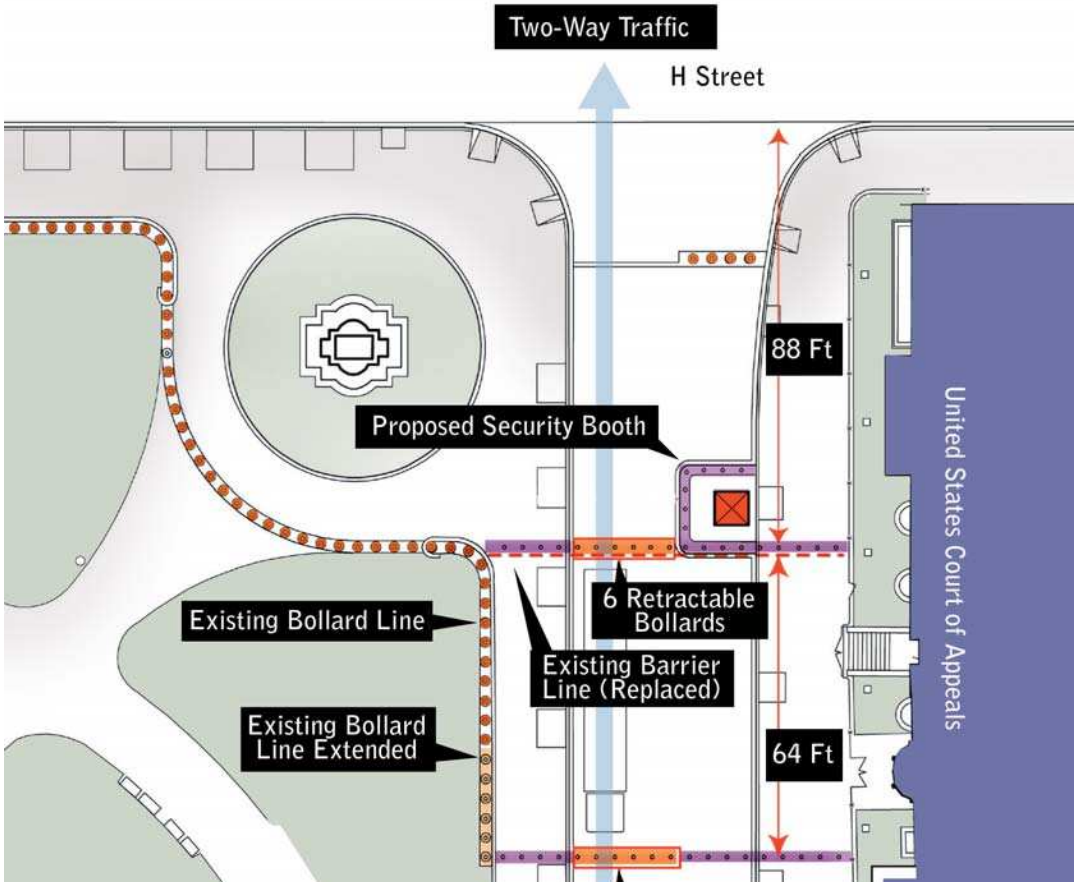


Figure 2.2

Pennsylvania Avenue at 15th and 17th Streets:

- *Relocation of the bollard lines and creation of a "sally port" at both 15th and 17th Streets:* The existing barrier line of planters and hydraulic plate barriers will be removed and a dual barrier line consisting of a combination of fixed, removable, and hydraulic retractable bollards will be installed. The existing barrier lines will be relocated outward toward the intersections, and a second, inner barrier line installed to form the "sally port." The new outer bollard line will be located 28 feet from the face of the intersection to allow one car to cue before entering the "sally port."

- *Relocation and replacement of the security booths:* The Pennsylvania Avenue entrances are proposed to serve vehicular traffic limited to emergency equipment, pre-screened vehicles and motorcades, and the Downtown Circulator. Therefore, the security booths will be located inside the "sally port," and queuing requirements outside the "sally port" will be minimal. Redesigned to be architecturally appropriate, the security booths will be placed on the south side of Pennsylvania Avenue and positioned so that the vehicles approach the booths on the driver's side.

17th Street Security Barrier Detail

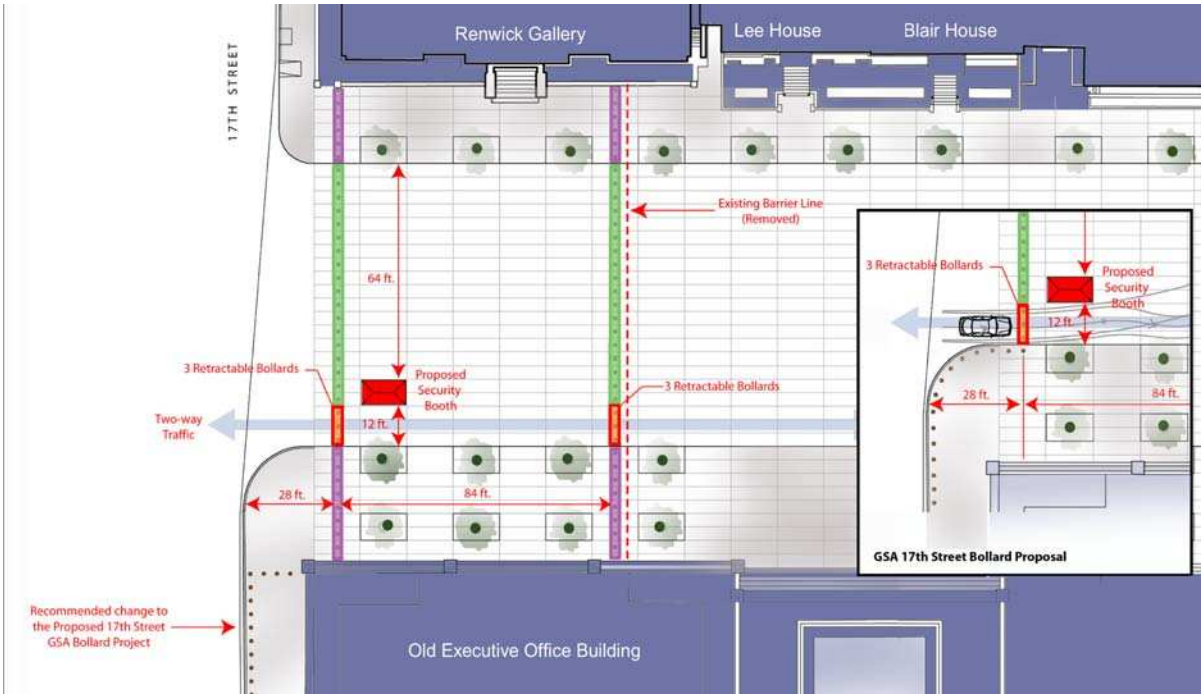


Figure 2.3

17th Street

The existing barrier line at the 17th Street entrance will move slightly to the west to become the inner bollard line of the "sally port."

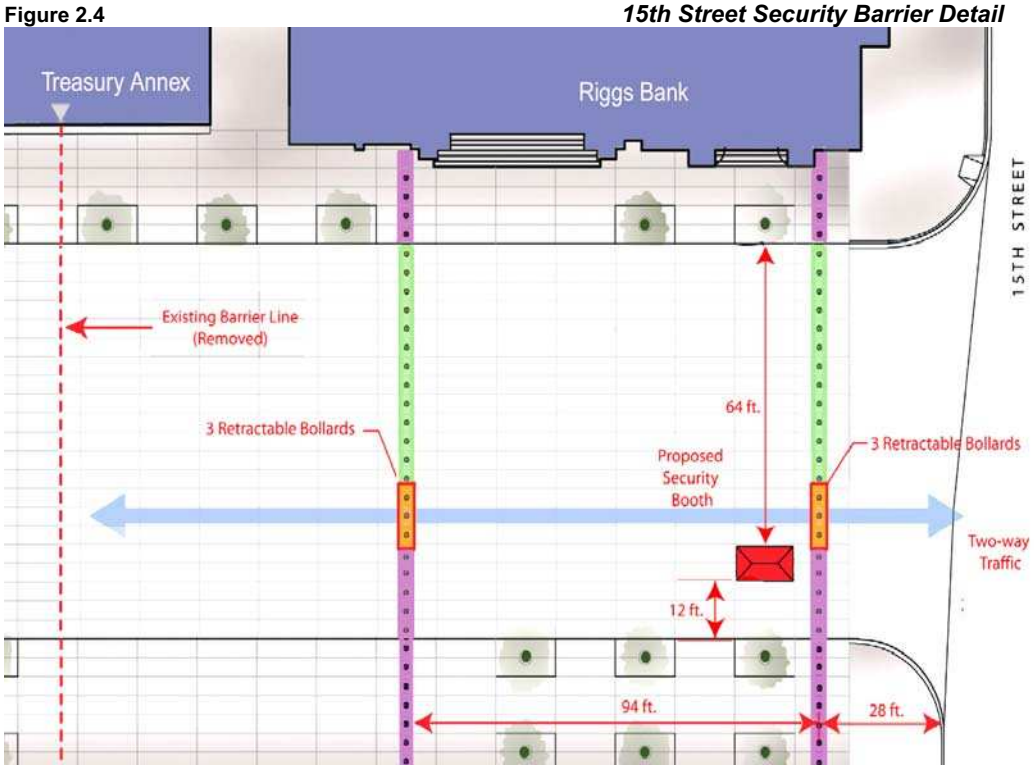
A new outer bollard line will be located 84 feet west, 28 feet from the intersection of 17th Street, to form the "sally port." It will extend from the Renwick fence to the EEOB fence across Pennsylvania Avenue. GSA is currently installing bollards along the curb of 17th Street in front of the EEOB.

The proposed concept design modifies the approved EEOB 17th Street bollard line and its interface with the proposed Pennsylvania Avenue bollard line to improve the functional aspects of this corner. This bollard line will intersect with the proposed Pennsylvania Avenue security improvements.

15th Street

The existing barrier line at the 15th Street entrance will move east to become the inner bollard line of the "sally port." A new bollard line will be installed 94 feet east, 28 feet from the intersection of 15th Street to form the "sally port." The inner bollard line will be positioned west of the entry to Riggs Bank, and the outer bollard line positioned east of the Bank of America steps to avoid interfering with these entrances. These bollard lines will extend across Pennsylvania Avenue to the Treasury fence.

Figure 2.4 ***15th Street Security Barrier Detail***



Circulation and Urban Design

The proposed concept design creates a pedestrian precinct, accommodating the important functions that occur within the area and securing it for the protection of the President and the President's family and staff.

The proposed circulation components include:

- Using Jackson and Madison Places as the security checkpoint for daily operations, including deliveries and general authorized vehicles allowed entry to the precinct.

- Limiting the 15th and 17th Street security checkpoints to emergency vehicles, pre-screened vehicles, and motorcades, and the Downtown Circulator.

Figure 2.5

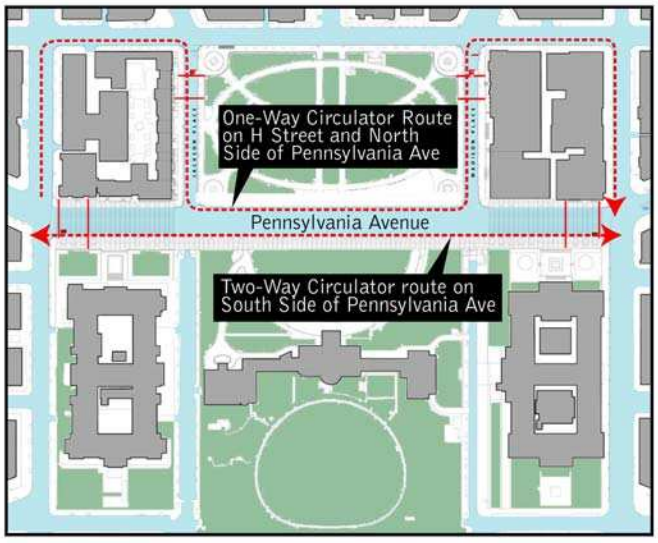
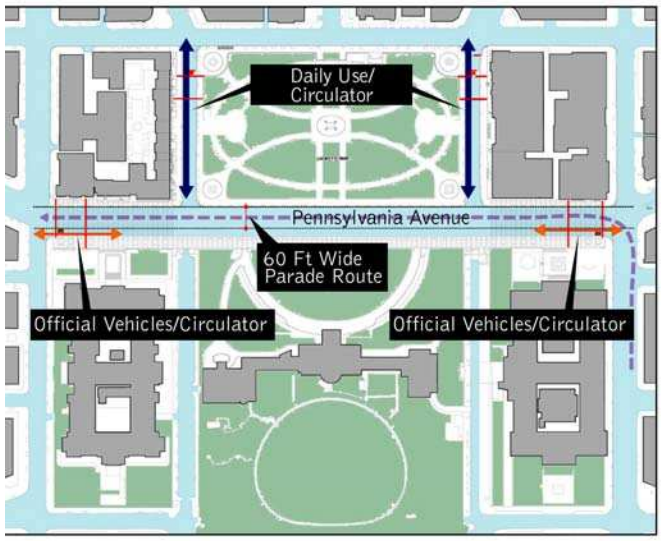


Diagram of Circulator Route Options



Circulation Diagram

- Accommodating two-way vehicular circulation along all roadways, and through each security checkpoint.

- Accommodating multiple routes in and out of the precinct for presidential or head-of-state motorcades, emergency vehicles, and the Downtown Circulator.

- Improving pedestrian access to, from, and along Pennsylvania Avenue and Jackson and Madison Places.

- Maintaining at least 60 feet of clear distance between the north curb line and the overhang of the proposed security booth on Pennsylvania Avenue for the Inaugural Parade.

The proposed urban design components include:

- Maintaining the width of Pennsylvania Avenue.

- Positioning the security booths on the southern portion of the roadway with their slender facades on the east-west axis to minimize their visual impact.

- Incorporating removable bollards across Pennsylvania Avenue to allow for unencumbered access for the Inaugural Parade.

- Re-grading Pennsylvania Avenue to remove the crown of the existing right-of-way and to create a pedestrian space that will gently slope up to the White House from the park. This will require the removal and replacement of the sidewalk along the southern boundary of Lafayette Park. It is expected that the existing trees will be removed as a result of the sidewalk replacement and re-garding and replaced with healthy new tree species. The existing brick, granite curbs, benches, and light poles will be reinstalled.

    - Repaving the eastern and western ends of Pennsylvania Avenue with rectangular granite pavers. The granite will be placed with the long side parallel to the curb line to reinforce the axis of the Avenue and to accentuate these areas as entryways to the precinct.

    - Repaving the central portion of Pennsylvania Avenue and Jackson and Madison Places with a durable pavement that has a solid, stabilized crushed stone finish to unify this area with President's Park and to create a comfortable place for pedestrians to gather, stroll, and contemplate the significance of this important place.

    - Removing the large, concrete bollards located along the curb line on Pennsylvania Avenue in front of the White House.

    - Replacing and infilling trees along Pennsylvania Avenue as follows:

        1) A single row of street trees along the north curb of Pennsylvania Avenue.

        2) A double row of trees to form an allee along the south curb of Pennsylvania Avenue in front of Renwick Gallery, Blair House, EEOB, Treasury, Riggs Bank, and Bank of America.

        3) A single row of trees along the south curb of Pennsylvania Avenue in front of the White House, excluding the area within the 16th Street cross-axial view to maintain and enhance the views to the White House.

    - Using the design of the monumental White House fence and piers with their combination of iron and stonework to inspire the design of the security booths.

- Replacing or refurbishing the light poles along the length of Pennsylvania Avenue with the original Washington D.C. twin-headed lamp designed by Henry Bacon.

- Removing 40-angled parking spaces on Jackson Place to accommodate adequate circulation and loading functions, and to enhance the pedestrian experience and quality of President's Park.

- Removing or relocating bench seating from the inner edge of the sidewalk in Lafayette Park on Jackson Place to accommodate the "sally port."

2.1.3 Alternatives Previously Considered

Michael Van Valkenburgh Associates (MVVA)

MVVA 2002 Initial Concept Submission

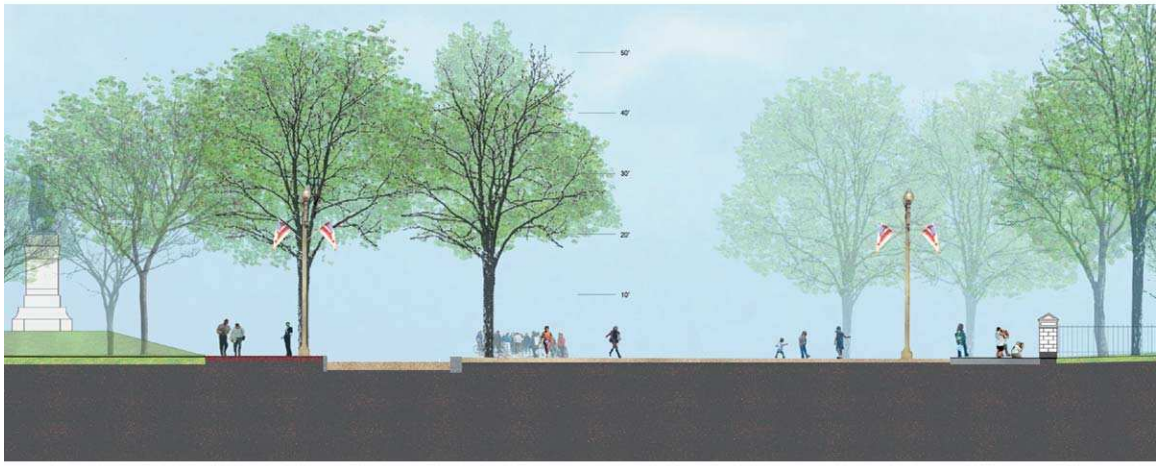
Michael Van Valkenburgh Associates' initial scheme proposed two elements both located on the north side of the existing roadway that are no longer included in the current proposal: a dedicated lane for vehicles demarcated by a curb on either side and a row of trees mirroring the historic tree row at the south side of Lafayette Park. The intention of this scheme was to provide a secured set of travel lanes for a Circulator vehicle passing by in front of the White House.

The location of a two-way dedicated vehicle lane (24 ft. wide) in this initial scheme posed operational conflicts with several of the stakeholders on the north side of Pennsylvania Avenue, including the Renwick Gallery and Blair House. The proposed curb in the existing roadway also makes accommodating a straight 60-foot wide route required for the Inaugural Parade problematic. In general, limiting on-site vehicles to the dedicated lane proves insufficient in meeting many United States Secret Service operational needs within the precinct, such as those associated with Blair House motorcades that utilize the full width of the roadway.

The proposed row of trees set within the north side of the existing roadway was intended to further define the dedicated vehicle lane described above and therefore poses similar challenges to various operational needs within the precinct. The trees in this location would also further challenge the view lines needed for inaugural event seating. Additionally, the curb lane and the new tree row were considered an impact on the cross axis of the Avenue, an important historic resource.

Figure 2.6

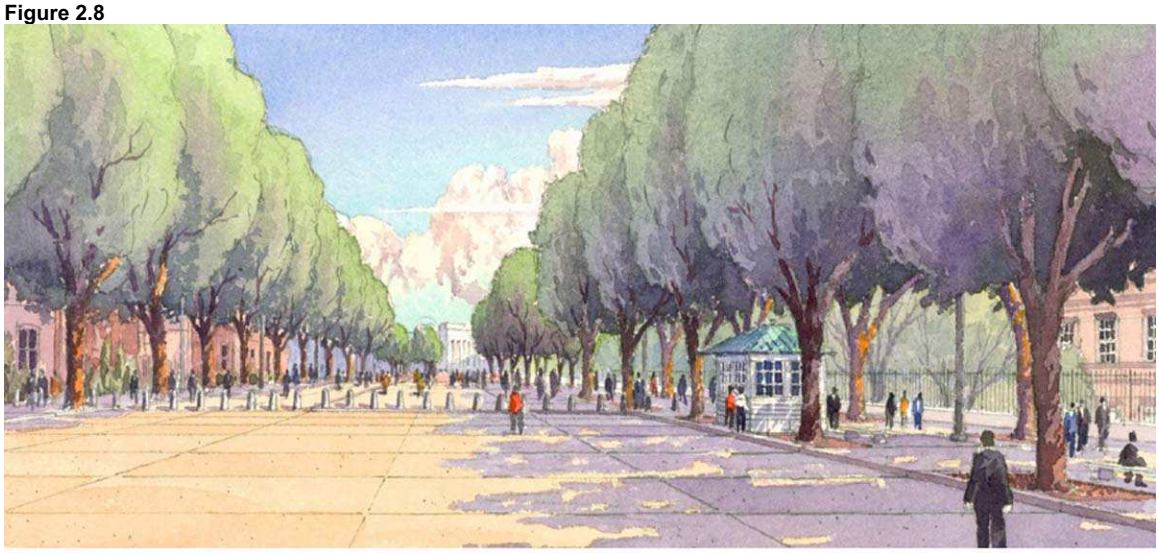
Competition Plan- May 2002



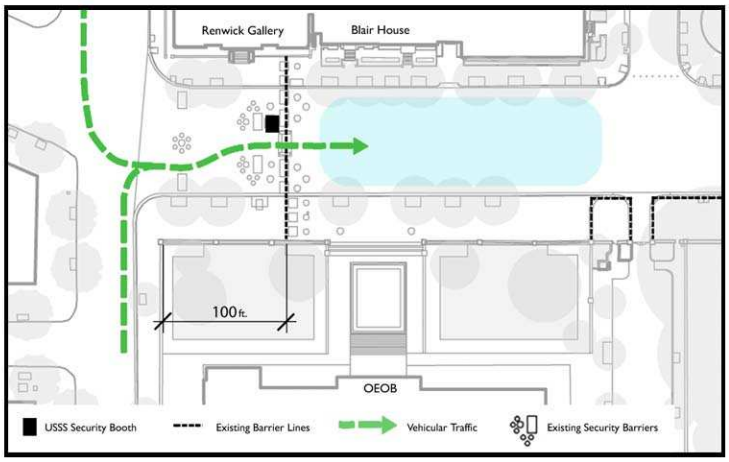
Competiton Detail Cross Section of Circulator Lane- May 2002

Figure 2.7

Figure 2.8



17th Street Threshold Looking East- May 2002



17th Street Threshold Existing Conditions

Figure 2.9

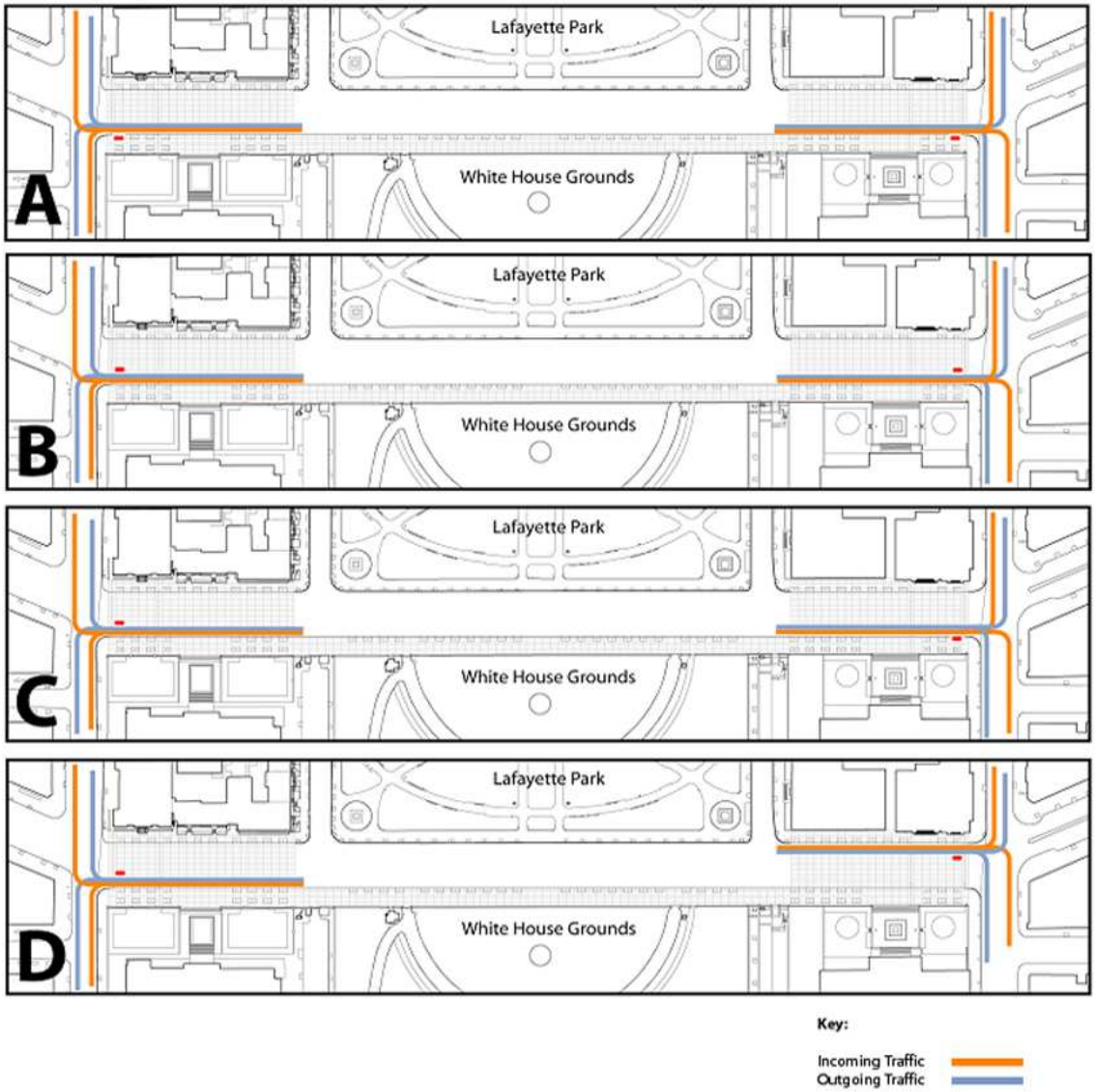
MVVA 2003 Concept Design

After a four-month long Verification Study, in which the design team met with the stakeholders to listen to their initial reactions to the proposal and operational needs accommodated by Pennsylvania Avenue, a design phase was initiated to resolve stakeholder conflicts and develop the initial ideas submission into working concept plan. As part of this process three alternatives previously considered were substituted for the respective elements in the current proposal.

(1) A single line of bollards was originally proposed to replace each of the existing security measures at the15th and 17th entries to Pennsylvania Avenue. In working sessions with the United States Secret Service this alternative was eliminated, as it

lacked a chicane or sally port configuration evident in the other security points surrounding the White House, including the existing conditions at 15th and 17th Street, and therefore did not meet the same standard of defense against vehicular attacks.

MVVA Guard Booth Location Alternatives **Figure 2.10**



(2) Several options for the locations of the security booths at the 15th and 17th Street entries to Pennsylvania Avenue were considered. In scheme A and B, the booths are located symmetrically to the historic axis between Lafayette Park and the White House, whereas scheme C and D are asymmetrical to this axis. A number of operational criteria were establish by which to evaluate the options and were mapped on the matrix below.

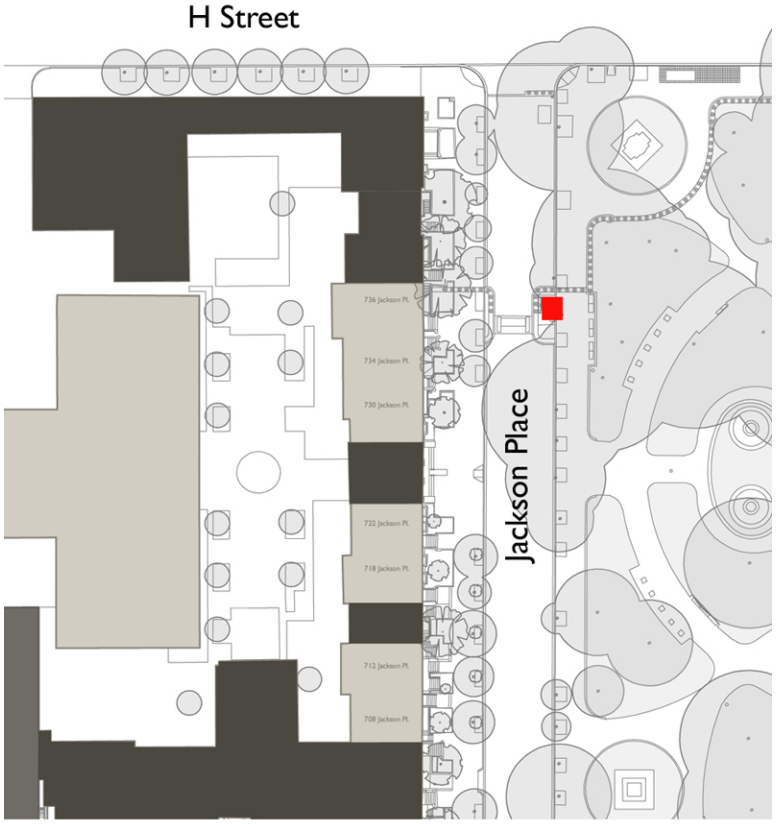
Figure 2.11

Operational Criteria	A Booths located symmetrically on south side sidewalk	B Booths located symmetrically on south side of roadway	C Booths located asymmetrically, one on side sidewalk, one in the roadway	D Booths located asymmetrically in roadway, one north side and one south side
Standard vehicular approach from adjacent intersection				●
Understandable threshold for vehicle clearance		●		●
Vehicle approachs correct side of booth		Retractable bollards both sides of booth	●	●
Position best deters vehicle attacks from diagonal avenues	●	●	●	
Desireable visual access of security area		●		●
Straight path for parade, clear of obstacles	●	●	●	
Circulator route option between 15th and 17th works	●	●	●	
Stays outside of pedestrian right-of-way		●		●

Operational Criteria Matrix for Guard Booth Locations

(3) An alternative to the security measures currently proposed at Jackson and Madison Places involved leaving the current security devices in place while changing only the paving material in the roadway area. However, as the United States Secret Service desires to locate the majority of vehicular clearing operations from the 15th and 17th Street entries to the Jackson and Madison Place entries, the need to install improved security measures in these locations is necessary.

Figure 2.12



Jackson Place Existing Conditions

Other Conceptual Options for Improvements to Pennsylvania Avenue

In carrying out the Congressional directive, the Commission's Interagency Security Task Force also considered the previous planning and design efforts. These included concept plans prepared by John Carl Warnecke in the early 1960s, sketches by Franck Lohsen McCrery, Chan Krieger and Associates, Wolff Clements and Associates, prepared in 2001, as well as the design alternatives prepared in conjunction with the design initiative conducted by the National Park Service in 1995 and 1996. While the Task Force determined that these efforts should not be dismissed, the Task Force determined that additional ideas needed to be considered with respect to the programmatic criteria contained in the November 1, 2001 report Designing for Security in the Nation's Capital, and the criteria contained in the Comprehensive Design Plan. Based on this report, the additional concept design approaches included the following:

Balmori Associates

This plan involved a portion of Pennsylvania Avenue that was to be slightly graded to elevate an area adjacent to the White House. The design included a rhythmic grouping of urban furniture and selective lighting that magnifies an atmosphere of civility. Pennsylvania Avenue by the White House would have become a pedestrian boulevard slightly inflected and graded with changes in the elevation of the street area.

Balmori Concept Design Site Plan

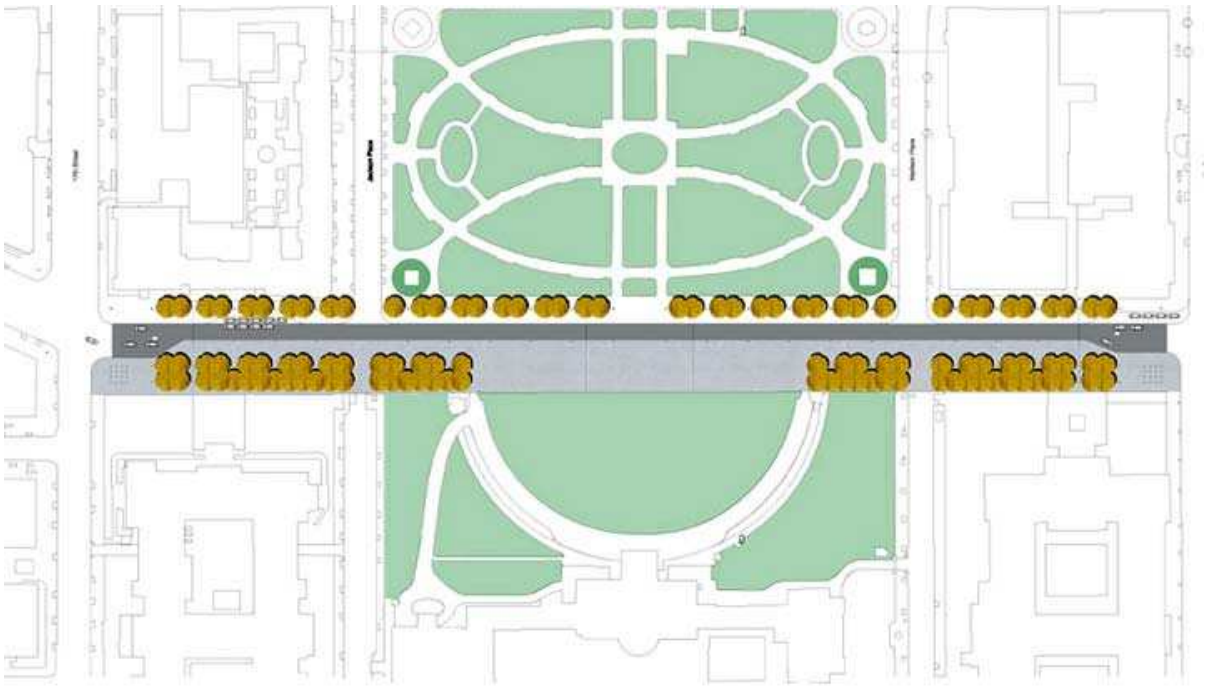


Figure 2.13

Concept Elevation View

Figure 2.14

EDAW

The EDAW plan was a more formalized arrangement of design features to integrate Lafayette Park with the White House Grounds to create a single, public strolling space. This design, developed from an original sketch by Thomas Jefferson, creates universally accessible strolling, seating and sightseeing spaces along the Avenue. Double allees of great American elms lined the Avenue, and continuous benches, lighting, signage and paving patterns were proposed to enliven and furnish the scene.

EDAW Concept Design Site Plan

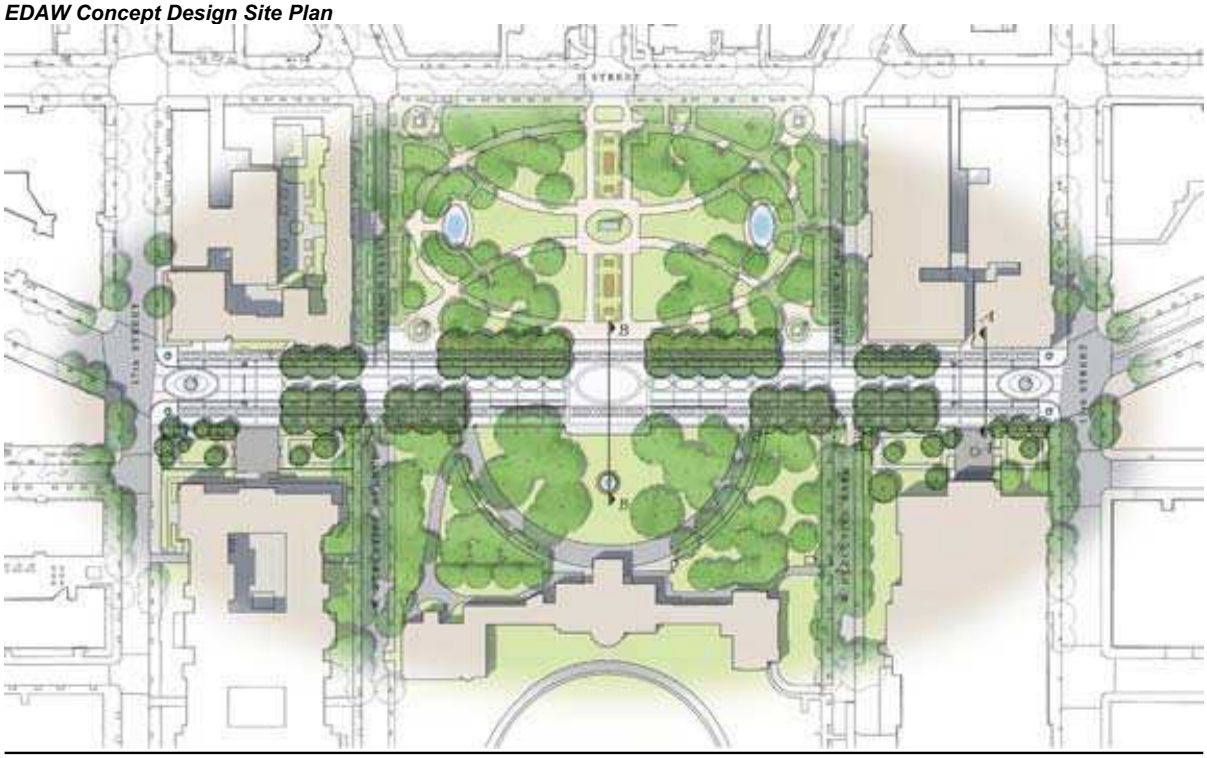
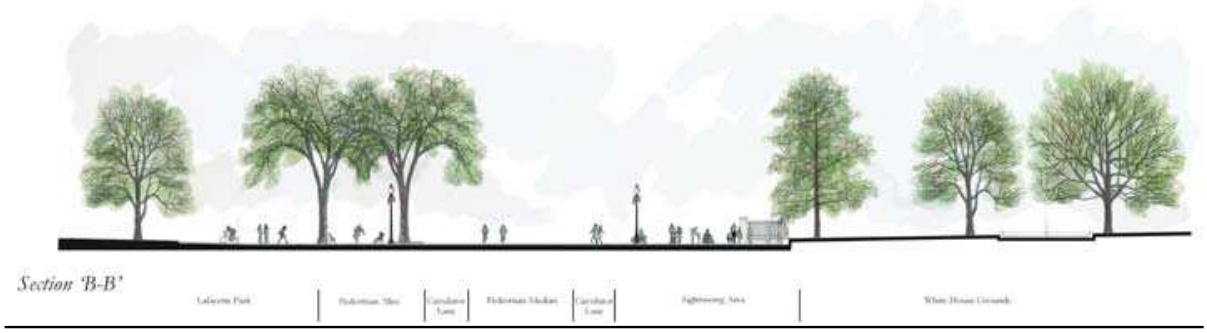


Figure 2.15

Concept Elevation View **Figure 2.16**



Peter Walker and Associates

This plan proposed a large-scale granite plank paving framed by carved granite curbs and brick sidewalks. Two low circular fountains were proposed within the street to combine visually with the existing White House garden fountain. The plan sought to ensure that the White House Garden and Lafayette Park participated in the street renovation rather than border it. Ten circles composed of hedges, benches, and flowers were suggested to enliven the expanse of pavement in the street area.

Peter Walker and Associates Concept Design Site Plan

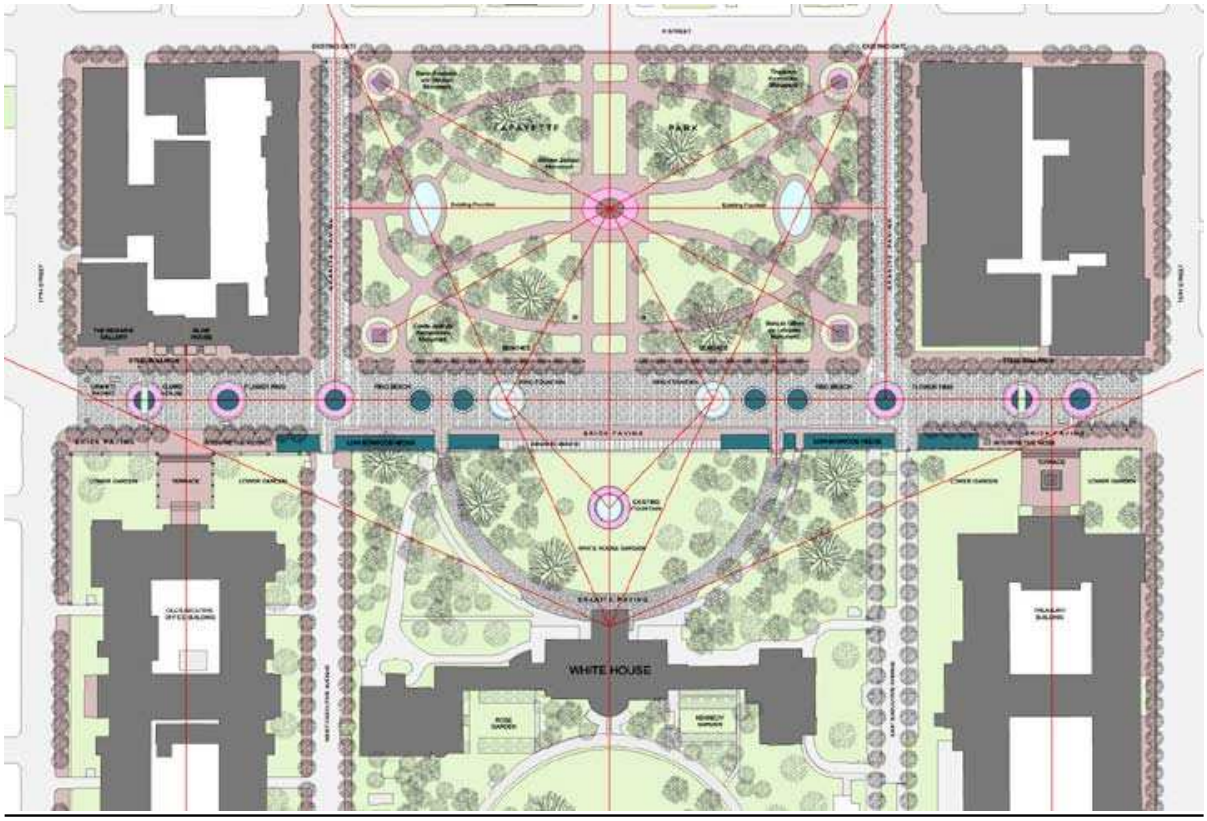
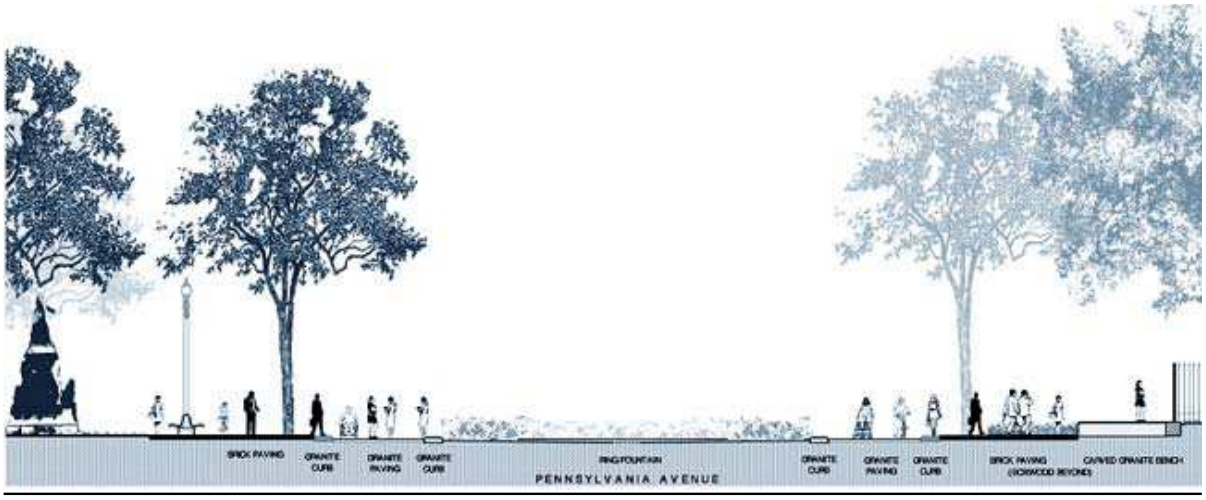


Figure 2.17

Peter Walker and Associates Concept Elevation View **Figure 2.18**



Rendering of the White House From Lafayette Park

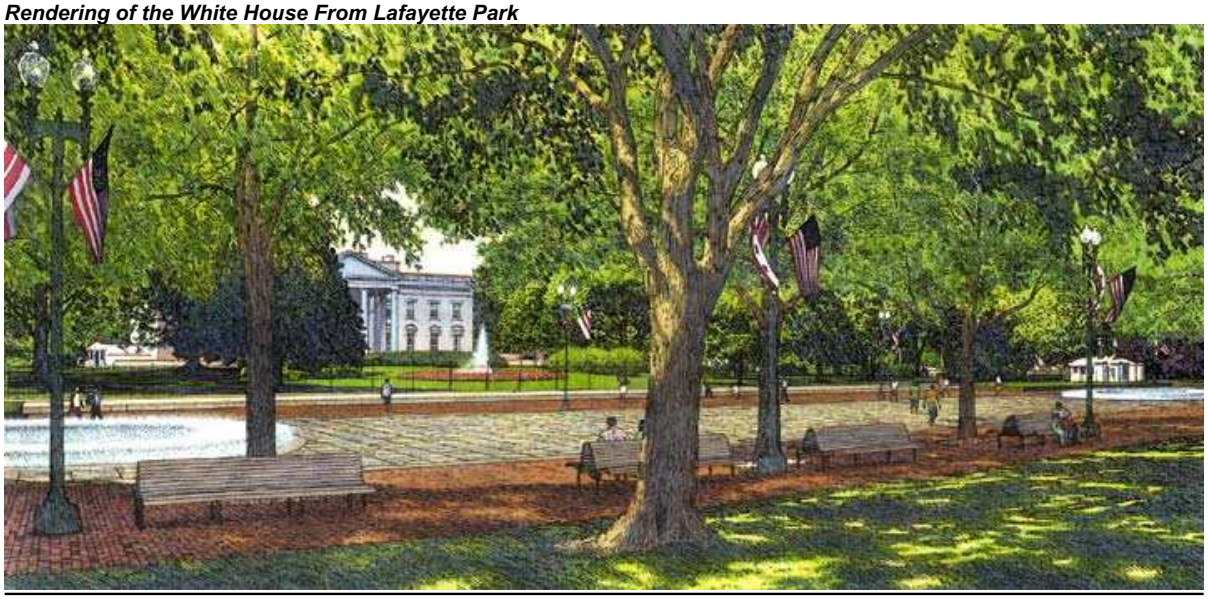


Figure 2.19

CONCLUSION

The Interagency Security Task Force, in its conclusions to maintaining Pennsylvania Avenue free of through traffic for the immediate future, identified the need that any proposal should exhibit a distinguished, pedestrian-oriented, public environment. Such an outcome should demonstrate, from a pedestrian perspective, a setting that is welcoming and better scaled for pedestrian movement and visitor enjoyment of the environs of President's Park. Moreover, other criteria set forth were that the successful proposal must be:

1) A setting in which landscape elements characterize the visitor's experience, a landscape congruent with the nearby grace of Lafayette Park and the White House grounds themselves.

2) A setting in which vistas and views along the axis of Pennsylvania Avenue and towards the White House would be reinforced by tree planting and similar landscape devices.

3) A setting in which strolling-promenade-like-along the Avenue becomes an enjoyable and memorable experience.

4) A setting in which the historic integrity of a street is maintained while changes in its use are acknowledged.

5) A setting in which the Inaugural Parade can follow its traditional route in front of the White House.

6) A setting in which a future transit Circulator can be accommodated without taking away from the generally pedestrian character of the Avenue.

7) A setting in which gatherings of school children or tourist groups at the gates to the White House would be naturally and generously accommodated rather than awkwardly constrained by a traffic artery.

8) A setting in which a host of pedestrian amenities, including handsome and well-designed lighting, paving, seating, and similar streetscape components would contribute to the overall ambiance of President's Park.

9) A setting in which security for the White House is achieved without the physical components of security systems that visually dominate the experience of the environment.

At its meeting of May 23, 2002, the Interagency Security Task Force considered the merits of the above mentioned design concept alternatives prepared by the various design teams who presented proposals to address the above objectives. At the end of the caucus, it was the overriding majority opinion of the task force members that the Van Valkenburgh design team met the majority of the objectives and demonstrated significant deference and flexibility for further incorporating project parameters for implementation of a completed conceptual design. That recommendation ultimately was carried forward to the National Capital Planning Commission. Members of the Security Task Force were comprised of representatives from the: Department of the Interior; the General Services Administration; the DC Mayor's Office; the District of Columbia Council's Office; and the National Capital Planning Commission. Key advisory groups expressing views at the meeting included the: United States Secret Service; Federal City Council; Commission of Fine Arts; DC Department of Transportation; and the Advisory Council on Historic Preservation

United States Department of the Interior – National Park Service

The United States Department of the Interior, National Park Service performed an Environmental Assessment for the Long-Term design of Pennsylvania Avenue between 15th and 17th Streets, NW, on the north side of the White House in May 1996. In the NPS EA (*Pennsylvania Avenue at the White House – President's Park*), five alternatives, including a preferred alternative, were addressed in that EA. They were based on more than 700 ideas, suggestions, and survey responses from the public, design professionals, and students, as well as on ideas generated at a design workshop.

NPS Preferred Alternative Concept

Under the preferred alternative Pennsylvania Avenue would have been realigned in a slight curve to the north to better connect Lafayette Park with the White House and to unify President's Park.

NPS Alternative A

Minor improvements would be made to Pennsylvania Avenue, but it would retain a street appearance. Paving accent bands inset into the existing asphalt would be used to improve the appearance of Pennsylvania Avenue and intersection crosswalks. Curbs would be maintained to define the avenue. Lafayette Park would retain its existing design; fountains and restrooms in the park would be repaired.

NPS Alternative B

Pennsylvania Avenue would be repaved to correct the separate and distinct areas of Lafayette Park and the White House. Paving patterns in brick and stone would define areas for pedestrians and official motorcades. Planting beds would be incorporated into the avenue to soften its appearance. Lafayette Park would be moderately rehabilitated; its basic design would be retained, but the ca. 1969 fountains would be removed and the restrooms relocated.

NPS Alternative C

Pennsylvania Avenue would be a pedestrian street. and consistent materials and design elements would be used in all areas to unify President's Park. Streets surrounding President's Park would be specially paved. Lafayette Park would be extensively rehabilitated to make it more functional for use by large numbers of visitors.

NPS Alternative D

Pennsylvania Avenue, Lafayette Park, and the north side of the White House would be redesigned as an integrated space to provide a new ceremonial/vehicular entrance to the White House. Pennsylvania Avenue would be a focal point in front

of the White House, and together with Lafayette Park would be designed to create a feeling of a town square. Consistent materials and elements would be used in all areas of President's Park.

CONCLUSION

The Alternatives put forth by the United States Department of the Interior – National Park Service, were considered; however, the Preferred Alternative was ultimately deemed unfeasible for implementation.

2.2 Construction Phase

Construction in the project area would take approximately eleven months. Construction staging would most likely occur in the existing roadway. The staging areas would be used for contractor field offices and for storing materials and equipment. The schemes included in the Build Alternative have been selected so that impacts to Lafayette Park would be minimized. A maintenance-of- traffic plan for the proposed construction and any potential closures would be completed, subject to approval by DDOT, the U.S. Secret Service and the National Park Service. This plan would identify a construction schedule that minimizes impacts and would also outline a plan for routing traffic during the construction phase.

2.2.1 Cost and Financial Characteristics

The preliminary estimated cost of the proposed landscape and security improvements of Pennsylvania Avenue in front of the White House includes base construction costs; contingencies; and construction management services; administrative and insurance cost The preliminary total construction cost is estimated to be approximately $15.4 million, excluding engineering design cost and utility relocation cost. The total capital cost will depend on the final concept design and utility cost.

2.3 Public Outreach

Public outreach has been initiated to engage the community in discussion regarding the proposed action throughout the planning and environmental assessment process. The purpose was to involve all members and interested parties in the proposed modifications to Pennsylvania Avenue between 15th and 17th Streets, NW. All community outreach efforts were intended to be inclusive, participatory and solution oriented. The purpose of public outreach was to inform the community about the possible beautification proposal for Pennsylvania Avenue. The proposal includes the security check-points and the landscaped civic space, creation of a pedestrian precinct and enhanced security. The intent was to address all issues, questions or concerns from the community. Communication has been established and maintained with the

community regarding the proposed action. The National Capital Planning Commission established this communication in the initial planning phase, and more recently, it has been carried out by the Federal Highway Administration's, Eastern Federal Lands Highway Division (EFLHD). In addition to the general public, several key stakeholder groups have been identified.

- Advisory Council on Historic Preservation
- Congressional Members
- Council on Environmental Quality
- DC Department of Transportation
- DC Fire and EMS Department
- DC Office of Planning
- Decatur House Museum
- Department of State
- Department of the Treasury
- Downtown Business Improvement District
- Executive Office of the President
- Federal City Council
- Federal Highway Administration
- General Services Administration
- The Mayor of the District of Columbia
- Metropolitan Police Department
- National Park Service
- Office of State Historic Preservation
- Inaugural Parade Coordinators
- Riggs Bank
- Smithsonian Institution
- United States Court of Appeals Federal
- United States Park Police
- United States Secret Service
- The White House
- White House Historical Association
- Architects and Historians:
  Harold Adams, Chairman, RTKL Associates, Inc.
  Richard Cote, Treasury Curator
  Bobbie Greene, Director, Save American Treasures
  Lonnie Hovey, Historic Preservation Office for The White House
  Norman Koonce, Executive V.P./CEO, American Institute of Architects
  Sara Leach, Senior Historian
  Richard Longstreth, Professor, George Washington University
  Jane Loeffler, Visiting Associate Professor, Univ. of Maryland
  Richard Moe, President, National Trust for Historic Preservation
  William Seale, White House Historian
  Hugh Sidey, Chairman of the White House Historic
  John Warnecke, Architect
  George White, Vice Chairman, Leo A. Daly

2.3.1 Public Information Meetings

- On March 12, 2003, the National Capital Planning Commission reviewed the concept proposal, heard public testimony and approved the concept proposal, however, requested that additional design development to address comments, such as: develop a clear way-finding for vehicles and pedestrians; minimize conflict between vehicular and pedestrian circulation patterns; ensure that the new installations (security components and landscape improvements) will not visually impact the historic setting; and refine material selection and detail design to meet aesthetic objectives and structural specifications.

- On October 3, 2002, members of the National Capital Planning Commission approved, in a public meeting, the final draft of The National Capital Urban Design and Security Plan, a comprehensive report aimed at balancing the need for security with good urban design for the nation's capital. Prepared by the Commission's Interagency Security Task Force, the plan identifies permanent security and streetscape improvements for federal facilities and key areas in the nation's capital, including Pennsylvania Avenue in front of the White House. The public had the chance to offer its viewpoints during a 60-day public comment period held July 11 – September 9, 2002. The task force took all comments into consideration when finalizing the plan.

- On July 11, 2002, members of the National Capital Planning Commission approved the release for public comment of a comprehensive plan detailing urban design and security recommendations for Washington's Monumental Core, including Pennsylvania Avenue. The plan identified permanent security and streetscape improvements for federal facilities and key areas and streets in the Nation's Capital. A public comment evening was scheduled at 5:30 p.m. on September 4, 2002 at which time members of the public were able to give testimony and ask questions about the plan.

- On November 2, 2001, the Commission adopted the recommendations of the Interagency Security Task Force and released the report "Designing for Security in the Nation's Capital." The report acknowledged that as a result of the terrorist threats since the early 1990s, Pennsylvania Avenue in front of the White House should be closed to regular vehicular traffic until such time as detection technology improved, or the security threat changed. It also called for immediate action to beautify and improve the condition of this important civic space. It also set forth a number of programmatic criteria necessary to mitigate the impact of its closure.

Public outreach in conjunction with the NEPA/106 process formally began with a Public Scoping and Information Meeting held on January 15, 2002. The meeting took place at the offices of the National Capital Planning Commission located at

401 9th Street, NW in Washington, DC. The meeting took place between the hours of 5pm to 8pm.

Schedule

• Verification Study	Oct. 02 – Jan. 03
• Public Scoping and Information Meeting	January 15, 2003
• Stakeholder Meeting	February 20, 2003
• Section 106 Consultation Meeting	February 25. 2003
• National Capital Planning Commission	March 12, 2003
• Commission of Fine Arts	March 20, 2003
• Notice public information meeting for EA	April 22, 2003
• 2nd Public Information meeting, present recommendations for temporary and permanent modifications to Pennsylvania Avenue *Continued Section 106 Consultation	May 5, 2003
• **Commission of Fine Arts	TBD
• Release Environmental Decision *Continued Section 106 Consultation	June 4, 2003
• National Capital Planning Commission Preliminary Hearing	June 5, 2003
• Begin final design *Continued Section 106 Consultation	July 2003
• National Capital Planning Commission Final Hearing	September 4, 2003
• Begin construction	November 2003
• Complete major construction for 2005 Inaugural	September 2004
• Complete final construction activities	June 2005

*There will be continuing Section 106 consultation meetings – dates to be announced.
**To be determined – possible dates are May 15th or June 19th

2.3.2 Presentations

At each public meeting, Powerpoint presentations have been made and/or large display boards have been displayed that described the proposed action. The presentation for each meeting have been updated to reflect new information resulting from continued planning and engineering analysis. Each meeting consisted of an overview of the project background, the project proposal, and planning, design and review process. Comments made during the question-and-answer period were recorded either by a stenographer, or comments sheets handed-in by participants. Attendees were asked to sign in and names and addresses were added to the project mailing list.

Several media were used to create a broad awareness of the proposed action. These included:

- Letter/Correspondence
- Notice Mailings
- Brochures
- Newsletter
- Web Page
- Media Interviews (Newspaper, Television, Magazine, and Radio)
- Public Speaking Engagements

2.4 Stakeholder Outreach

Reconsideration and review of previous design proposals – Between March 2001 and September 2001, the Interagency Security Task Force consulted with security, urban design, transportation and historic preservation experts to evaluate and debate the appropriateness of the Avenue's closure. The Security Task Force reached the difficult conclusion that Pennsylvania Avenue should remain closed until the security threat ended. This consensus decision by all Task Force members and key stakeholders, including the US Secret Service, the National Park Service, the Mayor of the District of Columbia, the Advisory Council on Historic Preservation, the Federal City Council and Congresswoman Eleanor Holmes Norton, was reached only after considerable debate and agreement on a number of programmatic requirements. As part of this evaluation, the Security Task Force conducted a thorough review and deliberation of all previous design proposals prepared for the Avenue. The reviews also included the National Park Service's Comprehensive Design Plan for President's Park, and the design process used by the National Park Service in 1995 and 1996 for the Avenue. Both of these efforts included extensive input from both national experts and the general public.

Concept Generation for Design Approach – In February 2002, as part of the National Capital Urban Design and Security Plan, four landscape architects were asked to submit ideas on how to improve the Avenue in an effort to generate design idea approaches. Michael Van Valkenburgh Associates was chosen and the designer began to proceed with the design effort.

Verification Study – Between October 2002 and January 2003, Michael Van Valkenburgh Associates conducted a verification study that involved meeting with key stakeholders to determine the detailed operational and functional requirements for the project. The designer also met with a group of noted historians and architects to obtain input regarding historic resources and urban design.

On February 20, 2003, MVVA conducted a review session with stakeholders on the proposed concept design as described in this document. The purpose of the meeting was to obtain input and feedback regarding the proposal.

2.5 Comparative and Mitigation Matrices

Tables 2.1 – 2.4 are summary matrices of the estimated impacts of the No-Build and Build Alternatives. The impacts summarized below are discussed in further detail in Section 4 – *Environmental Consequences*.

Table 2.1 – Comparative Matrix

COMPARATIVE MATRIX			
Issue	**No-Build Alternative**	**Build Alternative**	
		Preferred Alternative	**2002 MVVA Alternative**
Land Use and Zoning			
Land Use Impacts	Land use will remain consistent	Action will function as an enhancement to current secure environment	Same as Preferred Alternative
Relationship to Existing Zoning	No change in zoning required	No impact	Same as Preferred Alternative
Security	No change in current security environment and components	Location of booths and security line configuration improved	Location of booths inadequate, security line configuration not optimal
Socio-Economic Impacts			
On Institutions and Businesses	No change from current environment	There will be a loss of staff permit parking. Loading operations improved on Pennsylvania Avenue Jackson and Madison Place loading improved. Tree placement and spacing improved to respect views. Paving material improved, while retaining desired character. Additional circulator route options. Conflicts between route and security operations minimized. Bollard line moved to reduce direct impact on Riggs Bank. Single row of trees eliminates any additional impacts over existing conditions.	No loss of parking on Jackson Place Security line location hampered loading operations on Pennsylvania Avenue, Madison and Jackson Places. Tree spacing causes obstructed visibility. Concerned about loose granular paving materials. Significant impacts and conflicts between location of dedicated cart-way and security functions at Blair House. Awkward pedestrian movement due to bollard line in front of Riggs Bank Double row of trees adjacent to Park caused difficulty with views from Inaugural Parade viewing stands.

Table 2.2 – Comparative Matrix

COMPARATIVE MATRIX			
Issue	**No-Build Alternative**	**Build Alternative**	
		Preferred Alternative	**2002 MVVA Alternative**
Socio-Economic Impacts			
On Institutions and Businesses		Some increase in the use of security checkpoint on Jackson and Madison Places. Location of pedestrian barriers at outer bollard line on Jackson Place will impact access to public use buildings.	Same as No-Build Alternative Same as No-Build Alternative
Visitor Use and Experience	No change	Improved sidewalk width in front of the White House for pedestrian use Some potential conflicts between queuing of vehicle and pedestrian crosswalk at 15th and 17th Streets – in limited circumstances. Paving material improved, while retaining desired character	Inadequate sidewalk width in front of the White House Same as No-Build Alternative Granular paving material may be problematic.
News Media	No change	Single row of trees in front of the White House eliminates additional impacts, existing conditions on north side. New trees on south side will cause a new impact; however, it will be no greater than that existing on the north side Approximately 64 linear feet of staging area on Madison Place will be lost.	Double tree line along Park blocks optimal views for media to broadcast the Inaugural Parade. Same as Preferred Alternative
Recreational Users and Pedestrians			
Long Term Impacts	No Change	Enhanced recreational and pedestrian usage	Same as Preferred Alternative
Air Quality			
Long Term Impacts	No change	No change	Same as Preferred Alternative
Noise			
Long Term Impacts	No change	No change	Same as Preferred Alternative
Farmland			
N/A			
Relocation			
N/A			
Joint Development			
N/A			

Table 2.3 – Comparative Matrix

COMPARATIVE MATRIX			
Issue	**No-Build Alternative**	**Build Alternative**	
		Preferred Alternative	**2002 MVVA Alternative**
Water Quality			
N/A			
Permits			
Construction	No change	DDOT Electrical Permit, Erosion/Sediment Control Permit, and Stormwater Management Permit	Same as Preferred Alternative
Wetlands			
N/A			
Floodplains			
N/A			
Wild and Scenic Rivers			
N/A			
Costal Barriers			
N/A			
Coastal Zone			
N/A			
Threatened or Endangered Species			
N/A			
Historic Preservation			
Long Term Impacts	No change	To be determined, see Table 4.2	
Archeological Preservation			
Long Term Impacts	No Change	To be determined	Same as Preferred Alternative
Environmental Justice			
N/A			
Hazardous Waste Sites			
N/A			
Visual and Aesthetic Qualities			
Long Term Impacts	No change	Tree placement and spacing improved to respect views. Pavement colors proposed to be complementary and of the same tone. Use of Park-like presidential bollard may not be appropriate at 15th and 17th Streets	Tree spacing obstructs views Color contrast of pavements problematic. Same as Preferred Alternative
Energy Requirements and Conservation			
Long Term Impacts	No change		
Construction (see Tables 4.22.1 – 4.22.11 for short -term construction effects in Item 4.22: Construction Impacts)			
Long Term Impacts	No change	No long term construction impacts are anticipated	Same as Preferred Alternative

Table 2.4 – Comparative Matrix

COMPARATIVE MATRIX			
Issue	**No-Build Alternative**	**Build Alternative**	
		Preferred Alternative	**2002 MVVA Alternative**
Transportation			
Long/short Term Impacts	No change	Maintenance of traffic. Tunnel feasibility study to be conducted. Design easily reversible to allow vehicle use. Increased flexibility with circulator.	Same as Preferred Alternative
Circulator	No change	Compatible with Downtown Circulator Plan	Same as Preferred Alternative
Utilities			
Public Utilities	No change	Utility relocation and realignment will be required	Same as Preferred Alternative
Biotic Community			
Vegetation	No change	Addition of new trees would serve to enhance the existing environment	Same as Preferred Alternative
Wildlife	No change	No change	Same as Preferred Alternative
Consistency With Local Plans			
Long Term Impacts	No change	Compatible with local plans	Same as Preferred Alternative
Irreversible and Irretrievable Commitment of Resources			
Long Term Impacts	No change	Resources would be consumed	Same as Preferred Alternative

Tables 2.5 – 2.7 are summary matrices of the mitigation measures proposed for the long-term construction impacts of the project on each environmental element. Additional details on the mitigation measures can be found in Section 4 – *Environmental Consequences*.

Table 2.5 – Mitigation Matrix

MITIGATION MATRIX		
Issue	**Build Alternative**	
	Preferred Alternative	**2002 MVVA Alternative**
Land Use and Zoning		
Land Use Impacts	No mitigation required.	Same
Relationship to Existing Zoning	No mitigation required	Same
Security	No mitigation required	Same
Socio-Economic Impacts		
On Institutions and Businesses	Commercial parking in vicinity will have to be utilized. Businesses and Institutions will need to coordinate with the USSS to accommodate trucks over 40 feet. Increase width of access through security line to improve circulation by-pass and loading for adjacent uses. Loss of parking will offset increased use as a security checkpoint USSS will need to coordinate with the US Park Police to ensure pedestrian barriers used during times of high alert will be placed at inner bollard line to maintain access to retail.	Same
Visitor Use and Experience	Slight increase in outer bollard line setback needed to minimize conflicts between pedestrian crosswalk and vehicle queuing.	Same
News Media	Increase width of access through security line to improve staging area, circulation, by-pass and emergency access.	Same
Recreational Users and Pedestrians		
Long Term Impacts	No mitigation required	Same
Air Quality		
Long Term Impacts	No mitigation required	Same
Noise		
Long Term Impacts	No mitigation required	Same
Farmland		
N/A	No mitigation required	Same
Relocation		
N/A	No mitigation required	Same
Joint Development		
N/A	No mitigation required	Same

Table 2.6 – Mitigation Matrix

MITIGATION MATRIX		
Issue	**Build Alternative**	
	Preferred Alternative	**2002 MVVA Alternative**
Water Quality		
N/A	No mitigation required	Same
Permits		
N/A	No mitigation required	Same
Wetlands		
N/A	No mitigation required	Same
Floodplains		
N/A	No mitigation required	Same
Wild and Scenic Rivers		
N/A	No mitigation required	Same
Costal Barriers		
N/A	No mitigation required	Same
Coastal Zone		
N/A	No mitigation required	Same
Threatened or Endangered Species		
N/A	No mitigation required	Same
Historic Preservation		
Long Term Impacts	To be determined; however, mitigation measures are to preserve historic vistas and views, and introduce trees to Pennsylvania Avenue. To improve impact of current security measures in front of historic buildings at all four corners of project area. See Section 4.17 and Table 4.2	Same
Archeological Preservation		
Long Term Impacts	None anticipated	Same
Environmental Justice		
NA	No mitigation required	Same
Hazardous Waste Sites		
N/A	No mitigation required	Same
Visual and Aesthetic Qualities		
Long Term Impacts	Reconsider bollard design	Same
Construction		
Long Term Impacts	No mitigation required	Same
Transportation		
Long/short Term Impacts	Maintenance-of-traffic plans	Same
Circulator	No mitigation required	Same

Table 2.7 – Mitigation Matrix

MITIGATION MATRIX		
Issue	**Build Alternative**	
	Preferred Alternative	**2002 MVVA Alternative**
Utilities		
Public Utilities	Short-term disruption of utilities, if they occur, would be minimized during construction. Specific measures will be considered, if unforeseen impacts occur. Utilities upgraded where necessary to reduce long-term maintenance. No mitigation required.	Same
Biotic Community		
N/A	No mitigation required. See Table 4.22.10	Same
Consistency With Local Plans		
Long Term Impacts	No mitigation required	Same
Irreversible and Irretrievable Commitment of Resources		
Long Term Impacts	No mitigation required, resources consumed are not considered scarce.	Same

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III

AFFECTED ENVIRONMENT

Pennsylvania Avenue At The White House

3 Affected Environment

The affected environment encompasses the northern most portion of President's Park, including Lafayette Park and Pennsylvania Avenue in front of the White House. A historic row of townhouses on Jackson and Madison Places, now used as offices and guest quarters for the Executive Office of the President, front the Park, and have maintained an intimate scale and residential character. Pennsylvania Avenue, an important cross-axis street within the City, is the address for the Office and home of the President. The relationship of the White House lawn to Lafayette Park creates an important place to view and experience a significant symbolic location in the Nation's Capital. Monumental buildings flank the White House grounds and Lafayette Park along Pennsylvania Avenue.

3.1 Existing Conditions

Pennsylvania Avenue, between 15th and 17th Streets, and Jackson and Madison Places have been limited to pedestrians, bicyclists, and authorized vehicles since interim security measures were installed in 1995. These measures include large concrete planters (located on the street and across the sidewalks), security booths, and hydraulic plate barriers. Concrete barriers, approximately 30" high, were placed around the north side of President's Park at Jackson and Madison Places, and subsequently in the year 2000 the concrete barriers were replaced by decorative bollards

The United States Secret Service (USSS) manages the secure entrances to this precinct. Currently, vehicles on official business are checked at entrances on 15th and 17th Streets, these entrances on Pennsylvania Avenue serve as the primary checkpoints and Jackson and Madison Places at H Street serve as the secondary security checkpoints.

Pennsylvania Avenue, between 15th and 17th Streets, is under the administrative jurisdiction of the District of Columbia, although title rests with the United States. Jackson Place, H Street, and Madison Place are also under the administrative jurisdiction of the District. Lafayette Park, including the sidewalks along Jackson Place, H Street, Madison Place, and Pennsylvania Avenue, is under the jurisdiction of the National Park Service. The White House grounds and the Pennsylvania Avenue sidewalk immediately north of the fence are also under the jurisdiction of the National Park Service.

3.2 Site Characteristics

3.2.1 Pennsylvania Avenue

Pennsylvania Avenue, which runs east/west between 15th and 17th Streets, is not continuous with the major diagonal avenue planned by Pierre L 'Enfant. Pennsylvania Avenue is an 84-foot-wide asphalt crowned roadway with a 33-foot

wide concrete sidewalk along the south side of the Avenue (White House side). On the north side of the Avenue, a 16- foot-wide concrete sidewalk is located in front of the Riggs Bank and Bank of America; an 18-foot-wide brick sidewalk is located in front of the Renwick Gallery and Blair House.

The whole avenue corridor is about 140' wide. West of the project area Pennsylvania Avenue is generally a 120' wide corridor for street, boulevard trees, and sidewalks; toward the Capitol to the east the right-of-way is 160 feet to 200 feet between building fronts.

Within the project area, granite curbs and brick gutters edge the avenue, with curb cuts at intersections and driveways. Sidewalks on the south side at both the east and west ends have been recently repaved using 2' *x* 2' granite aggregate pavers with a charcoal granite accent and edge strip. Both the Treasury Building and the Eisenhower Executive Office Building have fenced, sunken courtyards with carefully maintained lawns and vegetation. The sidewalk directly north of the White House is concrete, and includes portions that have deteriorated and have been replaced with differing materials. Large exposed aggregate concrete bollards separate the street from the sidewalk near the granite curb and accent strip. Chains were removed between the bollards since there is no longer a danger of pedestrians stepping into traffic.

Sidewalks on the north side of Pennsylvania Avenue in front of Blair House are constructed of brick pavers. The front gardens are well-maintained and are ornamentally fenced. In front of the Renwick Gallery the paving is brick with red sandstone in front of wide stone steps at the gallery entry; there are fenced, sunken window wells, a trash receptacle and two wood and iron benches. Sidewalks on the north side between 15th and Madison Place are concrete, with some street trees and lighting, but no entry gardens.

A single row of street trees lines each curb, except for the portion of Pennsylvania Avenue in front of the White House between East and West Executive Drives. Overall, the existing trees vary in age and size and, in places, are unevenly spaced. A row of Elm trees once lined the sidewalk in front of the White house; however, these trees succumbed to Dutch Elm Disease in the mid-twentieth century. Large concrete bollards replaced the former tree row in 1988.

Different styles of cast iron light poles are installed along the sidewalks on Pennsylvania Avenue, and some are used to post street and way-finding signage. Several benches are located on the south sidewalk at EEOB and Department of Treasury, and in front of the Renwick Gallery. Way-finding kiosks are located at the entry portals at 15th and 17th Streets.

While Pennsylvania Avenue is no longer open to public through-traffic, vehicle access is provided to the Renwick Gallery, Blair House, Riggs National Bank and Bank of America. Historical plaques along the avenue and around Lafayette Park vary in placement, shape, size, quantity and quality of information.

3.2.2 Lafayette Park

Lafayette Park was originally part of Federal Reservation 1, which encompassed all of the White House and President's Park. However, in 1894 it was officially separated and renumbered as Reservation 10. It is an 8-acre rectangular park extending from Madison Place on the east to Jackson Place on the west and from Pennsylvania Avenue on the south to H Street on the north. A Metro subway route passes under the park.

The park's most prominent corner features are the four monumental American Revolutionary statues commemorating four military figures who aided the young American Republic in its fight for independence: Maj. Gen. Marquis Gilbert de Lafayette; Gen. Thaddeus Kosciuszko; Maj. Gen. Wilhelm von Steuben; and Maj. Gen. Comte Jean de Rochambeau. All the statues are in circular planting beds. The center statue of Andrew Jackson, by sculptor Clarke Mills, is the oldest equestrian statue in the United States and was cast from Spanish cannon taken at Jacksonville. It is surrounded by four cannons, a cast-iron fence, and plantings.

Walks have been paved with brick pavers in several different patterns. Perimeter sidewalks are edged by rounded granite curbs that taper to the sidewalk elevation at entry areas. The south sidewalk is approximately 21-feet wide and the east and west sidewalks are approximately 17-feet wide.

Figure 3.1

**Statue of France's General Marquis Gilbert de Lafayette in Lafayette Park*

Vegetation in the park includes trees, turf, shrub beds, and formal flower beds with seasonal displays that are coordinated with flower plantings around the north lawn fountain at the White House. Large oval fountains, installed about 1969, are rapidly deteriorating. Black painted cast-iron benches without end armrests are offset along the walkways. Popular concrete chess tables are located by the west side of the park. Two styles of drinking fountains and several types of trash receptacles are also located along the walks. Most park light fixtures match other city park lighting, but not the lighting in President's Park, which uses two styles of the historic Washington, D.C. light standard.

**Source: Washington DC, List of Sites*

On the north edge of the park is a former watchman's lodge, which now provides two restrooms, a walled storage area, a storeroom, an office for U.S. Park Police, and a locker room for park maintenance.

The park is used for picnicking, chess, strolling, sunning, and other informal activities. At one time it contained a children's playground, and in the second half of the 19th century it contained wire enclosures with prairie dogs and deer.

Because of the park's proximity to and visibility from the White House, it has traditionally been the site for demonstrations protected under the First Amendment to the Constitution. The park's eastern end has utility connections that can be used by groups up to 3,000 if they first obtain a permit. The sidewalk north of the White House fence can also be used for moving demonstrations of up to 750 individuals.

3.2.3 H Street

H Street is a four-lane eastbound one-way street on the north side of Lafayette Park. Brick sidewalks on the park side are 20' wide but are currently bisected by temporary concrete barriers; trees, signs, and light posts are adjacent to the street. The sidewalks on the north side of H Street are concrete. While most of the street is signed "No Parking" (except for Sunday morning), tour buses often create a wall of idling vehicles the entire length of the park, blocking views, and adding noise and fumes. Vibrations from buses could be a contributing factor to structural damage in surrounding historic buildings. There are two metro bus stops between Jackson and Madison Places on H Street.

**St. John's Episcopal Church on H Street, NW*

Figure 3.2

**Source: Washington DC, List of Sites*

3.2.4 Jackson Place

Jackson Place, on the west side of Lafayette Park, is about 40 feet wide and is paved with asphalt. Sidewalks on each side of Jackson Place range between 17 and 20 feet in width. Jackson Place currently accommodates 40 angled parking spaces adjacent to the park. Black metal bollards are on the south end of the street, which is filled with permanent staff parking. The scale of buildings on the west side of the street is residential, with brick historic and 1960s infill townhouses. Behind the townhouses is a modern brick New Executive Office Building, with an adjacent courtyard. Front gardens are well kept. Simple appearing wood and metal wheelchair ramps provide access to the White House Conference Center. Street trees and lighting are unevenly spaced along Jackson Place.

3.2.5 Madison Place

Madison Place, on the east side of Lafayette Park, is also about 40 feet wide and paved in asphalt, with buildings along its east side. Sidewalks on each side range between 17 and 20 feet. The Treasury Annex building at the south end has a concrete sidewalk and sunken window wells behind stone walls and ornate metal grillwork. The smaller scale historic buildings on the north end have brick paved walks and front gardens with ornamental fencing. In between is the entrance to the National Courts Building, which has an interior courtyard open to the public; the sidewalks are brick, and flagpoles and modem globe lighting flank the entrance to the brick building, which is recessed behind the historic townhouses. All the brick paver walks have deteriorated to a hazardous condition. Street trees and lighting are unevenly spaced, and some street trees are dead. Currently a city bus transfer point is located on Madison Place, and a food vending cart is operated near the Treasury Annex. Temporary concrete barriers prevent public vehicular use of the street.

3.3 Historic Resources in the Project Area

3.3.1 Lafayette Park

What is now known as Lafayette Park was used as a construction staging area for the White House in the 1790's. President Jefferson separated what was to become the Park (then known as President's Square) from the White House grounds during his administration in order to create a public commons. During the War of 1812 it served as an encampment for soldiers protecting the White

House. After the war it once again served as the construction staging area for the rebuilding of the burned out White House. By 1820 a park plan was being developed for the square and residential property adjacent to the square were being built. The square was named for Lafayette in the year of his first visit to Washington (1824). Also in that year Pennsylvania Avenue in front of the White House was officially designated a public street.

The National Park Service took over management of the park from the U.S. Army Corps of Engineers in 1933. In the 1930s the Works Progress Administration, under the direction of the Park Service, redeveloped the park, essentially creating its modern appearance. A plan initiated during the Kennedy administration upgraded the park with "minimal changes," brick paving, and new fountains, while creating much needed office space, resulting in the present appearance of the park and surrounding area.

3.3.2 Pennsylvania Avenue

L'Enfant designed Pennsylvania Avenue between the White House and the U.S. Capitol as a ceremonial way, a grand approach that would accommodate large processions. Both the 1791 L'Enfant plan and the 1792 refinement by Andrew Ellicott describe the breadth of the streets and identify three components of the grand avenues: walkways on each side, a boulevard on each side, and a central carriageway.

Although not a part of L'Enfant's original design, the extension of Pennsylvania Avenue north of the White House occurred informally at first, the south facade originally served as the front of the White House, with ceremonies ending at the southeast gate.

Over the years the north side of the White House, which is oriented more to the city of Washington, gradually became known as the front, and by 1824 a road was established in front of the White House.

It is unclear when inaugural parades first began to pass in front of the White House on the north side. By the last half of the 19th century the inaugural parade, including the construction of reviewing stands on Pennsylvania Avenue north of the White House, had become a tradition.

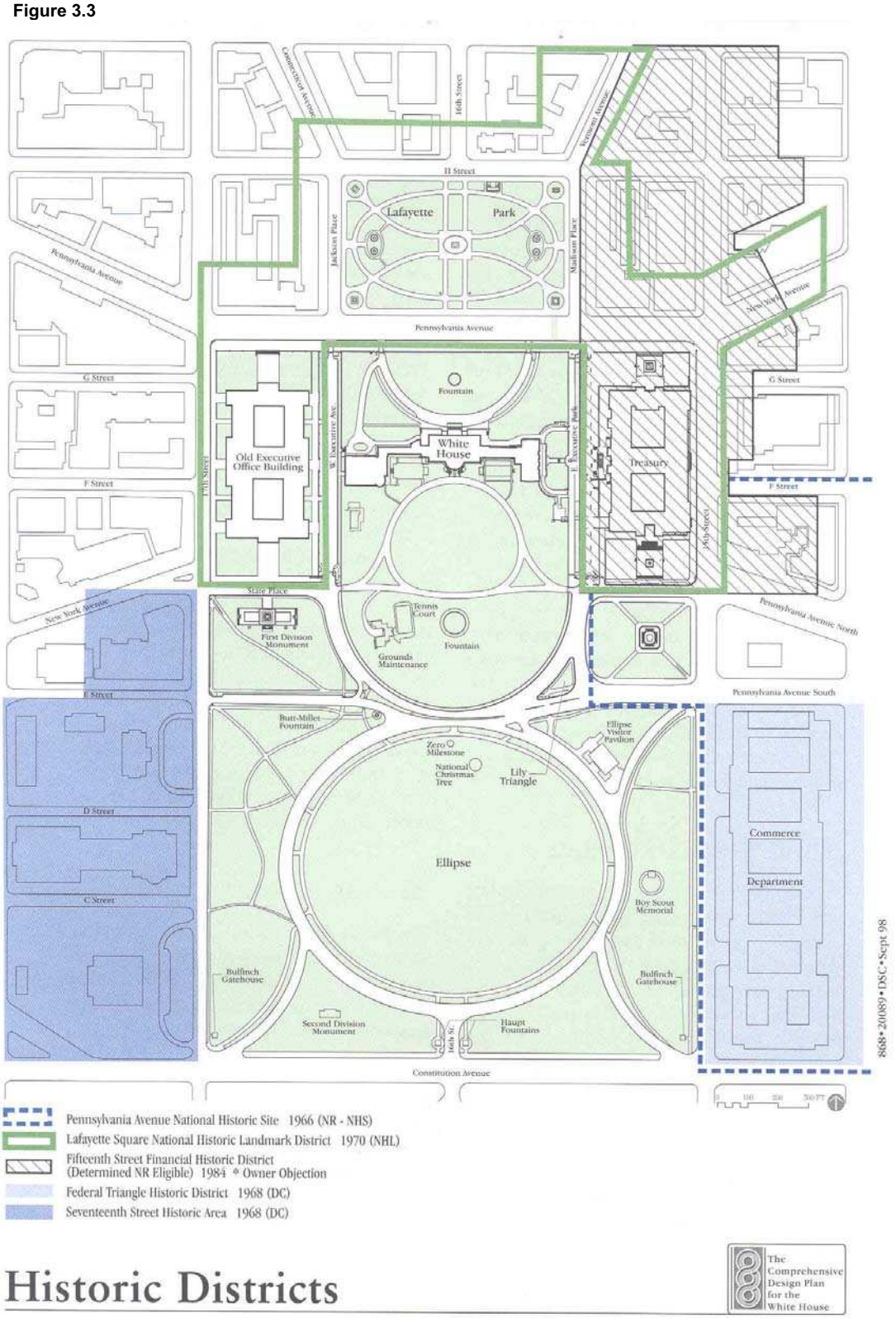
3.4 Historic Properties in the Project Area

During the 1960s and 1970s a concerted effort was undertaken to preserve the historic houses along Jackson and Madison Places, as well as the Renwick Gallery and the Old Executive Office Building, and to rehabilitate Lafayette Park, which had become a focal point for demonstrations.

Table 3.1: Potentially Affected Historic Structures, Sites and Districts in and near President's Park

The White House and President's Park	
Historic Structure, Site or District	Designation
Lafayette Park:	
Lafayette Square National Historic Landmark District	National Register of Historic Places – 1970 National Historic Landmark – 1970 District of Columbia Historic District – 1973
Von Steuben Statue	National Register of Historic Places – 1970, 1977
Rochambeau Statue	National Register of Historic Places – 1970, 1977
Kosciuszko Statue	National Register of Historic Places – 1970, 1977
Lafayette Statue	National Register of Historic Places – 1970, 1977
White House Complex:	
White House	National Historic Landmark – 1960
Treasury Building	National Historic Landmark – 1971
Eisenhower Executive Office Building	National Historic Landmark – 1971
Structures and Districts Adjacent to the White House and President's Park	
Historic Structure, Site or District	Designation
Lafayette Square National Historic Landmark District	See above Table
Decatur House	National Historic Landmark – 1960
St. John's Church	National Historic Landmark – 1960
Ashburton House	National Historic Landmark – 1973
Lee House/Blair House	National Historic Landmark – 1973
U.S. Chamber of Commence Building Treasury Annex	National Register of Historic Places – 1970, 1992
Renwick Gallery	National Historic Landmark – 1971
White House Historical Society	
White House Conference Center	
Riggs Bank	
United States Court of Appeals	
Pennsylvania Avenue National Historic Site	National Register of Historic Places – 1966 National Historic Site – 1966 District of Columbia – 1973
Fifteenth Street Financial Historic District	District of Columbia – 1981 Eligible for National Register of Historic Places - 1984

Figure 3.3



Historic Districts Map courtesy of the United States Department of the Interior – National Park Service

Figure 3.4

Memorials/Monuments Map courtesy of the United States Department of the Interior – National Park Service

3.5 Natural Resources in the Project Area

Historically, the Potomac River extended as far northeast as the southwest corner of President's Park. Tiber Creek, a perennial stream flowing southwest through the present downtown area, emptied into the Potomac at this point. With the growth and development of the city, portions of the river and adjacent tidal flats were filled to create the Ellipse and the National Mall. (Tiber Creek still flows beneath Constitution Avenue, but has been incorporated into the city's stormwater sewer system.)

3.5.1 Geology

The White House grounds and Lafayette Park are underlain by river terrace deposits generally composed of gravel, sand, and loam. In scattered areas the formation contains layers of fine-grained deposits of clay, silt and peat, and plant fossils 5 meters (16') thick. The river terrace formation is as much as 9 meters (30') thick.

Overburden is all surface earth material overlying hard bedrock, including soil, disturbed ground and artificial fill, alluvial and terrace deposits, colluvium, upland gravel, Coastal Plain strata, and saprolite on crystalline bedrock. Thickness and composition of overburden is an important factor in determining suitability of the area for various development activities. Areas with thin overburden are more suitable for development requiring strong bed- rock for structural support, while areas of thick overburden are suitable for development activities such as utility alignments requiring deep burial. Overburden in President's Park is relatively thin, ranging from 15 to 30 meters (50-100') thick in most of the area.

Artificial fill occurs throughout the park in areas altered by man, and consists of unconsolidated material from nearby river dredgings and excavations. Areas of artificial fill are located in cut or disturbed ground, reclaimed areas, and sanitary landfills.

3.5.2 Soils

The Soil Conservation Service has identified the soils of Lafayette Park and the north lawn of the White House as Beltsville-Urban land complex, with 0 to 8% slopes. These soils formed in the parent material of a silty mantle probably deposited by the wind. They are moderately well-drained, nearly level to gently sloping on higher elevations of the Coastal Plain. The Soil Conservation Service has collected and analyzed data from soil borings in the Beltsville-Urban land complex to determine soil characteristics and behavior of soil for potential development uses:

Physical and Chemical Properties :

- Soil drainage: slow
- Permeability: slow
- Runoff: medium to rapid
- Erosion hazard: moderate to severe
- Available water capacity: moderate in relatively undisturbed areas; low to very low in highly urbanized areas
- pH: most un-limed areas very strongly acidic
- Flood frequency: none
- Shrink/swell potential: low

Site Development Limitations

- Shallow excavations: Severe due to wetness, cemented pan
- Dwellings without basements: severe due to frost action, wetness
- Dwellings without basements: severe due to wetness
- Roads and streets: severe due to frost action
- Recreational uses: fair to poor potential due to wetness and limited open space
- Landscape vegetation: fair potential

Some areas are relatively undisturbed; however, disturbed areas have had as much as two-thirds of the original profile removed by grading and cutting.

Urban land underlies areas covered by asphalt, concrete, buildings, and other impervious surfaces. In these areas most or all of the original profile has been cut away and covered by 20" or more of fill material. The fill is usually material from nearby areas of cut or graded Beltsville soils.

3.5.3 Vegetation

Vegetation in Lafayette Park, despite the urban stresses of pollution, soil compaction, litter, damage, and vandalism, is carefully maintained and healthy. The park contains 212 trees, representing 38 native and exotic species. Four tree species comprise over 60% of the trees in the park: native willow oaks and American elms and exotic ginkgos (all tall spreading trees) are planted in tree wells in the sidewalks surrounding the park, while the nonnative saucer magnolias (a bush-like tree), are found throughout the interior of the park. However, most tree species are represented by just a few specimens.

In the contextual planning and special streets areas, the opportunity to utilize various types of vegetation is significant. Depending on the species and the soil conditions (both the type of soil and its rain-saturation level), vegetation (trees and shrubs) can absorb a considerable amount of water, contributing to the

retention of surface water drainage at urban locations. Also, water-polluting nitrates, phosphorus, and potassium, which in many areas are spurring the development of total maximum daily loads (TMDLs) for receiving waters, are readily absorbed by trees, which utilize the substances as a supporting energy source.

Table 3.2

District of Columbia Vegetative Changes And Associated Benefits			
Item Analyzed	**1973**	**1997**	**Loss/Gain 1973-1997**
Acres with 50% or more tree cover	**16,440 (37.9%)**	**5,871 (13.4%)**	**-64%**
Acres with 20% - 49% tree cover	**5,087 (11.6%)**	**6,510 (14.8%)**	**28%**
Acres with less than tree cover	**22,411 (51%)**	**31,557 (71.8%)**	**41%**
Stormwater Management Value**	**$666 million**	**$440 million**	**$226 million**
Air Pollution Removal Value (annually)	**$3 million**	**$2 million**	**$1 million**

Source: Urban Ecosystem Analysis (UEA) for the District of Columbia, developed by American Forest – Washington DC

*** Numbers may not add to 100% due to rounding**

**** Represents a one time construction savings, and does not include additional annual savings from avoided maintenance**

IV

ENVIRONMENTAL CONSEQUENCES

Pennsylvania Avenue At The White House

4 Environmental Consequences

4.1 Land and Zoning Impacts

4.1.1 Land Use

Existing Conditions

Referencing the proposed *Comprehensive Design Plan* for the White House and President's Park contained in the Draft Environmental Impact Statement developed by the United States Department of the Interior – National Park Service (October 1998), development trends for the study area include actions that would best meet the needs of the Executive Residence, the Office of the President, the multiple agencies involved in the stewardship or management roles within President's Park, and visitors. The historic elements and character of President's Park and the White House as a formal setting for State events would continue to be respected.

President's Park would become a pedestrian-oriented space, with eight entryways (two each on H Street, Pennsylvania Avenue, E Street, and Constitution Avenue) to signify for visitors a special place.

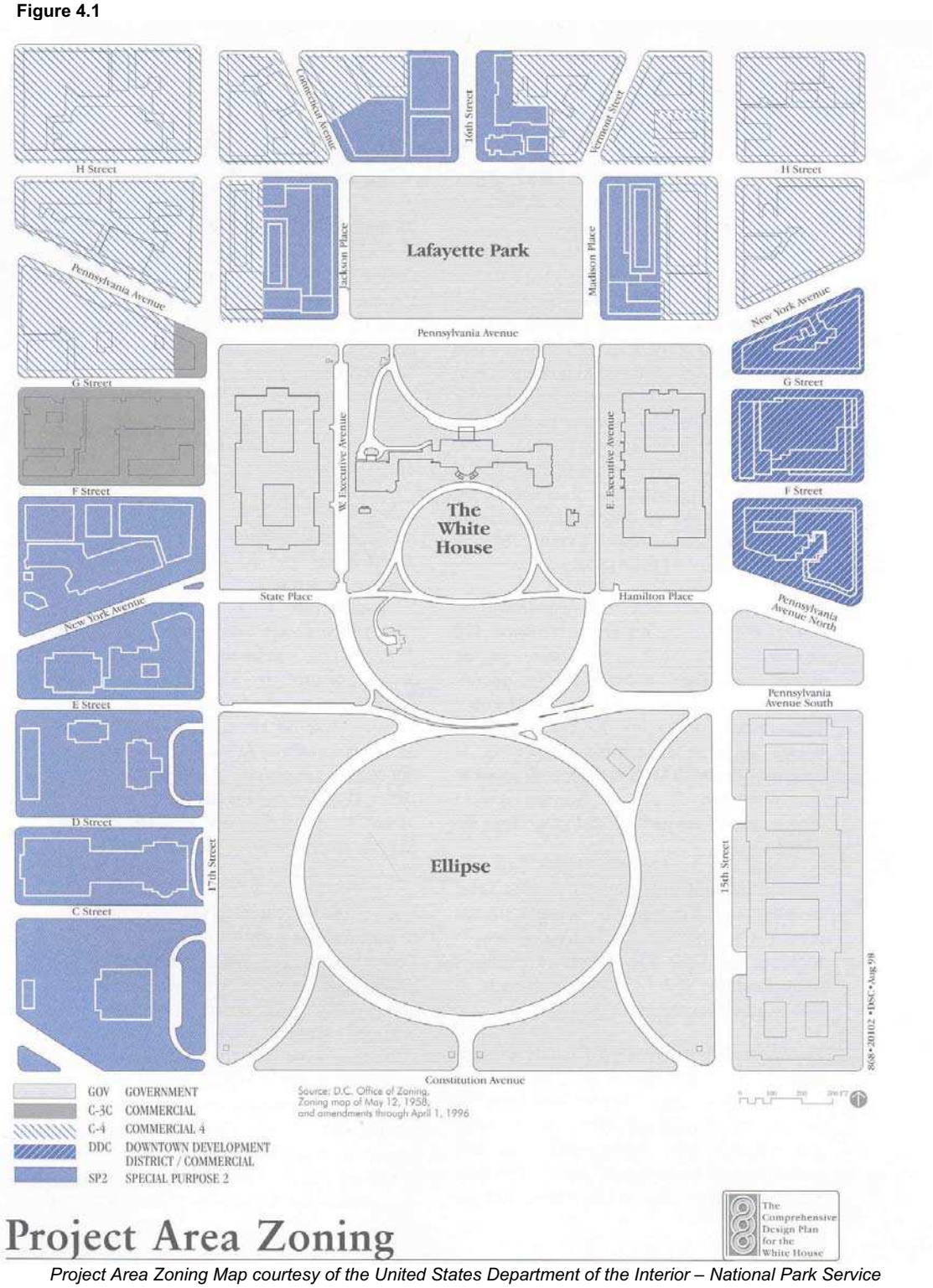
Complete information and orientation for visitors would be provided at entryways to the park, with continued informal recreational activities on the Ellipse.

For special events, such as the Inaugural Parade, permanent infrastructure would be provided, to reduce impacts associated with staging an event.

Land use in the study area is zoned as GOV (Government – President's Park), SP2 (Special Purpose 2 – Jackson and Madison Place, and H Street between Jackson and Madison Place) and C-4 (Commercial 4 – 15th and 17th Streets, between Pennsylvania Avenue and H Street).

There are no residential land uses in the study area. Zoning within the study area is largely consistent with the developed land uses (see Project Area Zoning Map – Figure 4.1)

Figure 4.1



Project Area Zoning Map courtesy of the United States Department of the Interior – National Park Service

4.1.2 Relationship to Existing Zoning

Build Alternative

The proposed action is not only compatible with the uses in the immediate vicinity of President's Park and the White House, it will function as an enhancement to President's Park and is compatible with the Comprehensive Design Plan for President's Park.

No zoning variances would be required, and the proposed improvements would be compatible with the uses allowed in a GOV zone. Since this action serves as an enhancement to an existing primarily government use environment, there is no direct impact on its current use.

No-Build Alternative

There are no impacts to land use as a result of the No-Build Alternative.

4.1.3 Security

Existing Conditions

Security measures on Pennsylvania Avenue between 15th and 17th Streets consists of large concrete planters, security booths, jersey barriers, hydraulic plate barriers, and bollards. Presidential Bollards, security booths, and hydraulic barriers exist on Jackson and Madison Places at H Street. Entry portals and their security checkpoints are located on Pennsylvania Avenue at 15th and 17th Streets, and on H Street at Jackson and Madison Places.

Build Alternative

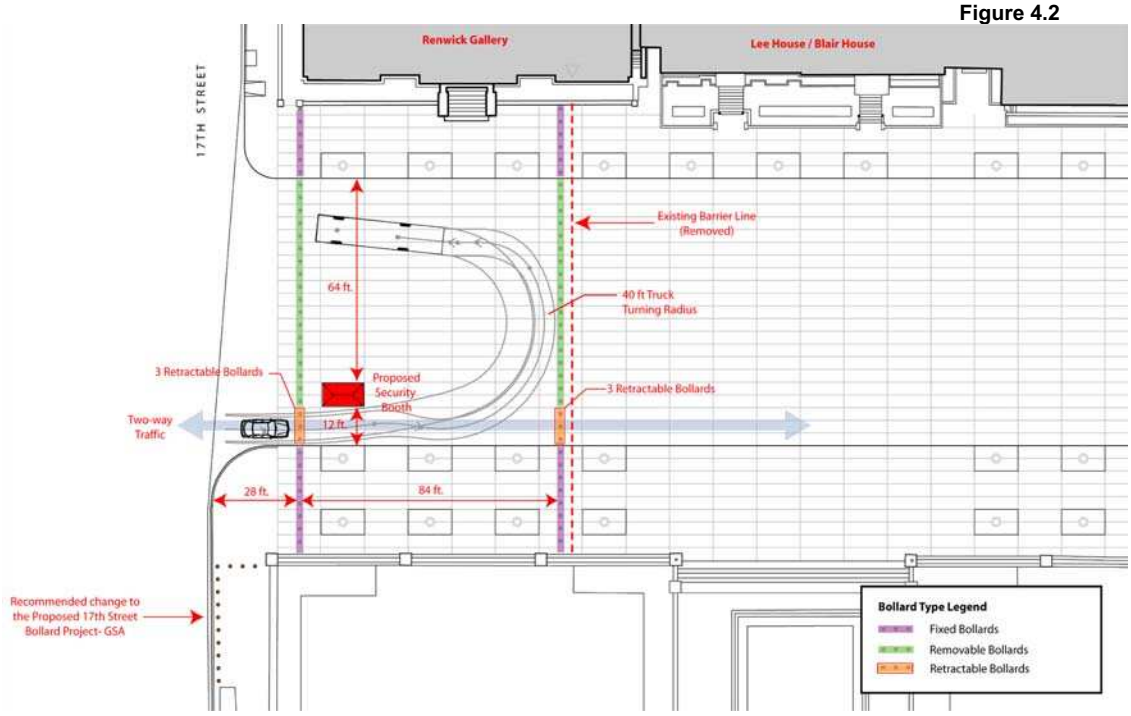
On Jackson and Madison Places, the existing temporary security booths installed in 1999 will be replaced with new architecturally appropriate booths and located just north of the outer bollard line. The security booths will sit on an extended sidewalk positioned to channel vehicles as they enter or exit the secure area, providing approximately 24' for two-way circulation.

On Pennsylvania Avenue, the temporary security improvements will be replaced with bollards, and architecturally appropriate security booths with a sally port.

The security booths will be positioned to allow vehicles to approach the booth on the driver's side. Fixed bollards will be placed in the sidewalks, except where there is a need to allow for the passage of vehicles or maintenance equipment. Removable bollards will be used in locations where there will be an infrequent need to remove the barrier, such as for the Inaugural Parade. Retractable bollards will be used where frequent passage is required, and security enhanced overall.

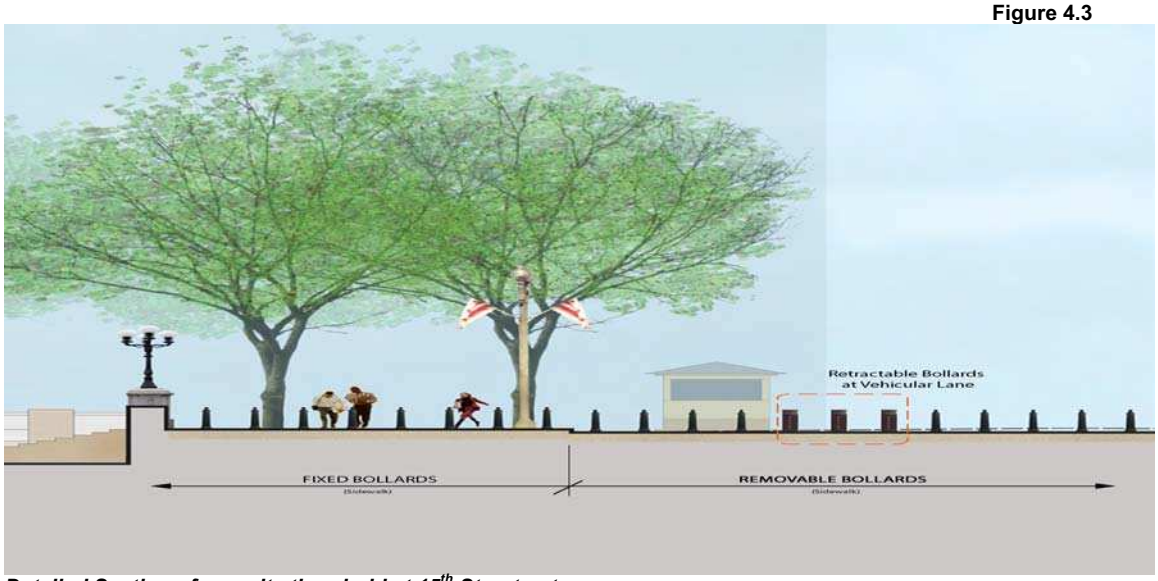
In conjunction with the concept design, daily operations will be relocated to Jackson and Madison Places, and the checkpoints on Pennsylvania Avenue will be limited to pre-screened or cleared motorcades, emergency equipment and the downtown circulator. Security booths and a sally port (a secure area formed by two lines of bollards) are proposed to secure each of these four entry points.

Figure 4.2



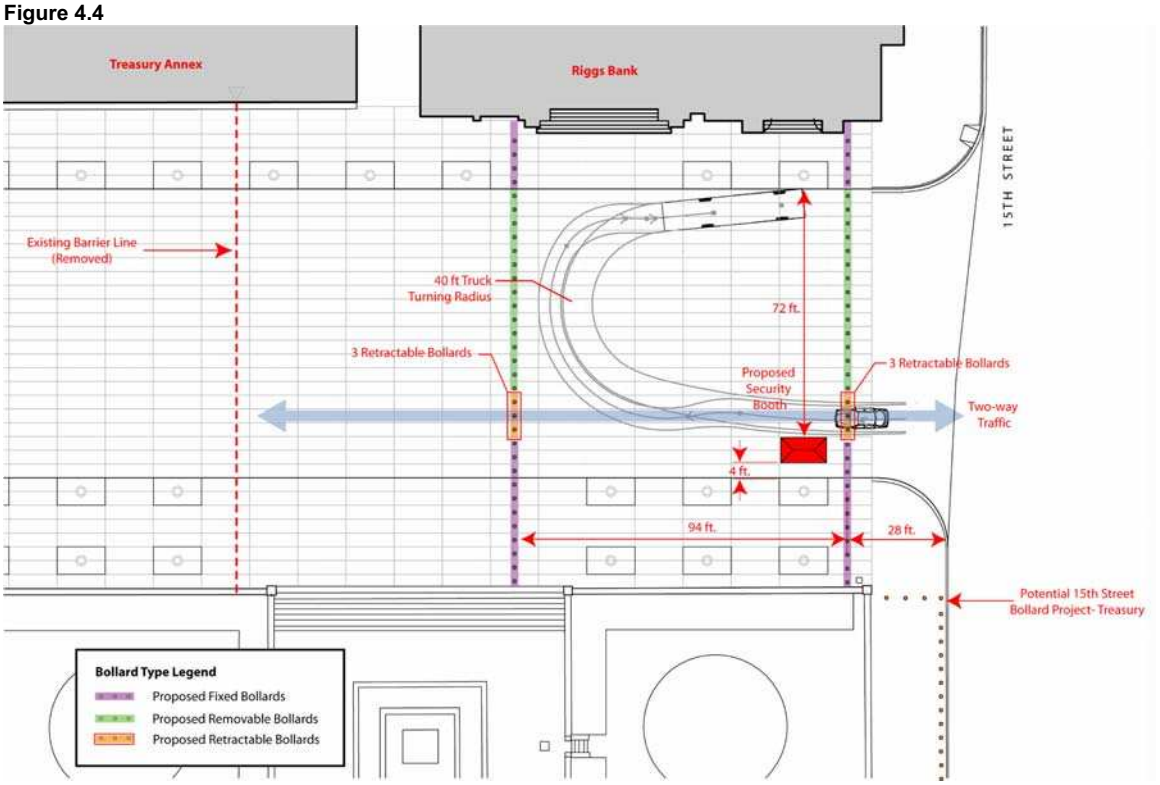
Detail Plan of security threshold at 17th Street and Pennsylvania Avenue

Figure 4.3

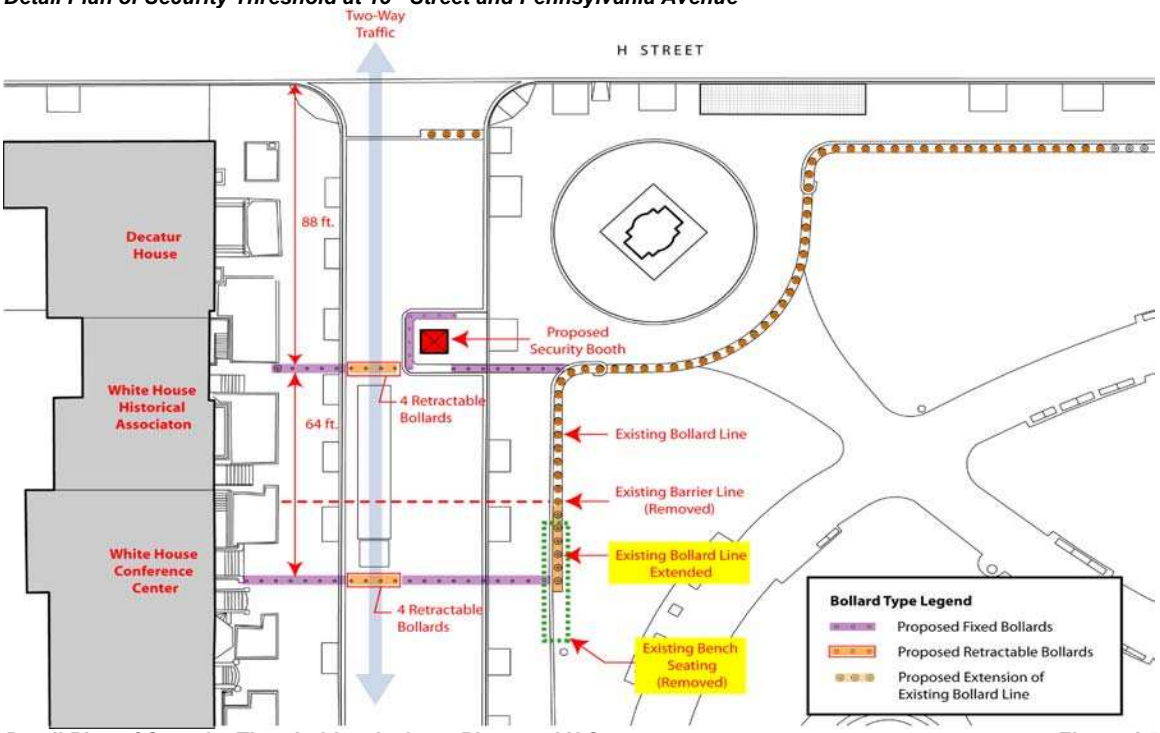


Detailed Section of security threshold at 15th Street entry

Figure 4.4



Detail Plan of Security Threshold at 15th Street and Pennsylvania Avenue



Detail Plan of Security Threshold at Jackson Place and H Street

Figure 4.5

Detail Plan of Security Threshold at Madison Place and H Street

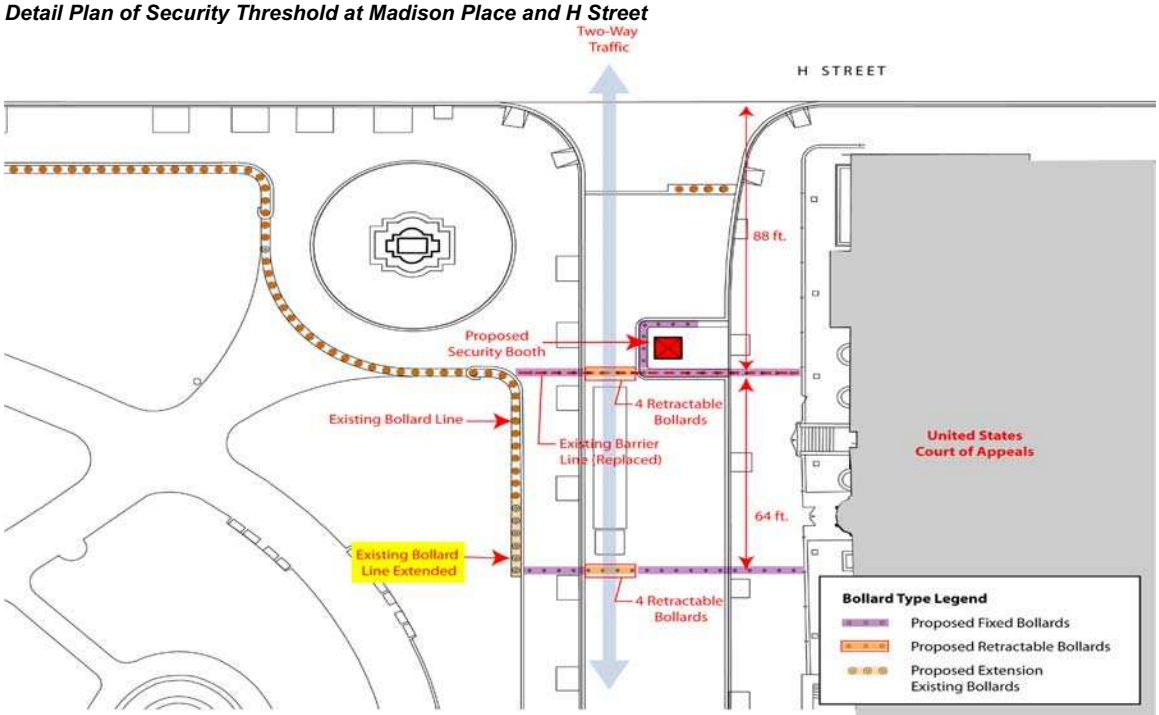
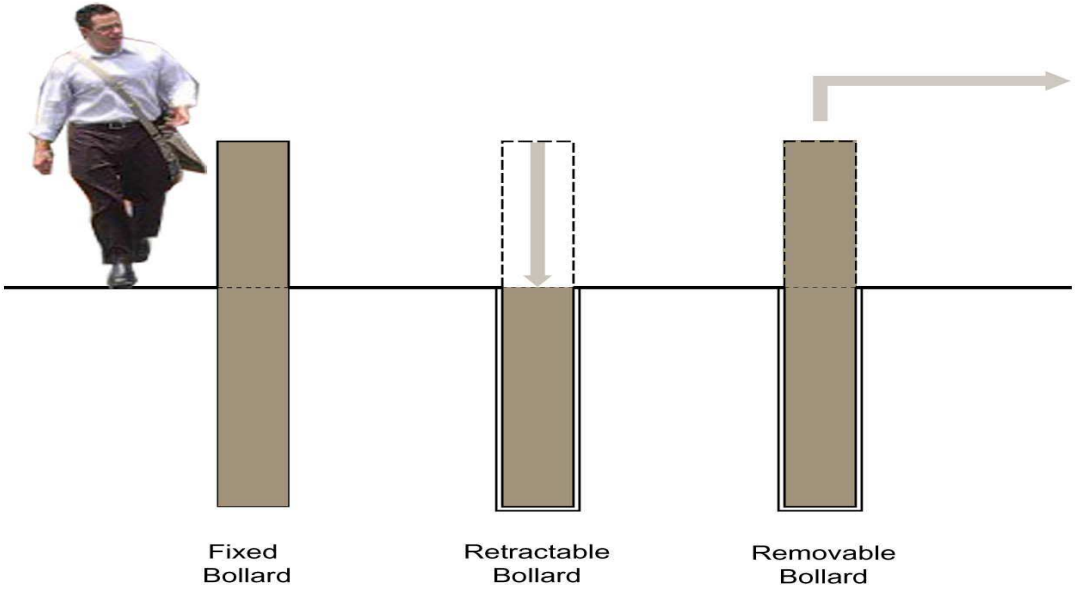


Figure 4.6



Retractable bollards would be utilized at specific points in the security line to permit passage of vehicles on a day-to-day basis. Removable bollards would also be utilized in the roadway but would be designed without extensive mechanical Systems as they need only be moved once every four years for the Inaugural Parade. **Figure 4.7**

No-Build Alternative

There are no impacts to security as a result of the No-Build Alternative.

4.2 Social-Economic Impacts

4.2.1 Impacts on Institutions and Businesses

Existing Conditions

Institutions and businesses in the project area.

- Decatur House
- Council on Environmental Quality
- Office of National AIDS Policy
- Eisenhower Executive Office Building
- White House Historical Association
- White House Conference Center
- Renwick Gallery
- Blair-Lee House
- Riggs Bank
- Treasury Building
- Treasury Annex
- United States Court of Appeals
- White House North Grounds

Decatur House is a historic house museum with gift shop located one block north of the White House on Lafayette Square in Washington, DC. The museum offers guided tours of this c.1818 mansion, as well as changing exhibits in their gallery space. The visitor entrance is located at 1610 H Street, NW. Decatur House is one of the oldest surviving homes in Washington, DC, and one of only three remaining residential buildings in the country designed by Benjamin Henry Latrobe, the “Father of American Architecture”. The home was completed in 1818 for naval hero Stephen Decatur and his wife Susan. It subsequently became one of the Capital’s most desirable addresses and home of many of the nation’s most prominent figures.

Figure 4.8

Decatur House*

The *Council on Environmental Quality* coordinates federal environmental efforts and works closely with agencies and other White House offices in the development of environmental policies and initiatives. The Council's Chair, who is appointed by the President with the advice and consent of the Senate, serves as the principal environmental policy adviser to the President. In addition, CEQ reports annually to the President on the state of the environment; oversees federal agency implementation of the environmental impact assessment process; and acts as a referee when agencies disagree over the adequacy of such assessments. The Council on Environmental Quality is located at 722 Jackson Place, N.W.

Figure 4.9

View looking north on Jackson Place*

The *Office of National AIDS Policy* works closely with community-based and national organizations to discuss the Federal response to the AIDS epidemic, and to reflect their concerns in the development of Administration policies. Among its responsibilities, ONAP works closely with the Presidential Advisory Council on HIV/AIDS, which provides essential input into their efforts. ONAP also created and facilitates an Interdepartmental Task Force on HIV/AIDS. This Task Force serves to foster communication and coordination among those Federal agencies involved in HIV/AIDS policy and initiatives. The ONAP is located at 736 Jackson Place.

* Source: Washington DC, List of Sites

The *Old (Eisenhower) Executive Office Building* was built between 1871 and 1888 for the State, War, and Navy Departments. Architect Alfred Mullett designed the French Second Empire Building which took 17 years to complete. The South Wing of the Old Executive Office Building was the first wing to be completed. The Department of State occupied this building from 1874 until 1947. The State Department Library was completed in 1876, and William McPherson of Boston was the decorator. The room was used as the State Department's library until 1947 when the State Department vacated the building. The Library was a popular tour stop in the late 19th century. It was here in the Old State, War and Navy Building, which is now the EEOB, that America's role as a world super power was born. The building is located at 17th and Pennsylvania Avenue.

Figure 4.10

Eisenhower Executive Office Building*

The *White House Historical Association* is located at 750 Jackson Place. The Association was founded in 1961 as a charitable non-profit institution for the purpose of enhancing the understanding, appreciation and enjoyment of the White House, and is located at 740 Jackson Place. The White House Historical Association's retail facility is accessed from Jackson Place and remains open to the public when portions of Lafayette Park are closed due to Head of State visits at Blair House. The Association's retail program is a vital part of their operation and it's responsibility to fund the maintenance and refurbishing of the public rooms of the White House. Delivery trucks access this facility from H Street, turning onto Jackson Place.

The *White House Conference Center*, located at 726 Jackson Place, is a facility used to host various conferences sponsored by the White House.

The *Renwick Gallery* is part of the Smithsonian American Art Museum. The Gallery collects, exhibits, studies, and preserves American crafts from the nineteenth to twenty-first centuries. The Renwick Gallery is located on Pennsylvania Avenue at 17th Street NW, steps away from the White House in the heart of historic federal Washington. Housed in a historic architectural landmark, the Renwick features one-of-a-kind pieces created from clay, fiber, glass, metal, and wood.

* Source: Washington DC, List of Sites

Figure 4.11 Source: Washington DC, List of Sites

Renwick Gallery

The *Blair-Lee House*, built in 1824 for Dr. Joseph Lovell, first Surgeon General of the United States who organized the Army Corps of Engineers, this National Historic Landmark serves as the official guest house of the President of the United States. In 1836, Francis Preston Blair, Sr., a member of Andrew Jackson's "Kitchen Cabinet" and co-publisher of the Globe, the influential mouthpiece of the administration, purchased the Blair House. After the Civil War, Blair influence began to fade, but the prominence of the family continued to be recognized in Washington society. The house once again took on national recognition when, in 1942, it became the official residence of visiting dignitaries and served as a temporary home for President Harry S. Truman during the remodeling of the White House. The Blair-Lee House is located at 1651 Pennsylvania Ave., NW. It is not open to the public.

Figure 4.12

Blair-Lee House Source: Washington DC, List of Sites

The entrance to the *Corcoran Branch of Riggs Bank* is located on the closed portion of Pennsylvania Avenue at 15th Street. The bank is located between Madison Place and 15th Streets on Pennsylvania Avenue. Currently, bank- patrons and commercial vehicles (i.e., armored vehicles making cash deliveries) can access Riggs Bank's entrance from 15th Street. A jersey barrier, which restricts vehicular traffic to the closed portion of Pennsylvania Avenue, is located to the west of Riggs Bank in the area of the Treasury Annex.

The present *Treasury Building* was built over a period of 33 years between 1836 and 1869. The east and center wings, designed by Robert Mills, architect of the Washington Monument and the Patent Office Building, comprise the first part of the building constructed between 1836 to 1842. The most architecturally impressive feature of the Mills design is the east colonnade running the length of the building. Each of the 30 columns is 36 feet tall and is carved out of a single piece of granite. The interior design of the east and center wings is classically austere, in keeping with the Greek Revival style. The Treasury Building is the oldest departmental building in Washington and has had a great impact on the design of other governmental buildings. At the time of its completion, it was one of the largest office buildings in the world. It served as a barracks for soldiers during the Civil War and as the temporary White House for President Andrew Johnson following the assassination of President Lincoln in 1865. The Treasury Building is unquestionably a monument of continuing architectural and historical significance. In acknowledgment of the building's significance, Treasury was declared a National Historic Landmark in 1972. The Treasury Building is located at 15th and H Sts.

Figure 4.13

The Treasury Building*

Unlike the Treasury Building, the *Treasury Annex* is not symmetrical and is square in plan. In addition, the evolution of the construction materials and technologies used in the Treasury extensions meant that its structure, steel beams and girders, could span ever-greater distances. The lack of design constraints and the improved construction technologies produced large, open spaces whose possibilities were immense. Almost any permutation of the spaces in the Annex was possible -- offices and workrooms could be, and were, shifted and changed as needed. With the Annex, the Treasury finally possessed the spatial flexibility that it had needed for so long. The Treasury Annex is located on Madison Place between H Street and Pennsylvania Avenue.

* Source: Washington DC, List of Sites

Figure 4.14 Source: US Treasury, Office of Curator

The Treasury Annex

The *U.S. Court of Appeals for the Federal Circuit* is located at 717 Madison Pl., NW

Planning for a garden at the *White House* began with President Washington, who expressed a desire to plant a botanical garden. Washington purchased the land for what is now the South lawn from a tobacco planter named Davy Burns, while the *North Grounds* originally belonged to the Pierce family. As the first President to occupy the White House, John Adams ordered the first planting of a garden. Thomas Jefferson then undertook a complete redesign of the garden. He started the tradition of planting trees when he planted hundreds of seedling trees, although none of Jefferson's trees is believed to have survived to the present day. It was his idea to plant groves of trees, he picked the location for the flower garden, and fences and walls were eventually built where he had specified. In addition, Jefferson built an arc of triumph flanked by two weeping willow trees on the southeast corner of the grounds that are no longer standing.

Figure 4.15

North Portico of The White H ouse*

* Source: Washington DC, List of Sites

Build Alternative

Security bollards located at the entry portals of Pennsylvania Avenue at 15th and 17th Streets, and H Street at Jackson and Madison Places will greatly assist in improved pedestrian access to the project area, the need to maneuver around the existing large planters and other security barriers would be eliminated within the secured zone. However, the location of the pedestrian barriers at the outer bollard line on Jackson and Madison Places will impact access to public usage buildings.

Changes proposed for the project area should not have an adverse impact on pedestrian access to the institutions, agencies and businesses located within the project area; however, the USSS may block pedestrian access to the restricted area when the highest level of security is in effect. The existing bollard location on Jackson Place is south of the WHHA entry; therefore, they are not impacted during high security periods. The new bollard location is proposed north of the WHHA; therefore, during periods of high security, mitigation will be needed to ensure unobstructed pedestrian access to the WHHA entrance. Bollard placement in front of Riggs Bank and the Treasury Building's main entrance at Pennsylvania Avenue and 15th Streets will be resolved in the final design to minimize potential conflict with pedestrian access and visual impact on historic resources.

Staff permit parking would be removed from Jackson Place; however, access to buildings on Pennsylvania Avenue, Jackson Place and Madison Place would be improved, though still somewhat constrained. Deliveries, service, and maintenance access would be improved as a result of two-lane access and the circulator route. While the loss of leased or private parking spaces in the project area could result in minor inconveniences to the businesses and institutions, there would be continued pedestrian access to public usage of the Renwick Gallery, Decatur House, and the White House Historical Association.

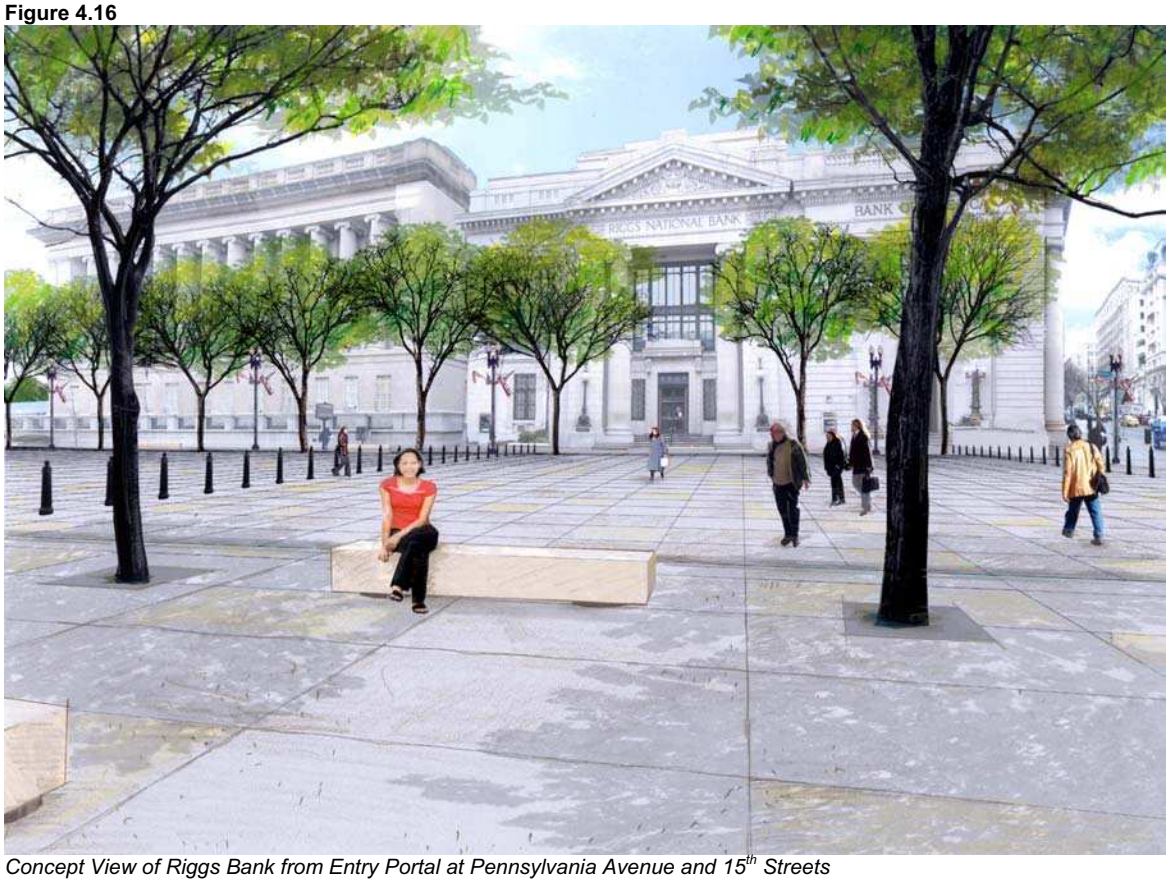
Customer access to Riggs Bank would be fully served by all entries at Pennsylvania Avenue in the planned Alternative, while the delivery access would need to be only minimally altered to schedule the deliveries through the use of the Madison Place security gate. The bollard line, as originally proposed, has been moved to reduce direct impact on the bank. The proposed action would not compromise views of the buildings façade.

The current placement and spacing of trees in front of the Renwick Gallery and Riggs Bank is important to the symmetry of the design and establishment of the grandness, formality and dignity desired for this important civic space. Careful placement and spacing of the proposed high branching new tree species will be an improvement over the location of existing trees. The proposed trees will be placed to minimize the impacts to the views of the Riggs Bank's main entries. In addition, since the building height will exceed the heights of the planned tree row, the prominence of the buildings and their façades will remain completely unaffected.

No-Build Alternative

The No-Build Alternative would have no impact on businesses or institutions.

Figure 4.16



Concept View of Riggs Bank from Entry Portal at Pennsylvania Avenue and 15th Streets

MITIGATION

Previous environmental review of replacement parking in the project area determined that twelve major commercial parking garages in the vicinity provide off-street parking. These facilities have available monthly leasing of parking spaces, in addition to weekly and daily parking operations for use by both Federal and private organizations. With respect to vehicle use, the loss of parking will offset increased use as a security checkpoint.

Although 65-foot delivery trucks can be accommodated, businesses and institutions will need to coordinate with the USSS to accommodate trucks over 40 feet. The access width through the security checkpoints will increase to improve circulation by-pass and loading for adjacent users. USSS will need to coordinate with the US Park Police to ensure pedestrian barriers used during times of high alert will be placed at the inner bollard line in order to ensure free and unencumbered pedestrian movement to public uses on Jackson and Madison Places and Pennsylvania Avenue.

4.2.2 Impacts on Visitor Use and Experience

Existing Conditions

Security components such as bollards, security booths and concrete planters are ubiquitous throughout the study area and located at all key entry points. These components give obvious indications that visitors are in a restricted security zone.

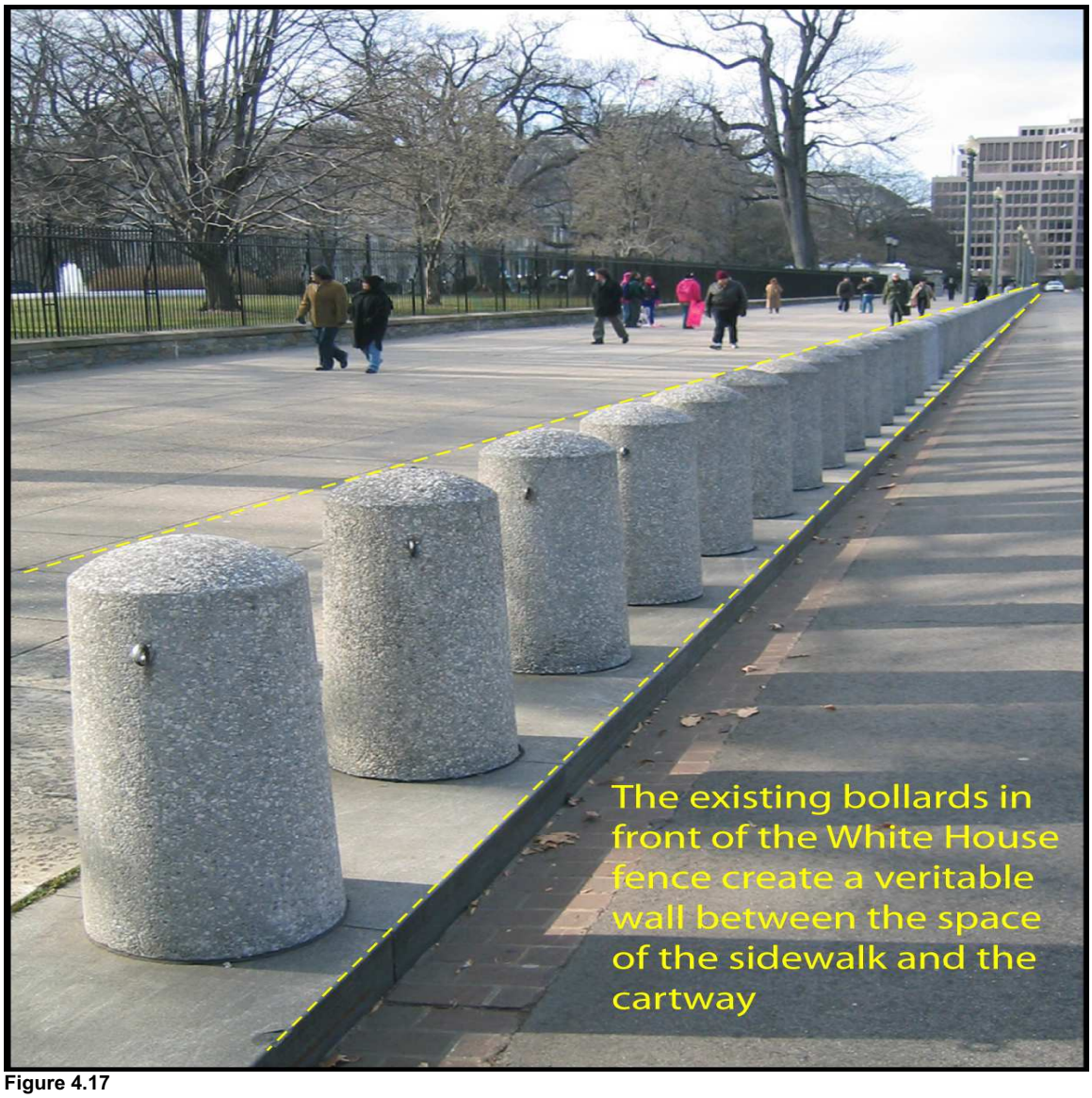


Figure 4.17

While the entire Avenue can accommodate free movement of pedestrians, the openness of the area in front of the White House, between Jackson and Madison Places, is compromised by the presence of concrete bollards.

Build Alternative

The overall visitor experience will be enhanced as a result of the proposed action in the study area. The experience will be greatly improved by the utilization of new paving materials, tree planting, and pedestrian streetscape amenities intended to enhance the pedestrian experience in the study area. Consistency with the grace of Lafayette Park and the White House, and respect for the open character of the Avenue and historic L'Enfant views of the White House will be maintained. The proposed action reinforces the White House as the focus of President's Park. While the Avenue will not appear as an open street for automobiles, the views that signify the importance and significance of the place will be maintained.

Large rectangular granite pavers are proposed at the entry portals on Pennsylvania Avenue at 15th and 17th Streets. The pavers will reflect the grand scale and urbanity of the adjacent buildings and accentuate the entryways to the special precinct. The sense of entry is also reinforced by street tree planting on both sides of the Avenue, including the allees on the south side. This composition improves the pedestrian scale and emphasizes the transition to the heart of the space, the expansive open area in front of the White House. The use of large granite pavers for the 33' foot wide sidewalk in front of the White House reinforces continuity along the Avenue, and creates a dignified and elegant edge to the existing fence and front lawn of the White House.

The heart of the space is reinforced through the use of perceptually softer, more natural paving material. The central portion of Pennsylvania Avenue, and Jackson and Madison Places are spatially connected through the use of a stabilized, crushed stone pavement, which strengthens the relationship of the street to President's Park. This pavement material not only provides a transition from the adjacent urban context to a more park-like atmosphere, it also signals the pedestrian to slow down, stroll and reflect on the significance of the place.

The placement of new trees and replacement of all existing trees on Pennsylvania Avenue will reinforce the visual axis along the length of the avenue. New trees that form the allees on the south side of the avenue, at the 15th and 17th entry points, will improve the pedestrian scale. The absence of trees directly in front of the White House will create a void and enhance the historic vista from 16th Street that was established in the L'Enfant Plan, emphasizing the sightlines toward the White House and its grounds.

No-Build Alternative

The No-Build Alternative would have no impact on visitor use and experience

Mitigation

A slight increase in the outer bollard line setback is needed to minimize encroachment of vehicles into pedestrian crosswalks.

4.2.3 Impacts On The News Media

Existing Conditions

Broadcasters, including the network pool, use Madison Place every four years for Inaugural coverage. They park their production trucks and workspace trailers on Madison Place in the west curb lane and the center lane.

The west curb lane of Madison Place is kept clear for emergency vehicles; however, the east side of Madison Place has multi-story buildings, including the U. S. Courthouse and the Treasury Annex. Due to the requirement to maintain the life safety lane on the west curb, a substantial "swing-area" is required to allow fire trucks and emergency vehicles to maneuver past the security booth. This limits the amount of space that broadcasters have on the west side of Madison Place. Normally, the broadcast media uses all available space on the west side of Madison Place.

Figure 4.18

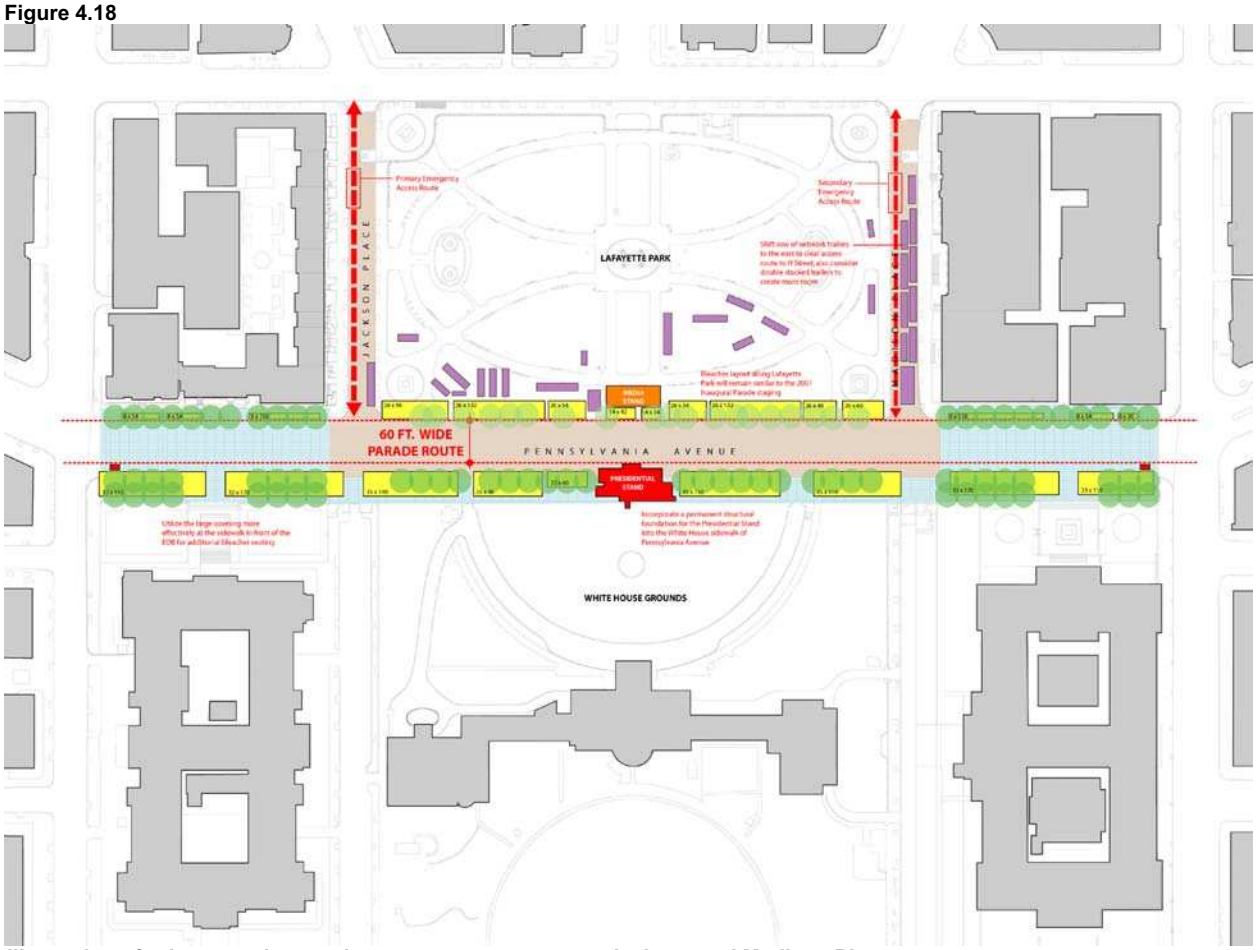


Illustration of primary and secondary emergency routes on Jackson and Madison Places

Build Alternative

The proposed security improvements at Jackson and Madison Places include the relocation of the existing bollard line on Jackson Place, and creation of a sally port on both Jackson and Madison Places. This will cause the media to lose 64 feet of staging area. While, the existing bollard line on Madison Place will remain in its present location, the existing bollard line on Jackson Place will be relocated north. In both cases, these barrier lines will consist of a combination of fixed and hydraulic-retractable bollards, and will be placed 88 feet south of the intersection of H Street, with a second bollard line installed 64 feet further south to create a secure sally port. Vehicles will be inspected and cleared outside of the first bollard line prior to entering into the sally port. The sally port prevents tailgating and allows the guard to control entry. The single row of trees in front of the White House eliminates additional impacts caused by the double tree row initially proposed along the north side of the Avenue. The current proposal to plant trees along the south side will require the bleachers on this side of the Avenue to be constructed around the tree planting.

Proposed Security Improvements at Madison Place

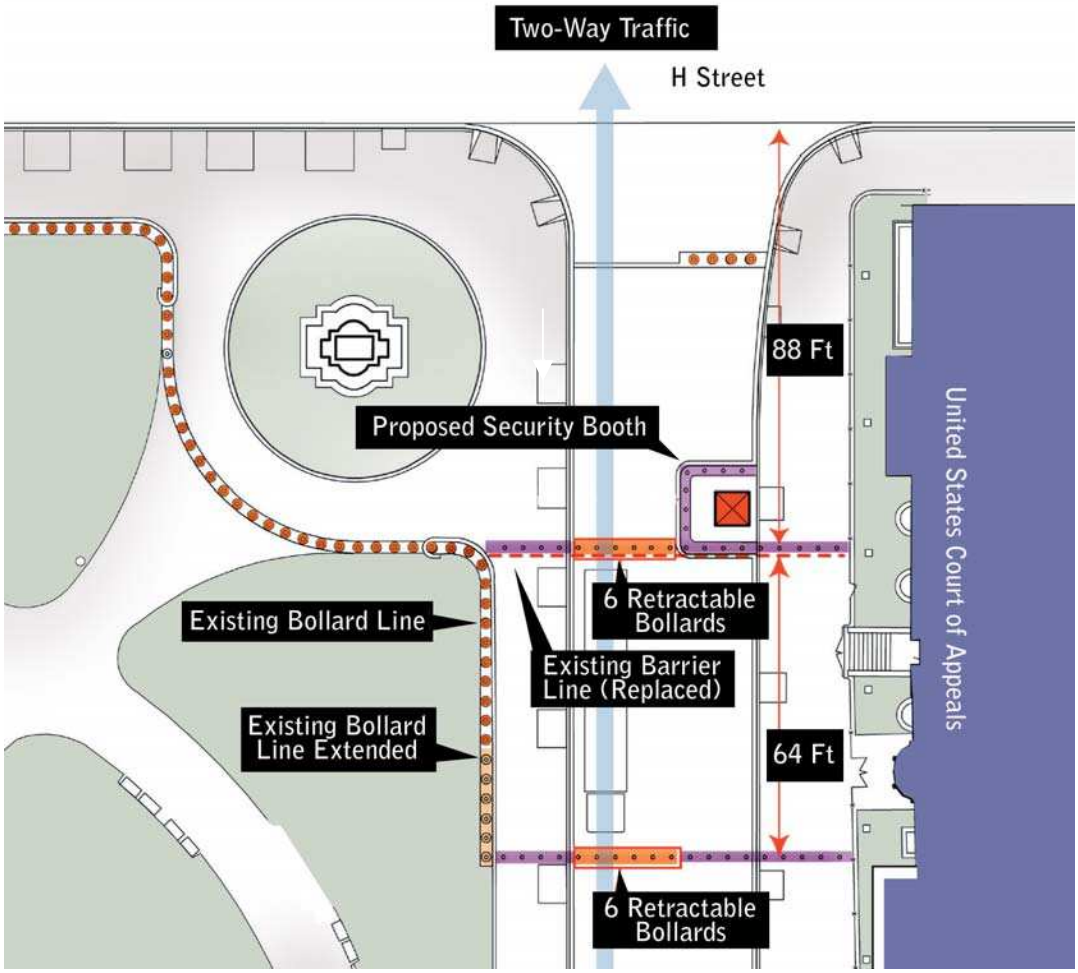


Figure 4.19

Both the outer and inner bollard lines will extend from the row house facades across the sidewalk and street, and tie into the existing bollard line in Lafayette Park. Three of the existing short row of bollards at H Street will be retained; 24 feet will be provided to slow and channel vehicles entering and exiting the secure area. New bollards will be placed in front of the security booths to protect them from direct impact.

On Jackson Place, relocation of the bollard line and creation of the sally port will cause the benches on the perimeter sidewalk in Lafayette Park, located across from the White House Historical Association, to either be removed or relocated.

Replacement of security booths. The existing temporary security booths installed in 1999 will be replaced with new architecturally appropriate booths and located just north of the outer bollard line. The security booths will sit on an extended sidewalk positioned to channel vehicles as they enter or exit the secure area, providing approximately 24 feet for two-way circulation.

View of Jackson Place from H Street

Figure 4.20

No-Build Alternative

The No-Build Alternative would have no impact on the broadcast news media.

Mitigation

Increase width of access through the security line to improve staging area, circulation, by-pass and emergency access. Other measures to address the staging area for the broadcast media relative to the need to maintain a safety lane for fire/emergency vehicles during Inaugural news coverage will be determined in final design.

4.3 Impacts On Recreational Users and Pedestrians

The overall experience of recreational users and pedestrians will be greatly enhanced as a result of the proposed action. The proposed concept design creates a pedestrian precinct which also accommodates recreational users for the important functions that occur within the area.

Build Alternative

The proposed action satisfies (existing) security requirements and improves the aesthetic quality of this public space with new landscaping, paving materials, and streetscape amenities, such as benches, lighting, and way-finding signage. Vehicular traffic will continue to be restricted, with the exception of the proposed Circulator Route, that allows for the operation of a secure transit vehicle, the Downtown Circulator.

Public gatherings are accommodated along the Avenue and in front of the White House. While the entire Avenue can accommodate free movement of pedestrians, and recreational users, the openness of the area in front of the White House, between Jackson and Madison Places, creates a grand and dignified memorial place to view the office and home of the President, and conduct public activities.

The proposed action proposes regrading Pennsylvania Avenue to remove the crown of the existing right-of-way and to create a pedestrian space that will gently slope up to the White House from the park. This may require minor regrading of the sidewalk along the southern boundary of Lafayette Park. The trees will be removed and replaced and the existing brick, granite curbs, benches, and light poles will be reinstalled. The eastern and western ends of Pennsylvania Avenue will be repaved with rectangular granite pavers. The granite will be placed with the long side parallel to the curb line to reinforce the axis of the Avenue and to accentuate these areas as entryways to the precinct.

The proposed action will ensure that historic and significant views and settings in this precinct are protected and enhanced to the maximum extent possible while incorporating a secure and beautiful landscaped civic space on Pennsylvania Avenue in front of the White House.

Changes proposed for the project area should not have an adverse impact on pedestrian access to the institutions, agencies and businesses located within the project area; however, the USSS may block pedestrian access to the restricted area when the highest level of security is in effect. Forty angled parking spaces will be removed on Jackson Place to accommodate adequate circulation and loading functions, and to enhance the pedestrian experience and quality of President's Park.

All the existing trees along Pennsylvania Avenue will be replaced.

No-build Alternative

The No-Build Alternative will have no impact on pedestrian or recreational users.

Mitigation

The proposed Circulator Route design will need to include appropriate delineation or operational requirements for pedestrian and recreational user safety.

4.4 Air Quality Impacts

Existing Conditions

The pollutants of concern in maintaining air quality standards in the District of Columbia are CO and ozone with its precursors (NO_X and VOC). These pollutants are associated with vehicle emissions and therefore, higher concentrations tend to result from peak traffic periods. CO concentrations may increase or decrease with changes in the street network or traffic conditions. However, with the elimination of parking spaces along Jackson Place, and no additions to the parking supply in the proposed action, vehicle emission levels in the metropolitan area are not expected to increase or to be impacted as a result of implementing any of the alternatives under consideration in this document.

Due to the urban setting of the project area, effects on historic structures and buildings from exhaust fumes and airborne particulates would continue to be a problem in all areas

Build Alternative

No substantial impact to air quality is anticipated as a result of implementing the proposed action.

No-Build Alternative

The No-Build Alternative would have no impact on air quality.

4.5 Noise Impacts

Existing Conditions

The primary source of noise in the project area is traffic along the corridors of H Street to the north, 17th Street to the West and 15th Street to the east.

Construction noise in the study area is regulated by the D.C. Noise Control Act and GSA regulations. The D.C. Noise Control Act specifies that from 7 a.m. to 7 p.m., Monday through Saturday, noise levels from construction, excluding pile drivers, should not exceed 80 dB(A) for a one-hour period. The District will not issue a permit for construction until there is assurance in writing that the noise from planned construction will comply with these requirements.

Build Alternative

Noise in the project area would temporarily increase during construction; however, it is not expected to exceed the 80 dB(A) level threshold of the D.C. Noise Control Act.

No-Build Alternative

Noise levels associated with roadway traffic would not change under the No-Build Alternative; therefore, noise impacts are not expected to occur.

4.6 Farmland Impacts

There are no farmlands in the project area; therefore, this topic has been dismissed.

4.7 Relocation Impacts

There are no displaced households in the project area; therefore, this topic has been dismissed.

4.8 Joint Development Impacts

There are no joint development measures in the project area; therefore, this topic has been dismissed.

4.9 Water Quality Impacts

Proper planning for street and sidewalk surfacing is a simple but effective method to control pollution. There are a number of actions that can be implemented to control the impacts of this type of maintenance operation. First, paving operations using concrete, asphalt, or other sealers should be performed only in dry weather situations to prevent contamination of runoff. Second, use of proper staging techniques to reduce the spillage of paving materials during the repair of construction cuts and installation of new pavement is important. This can include covering storm drain inlets and manholes during paving operations, using erosion and sediment control measures to decrease runoff from repair sites, and utilizing pollution prevention materials such as drip pans and absorbent material for all paving machines to limit leaks and spills of paving materials and fluids.

Cleaning practices can also help diminish impacts to stormwater runoff from streets and traffic areas. Sweeping and vacuuming of heavily traveled roadways to remove sediment and debris can reduce the amount of pollutants in runoff. Regular cleaning of runoff control structures such as catch basins can help reduce sediment loads into runoff that will end up in local waterways.

Maintenance practices for street-side vegetation also are a determining factor in the storm water quality of road runoff. Restrictions on the use of herbicides and pesticides on streetscape vegetation and training, to ensure that employees understand the proper handling and application of pesticides and other chemicals, can help prevent contamination of runoff. Selection of street vegetation with higher salt tolerances will also help to maintain vegetated open spaces that filter out runoff along streets. Generally speaking, limitations to instituting pollution prevention practices for street maintenance involve the cost for additional limited equipment and training. Since maintenance of streets and bridges is already required in municipal operations, staffing is usually in place and alteration of current practices should not require additional staffing or administrative labor.

There is limited data available on the actual effectiveness of street and sidewalk maintenance practices at removing pollutants from stormwater runoff. The table below examines the effectiveness and cost of some of the operation and maintenance practices recommended for stormwater pollution control.

Table 4.1

Street and Sidewalk Maintenance Management Practices – Cost and Effectiveness (United States Environmental Protection Agency, 1993)			
Practice	**Effectiveness (% Removed)**		**Cost**
Maintaining Street Vegetation	Sediment – 90% average Phosphorus and Nitrogen – 40% average COD, Pb, and Zn – 50% average TSS – 60% average		Natural succession allowed to occur Average: $100/acre/year Reported Range: $50 - $200/acre/year
Street Sweeping	Smooth Street Frequent Cleaning: TSS – 20% COD – 5% Pb – 25%	Smooth Street Infrequent Cleaning: TSS – Not applicable COD – Not applicable Pb – 5%	Average: $20/curb/mile Reported Range: $10 - $30/curb mile
Litter Control	Not applicable		All are accepted as economical practices to control or prevent storm water impacts
General Maintenance	Not applicable		
Minimizing Deicer Application	Not applicable		

While data may be limited on cost and effectiveness, preventative maintenance and strategic planning are time-proven and cost saving methods to limit contamination of stormwater runoff. It can be assumed that the management practices recommended will have a positive effect on stormwater quality by working to reduce pollutant loads and the quantity of runoff.

Build Alternative

There should be no noticeable permanent change in the volume of stormwater runoff over the short or long term. Appropriate stormwater management practices and erosion control measures would be implemented in the design and construction of both surface and underground structures

There would be little to no affect on groundwater quantity and quality as a result of the proposed action.

No-Build Alternative

The No-Build Alternative would have no impact on groundwater.

4.10 Permits

Build Alternative

During the design and construction permitting process, FHWA's EFLHD will contact the Office of the District of Columbia to determine application procedures for the applicable permits.

No-Build Alternative

No permit applications will be required.

4.11 Wetlands Impacts

There are no wetlands in the project area; therefore, this topic has been dismissed

4.12 Floodplains Impacts

There are no floodplains in the project area, both President's Park and the White House are outside of the 100 and 500-year floodplain.

4.13 Wild and Scenic Rivers

There are no wild or scenic rivers in the project area; therefore, this topic has been dismissed

4.14 Coastal Barriers

There are no coastal barriers in the project area; therefore, this topic has been dismissed.

4.15 Coastal Zone Impacts

There are no coastal zones in the project area; therefore, this topic has been dismissed.

4.16 Threatened or Endangered Species

The Endangered Species Act of 1973 requires all federal agencies to consult with the U.S. Fish and Wildlife Service to ensure that any action authorized, funded, or

carried out by the agency does not jeopardize the continued existence of listed species or critical habitat. There are no known federally listed threatened or endangered species in the study area; therefore, this topic has been dismissed.

4.17 Historic Preservation

Existing Conditions

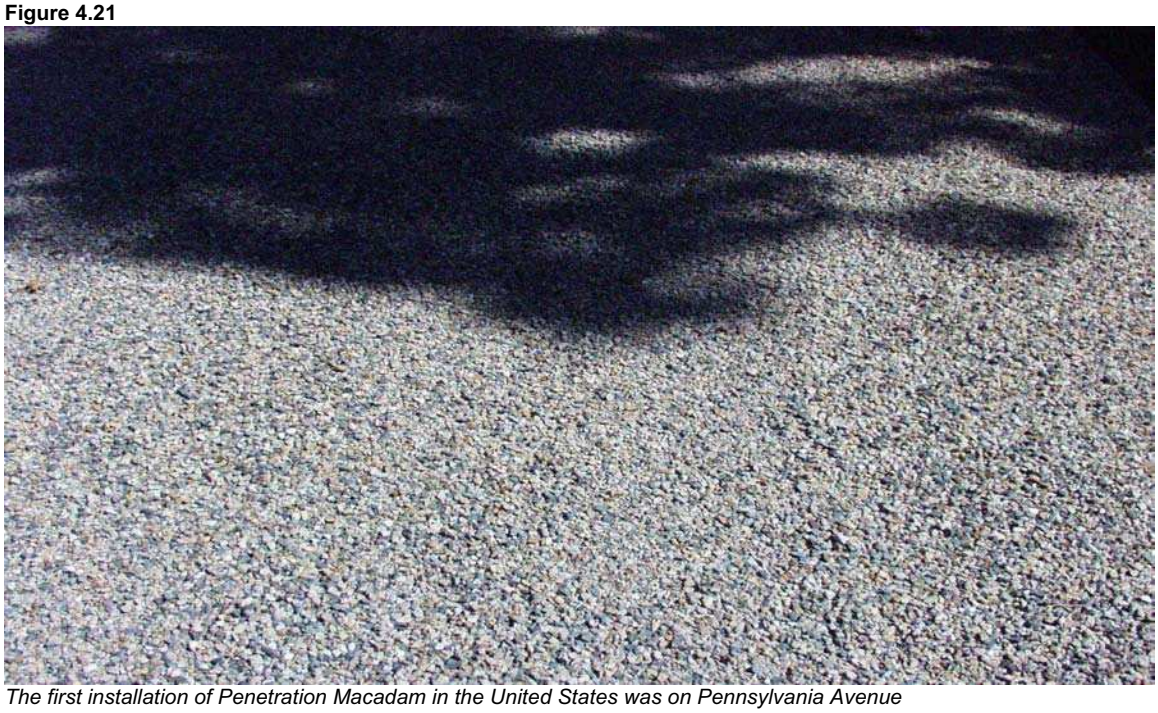
In consultation with the DC State Historic Preservation Office and The Advisory Council on Historic Preservation, the FHWA has determined that this project will have an *adverse effect* on the historic resources in the area, given the proposed installation of bollards and guard booths in the rights-of-way and the resulting change to the character of the open space and the views. Other effects may result from the specific placement of the bollard lines against building facades or historic fences or railings, as well as from alterations to the site through the change or differentiation of materials.

It is anticipated that these adverse effects can be mitigated through the further study of the history and existing character of the site and the resulting refinement of the proposal as design development proceeds. The placement of the bollard lines will require further study, as will the placement of the proposed street trees. The color, scale, and the pattern of differentiation of the new paving materials are also significant issues deserving of further study and consultation.

Pennsylvania Avenue at the White House is one of the most historic and symbolically sensitive places in the nation. The White House at 1600 Pennsylvania Avenue lies within President's Park, a special precinct of the Nation's Capital. Generous public spaces and views, historic buildings and landscapes, and associations to historical events and people characterize this precinct and tell its history. These settings, buildings, and associations have great significance for the American people.

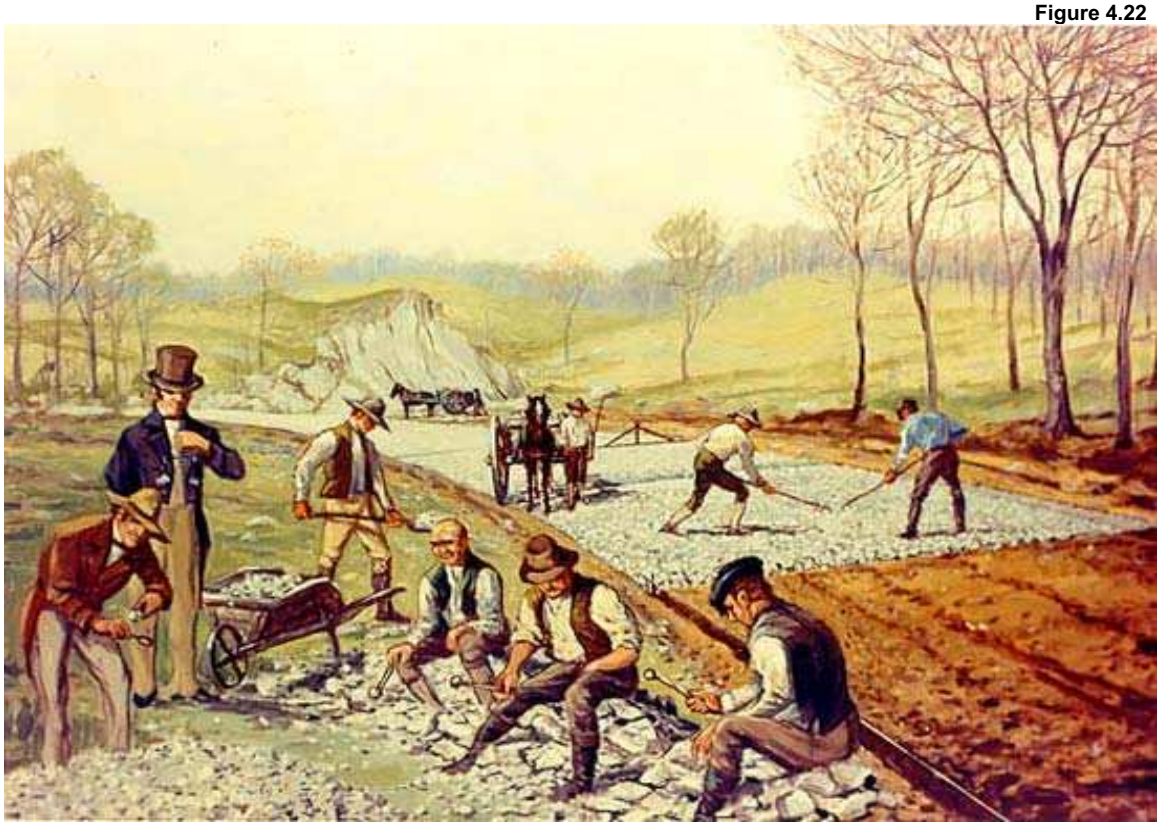
Section 106 of the National Historic Preservation Act of 1966 (16 USC 470), as amended, establishes the obligations of the federal government regarding activities proposed for or affecting properties on or eligible for listing in the National Register of Historic Places. Federal agencies are required to take into account the potential effects of their activities on protected resources and to allow the Advisory Council on Historic Preservation and appropriate state authorities an opportunity to comment. An action is determined to have "no effect, " an "adverse effect, " or an effect that is "not adverse" on cultural resources. Toward that end, FHWA'S Eastern Federal Lands Highway, in cooperation with NCPC, is working with the State Historic Preservation Officer for the District of Columbia and the Advisory Council on Historic Preservation to meet the requirements of Section 106.

Figure 4.21



The first installation of Penetration Macadam in the United States was on Pennsylvania Avenue

Figure 4.22



Penetration Macadam is an early form of modern-day blacktop in which the paving is built-up by layering crushed stone with applications of tar.

Figure 4.23

The advantage of this more labor-intensive macadam over today's conventional asphalt material is the crushed stone is not premixed with the tar.

Figure 4.24

By not applying the last layer of tar and allowing the top-most layer of crushed stone to be exposed this type of roadway surface can have a more expressive material quality.

Build Alternative

The concept design retains the width and the curbs of the Pennsylvania Avenue cartway, and therefore the integrity of the dimensions of the historic street, which has been designated as part of the historic street plan of Washington, DC (known as the L'Enfant Plan). This two-block length of Pennsylvania Avenue did not exist on paper in L'Enfant's Plan, but it existed informally in physical fact beginning in the first years of the occupation of the White House and the street was formally named in 1824.

Pennsylvania Avenue in the two blocks in front of the White House has existed at its current width (or very close to it) since the formal adoption of the street in that year. In addition, the boundaries of Lafayette Park were also established in 1824, the year that the Marquis de Lafayette first visited Washington and addressed the public from the square. The square was fenced in the 1850s and the original fence line was confirmed in 1999 when the fence footings were uncovered. Similarly, the boundary of the north lawn of the White House has been established since 1820 when the White House fence was installed (the current fence is a replica of the original fence).

The reintroduction of the street trees on the south sidewalk of Pennsylvania Avenue is a welcome reinforcement to the character of the avenue as a city street. While the installation of security barriers in the cartway undoubtedly changes the character of the street right-of-way, the proposal to install the street trees and the Washington light standard underscores the Task Force's and Commission's charge to the designer to retain the character—the memory—of the street while adapting it for new purposes and to ensure that the two-block length remains physically, visually, and symbolically linked to the rest of the city's street plan.

Jackson and Madison Places have been previously altered for security purposes with the installation of the Northside Barrier project. The concept design introduces an additional bollard line that will detract from the visual relationship between the historic buildings and the streets and park. However, the historic width of the streets and the sidewalks is retained, so that the buildings will continue to address the public space as they have for almost two hundred years.

Table 4.2

ACTIONS REQUIRING FURTHER REVIEW BY THE HISORIC PRESERVATION OFFICER AND ADVISORY COUNCIL ON HISTORIC PRESERVATION	ACTIONS NOT REQUIRING FURTHER REVIEW
Pennsylvania Avenue	
• Planting of replacement boulevard tree species • Design and Install gatehouses and bollards • Selection and refinement of paving materials	**To be determined**
Pennsylvania Avenue at 15th and 17th Streets	
• Relocate the bollard line to minimize impact on historic resources • Creation of sally port at both 15th and 17th Streets • Relocate and replace security booths	**To be determined**
Madison Place or Jackson Place	
• Relocate existing bollard line and security booth on Jackson Place to reduce impact on Park • Create sally port on both Jackson Place and Madison Place • Select street paving materials at both locations • (Re)Place security booths	**To be determined**
Lafayette Park	
• Install infrastructure for inaugural parades	**To be determined**

**Section 107 of the National Historic. Preservation Act of 1966, as amended, excludes the White House, Supreme Court" and U.S. Capitol from compliance requirements outlined in section 106 of the act.*

The design of the security guard booths will be improved. The proposed various conceptual designs of the security booths that were developed early in the design process (as shown in the illustration below on the right), have been eliminated from the proposal. The consultant is continuing to develop the proposed security booth design. However, there will be the continued adverse impacts of the juxtaposition of security elements to historic facades and fences, the change in materials (granite in streets and sidewalks, a change in the character of the space brought about by the alteration of some views resulting from the addition of security measures and non-historic elements. Security booths and bollards will continue to be in the right-of-way.

The removal of parking at Jackson Place with assist in improving the viewshed, as well as an improvement of the viewshed overall due to the added enhancements and improved uniform treatment of all elements within the project area.

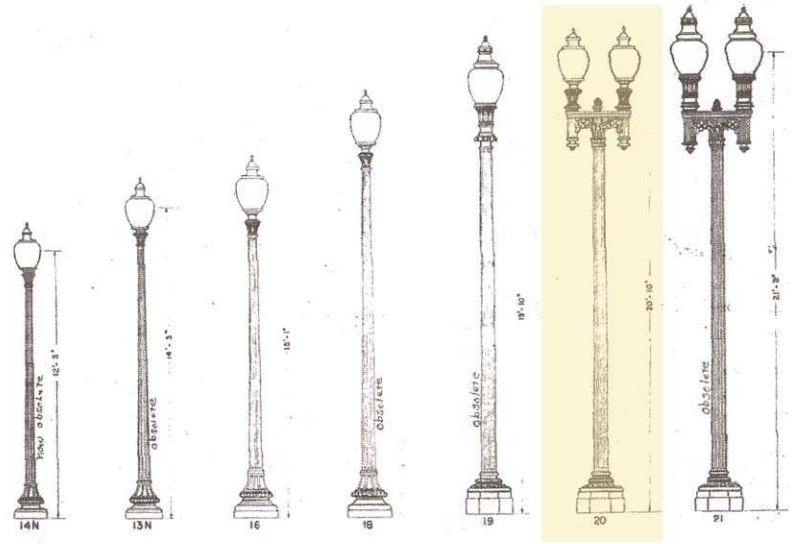
Figure 4.25

The design of the security booths should draw inspiration from the architecture of the White House fence – a masterful marriage of materials that reflects the distinctive regional juxtaposition of the Nation's history; the cast iron tradition of the South and the austere stonework of the north. Certain principles should also be applied to the design of the security booths in order to compliment the ambitions of the landscape design. As much as possible, the booths should be visually incorporated as an element of the streetscape of the south side of Pennsylvania Avenue. The booths should also have a slim profile in the east-west axis of Pennsylvania Avenue, and lastly, the booths should compliment the White House fence.

Figure 4.26

Figure 4.27

Figure 4.28



Currently, a mix of cast iron light poles are spread over the length of Pennsylvania Avenue and edging Lafayette Park. The lamp-head pictured on the upper left is the original twin lamp designed specifically for Washington, DC by Henry Bacon, a New York architect and member of the Commission of Fine Arts (1923). This proposal seeks to refurbish or rebuild these lamp fixtures for Pennsylvania Avenue.

No-Build Alternative

There are no further Historical Preservation impacts as a result of the No-Build Alternative.

Conclusion

Any potential adverse effects to the historical integrity of the project area may be minimized through further study and consultation, in addition to corresponding design refinement as the site plans advance.

The best possible placement of bollards and security booths relative to facades, fences, statues, and other historical elements, will be determined for security reasons, in part, but may also be adjusted for the best visual results. The visual effects and linear footage are also considerations for minimization in areas where bollard lines are pre-existing (Jackson and Madison Places).

Tree placement, and species will be determined following further study of views and vistas. Material selection such as color, scale and finish, will be highly important to provide a sense of harmonious continuity among the newly proposed and old materials. Preservation of historic character of buildings is important; however, the streetscape ensemble is also an important consideration.

4.18 Archeological Preservation

Existing Condition

Even though the White House and its grounds are exempted under section 107 of the National Historic Preservation Act of 1966, several formal reports have been prepared over the years (Knox 1969; Humphrey and Chambers 1977, 1984; Marshall 1975; Young 1977; Sinnott 1979; NPS, Pousson 1981; Moore and Chase 1992; and NPS, Pousson and Hoepfner 1995). Except for the 1995 overview by Pousson and Hoepfner, all have been specifically focused, and none has made conclusive findings.

Prehistorically, the site overlooked an estuarine environment, making it a prime location for habitation. Evidence of such occupation consists of prehistoric stone points, along with other flakes and artifacts, discovered in 1975 in the vicinity of the outdoor swimming pool and a stone biface and point discovered on the Ellipse in 1976.

Historic archeological information is more conclusive. The farmlands and settlements preceding the establishment of the federal city are well documented.

The Pearce (later the Burnes) farm, whose lands are now a part of the President's Park, included an apple orchard and family cemetery in the vicinity of present-day Lafayette Park. The pre-Revolutionary War town of Hamburg was platted to the southwest of the property.

After the burning of the White House in 1814, some of the rubble from the interior of the building was apparently dumped on the grounds, and some material was uncovered in 1975 in conjunction with the swimming pool excavation. Material was also likely left from encampments during the Civil War and from various construction projects, including the building and removal of several ancillary structures (such as stables, vaults; cisterns, greenhouses, and privies). The southernmost grounds of the White House and the Ellipse are mainly fill; the Ellipse operated as a public dump for many years, as officials attempted to raise the terrain's grade. During nearly every major war some sort of temporary installation has been built on or adjacent to the property. Other remains have also
been discovered, such as the 19th century foundations that were uncovered during the construction of the visitor entrance building on East Executive Avenue
in the 1980s or the items uncovered during the installation of safety bollards south of the White House in 1990.

Build Alternative

No archeological resources of significance have been identified within Lafayette Park to date. However, because the possibility of such resources exists, when actions described within this document require ground disturbing activities, an archeologist from the National Park Service will evaluate the activity beforehand to determine the best means of ensuring that no archeological resources of significance are lost or destroyed as a result. Actions in the project area are limited to streets and sidewalks to an area already disturbed by former street and tree installation.

No-Build Alternative

There are no impacts to archeological resources as the result of the No-Build Alternative.

4.19 Environmental Justice

Environmental justice is the term applied to a range of issues related to human health and the environment, particularly for minority and low-income populations. The overall extent of Executive Order 12898, issued February 11, 1994, is to prevent projects and programs from placing disproportionately high impacts on minority and low-income communities. There are no impacts to low-income or minority communities in the study area; therefore, this topic has been dismissed.

4.20 Hazardous Waste Site

There are no hazardous waste sites in the project area; therefore, this topic has been dismissed.

4.21 Visual and Aesthetic Qualities

Existing Conditions

Visually the study area consists of Pennsylvania Avenue in front of the White House, Lafayette Park, Madison Place, and Jackson Place. Buildings range in style from Georgian to Classical Revival and Second Empire. Roadway materials are typical to city streets throughout the District of Columbia, which are asphalt cement, with sidewalk materials comprised of concrete and brick. Lafayette Park is an urban green space with a variety of trees and vegetative growth. The study area is the northern tract of historic President' s Park, with views that reflect the history of the area and the historic plan of Washington, DC.

Due to security concerns, those historic views have been encumbered with large concrete planters, barricades, security booths and bollards that restrict vehicular traffic. These security components have been placed in a haphazard fashion throughout the study area, visually spoiling the historic aesthetic.

Build Alternative

The visual and aesthetic quality of the project area will be improved through new landscaping, streetscape amenities, and paving materials; however, guard booths and bollards would appear in the street right-of-way.

Designs and detailing would be traditional, timeless, simple, and stately, using durable high-quality materials in a consistent and coordinated fashion. Paving materials, signs, lighting, and site furnishings would meet the design guidelines for President's Park promulgated by the National Park Service in the Comprehensive Design Plan.

The new security features are more aesthetically pleasing than the existing features.

Figure 4.29

Proposed streetscape improvements in front of the White House, looking east. Replanting the tree row in front of the White House creates a more comfortable and dignified place for viewing the White House grounds. The granite slab paving from the thresholds would be extended to form the sidewalk in front of the White House and would replace the existing concrete paving and bollards.

Figure 4.30

Proposed paving materials would consist of asphalt roadway pavements at adjacent intersections (far left), large granite slab paving at pedestrian thresholds (middle), and macadam with stabilized crushed stone in front of the White House and on Jackson and Madison Places (far right).

Figure 4.31

View of proposed pedestrian threshold from the 17th Street crosswalk, looking east towards the White House. The continuous tree row planting at each sidewalk and the attenuation of the paving dimension highlight the spatial corridor.

Figure 4.32

Proposed threshold allee at Eisenhower Office Building, looking east towards the White House. A double row of trees on the south side of the Pennsylvania Avenue thresholds create an invitational space with a strong perspectival draw towards the sidewalk in front of the White House. This will also be a space in which pedestrian amenities such as signage, lighting, and seating will be accommodated.

A drive by view of the north side of the White House would be maintained from H Street. A consistent lighting plan would be developed to established the importance of the area, emphasize focal points, identify buildings or site elements, and enhance safety.

A welcoming atmosphere could be provided by creating public entryways outside a security perimeter. Public access would be improved by removing the existing concrete bollards on the north side of the White House, possibly along with the gates at East Executive Park. Bollards, and vehicle barriers on Pennsylvania Avenue would all be movable to maintain a 60' width for inaugural parades. The security booths are located so that a minimum of 60-feet of clear distance is provided north of the booths to accommodate the Inaugural Parade.

Park areas could be made safer by pruning vegetation, in addition to providing more lighting. Elements to ensure safety would be reassuringly simple, at an appropriate scale, and designed to be compatible with historic elements on the site. Temporary security measures will be accommodated in a dignified manner and will be coordinated with permanent design elements.

Figure 4.33

View from a car approaching the 17th Street threshold, looking east towards the White House. The bollards closest to the south sidewalk at the outside barrier line retract to allow a vehicle to enter the area between the bollard lines for screening or containment. As proposed, the entrances at 15th and 17th Street would not be used for day-to-day vehicular access; however, still provide a generous space between the bollard lines for operational flexibility in the White House security as well as adjacent uses.

Visual entry at the portals of 17th Street and Pennsylvania Ave, and 15th Street and Pennsylvania Avenue would be enhanced by large granite slab paving. This paving material would announce a sense of entry into a special place. The three paving materials shown in Figure 4.30 would also serve as a distinguishing element. Three distinctive paving materials would serve as a unifying feature and strengthen the tie with President's Park, as well as create a different sense of space for the pedestrian experience.

The contrasting materials will also serve to distinguish between pedestrian space and the vehicle circulator routes.

No-Build Alternative

The No-Build Alternative would have no impact on visual and aesthetic qualities.

4.22 Construction Impacts

Figure 4.34

Beyond replacing the temporary security elements with more permanent and designed elements, the roadway itself needs to be addressed both in terms of the roadway cross-slopes and the existing bollard line in front of the White House curb.

Existing Conditions

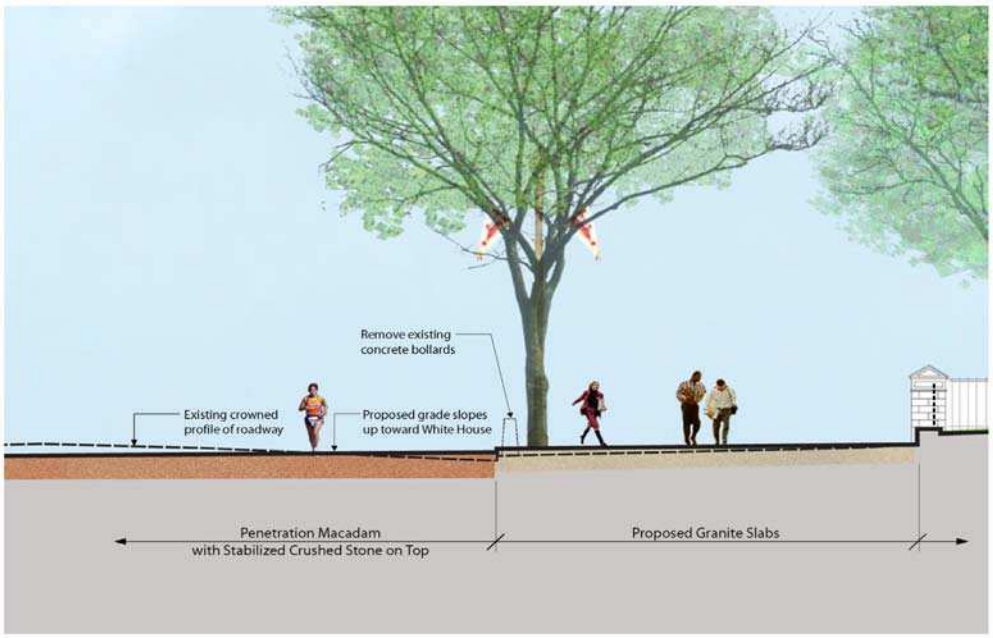
Construction activities associated with the security operations; landscape treatment; pedestrian access; and vehicle circulator route would be controlled by the U.S. Department of Transportation, Federal Highway Administration's Eastern Federal Lands Highway Division's Federal Acquisition Regulation (FAR) contract specifications, Title II of the Americans with Disabilities Act (ADA), AASHTO Standards and all other applicable local, State and Federal standards. These

specifications would include provisions to protect adjacent communities from impacts anticipated during construction.

Build Alternative

The construction impacts of the Build Alternative on each component of the human and natural environment in this document are discussed in Table 4.22.1 through Table 4.22.11, in this section. Also see Transportation Impacts: Construction Effects and Table 4.22.10

Figure 4.35



Detail Section of White House Sidewalk

No-Build Alternative

The No-Build Alternative would not cause any construction impacts.

Table 4.22.1 – Construction Effects Discussion and Mitigations

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Street Lighting	Special Details	
Land Use and Zoning							
4.1.1	*Land Use*	No	Yes	Yes	Yes	Tree replacement, planting and infilling on Pennsylvania Avenue in front of Lafayette Park, the White House and at 15th and 17th Streets.	Adequate erosion control plan and protection of storm water inlets. NPS arborist to monitor tree removal, infilling and root shaving where required. Obtaining required permits. Coordination with NPS. Entry to Lafayette Park from entrance portals to project area to remain accessible to pedestrians.
						Removing or relocating bench seating from inner edge of sidewalk in Lafayette Park on Jackson Place.	Adequate protection of trees and vegetation impacted by bench removal and relocation. Coordinate with NPS and DDOT Tree Division. Replacement or repair of impacted sidewalk to match existing. Coordination with NPS. Benches will also function as vehicle prohibitors; therefore, adequate crash testing required prior to installation.
						Replacing or refurbishing light poles along Pennsylvania Avenue with original Washington, DC twin headed lamp luminaires	Coordination with Pepco and DDOT Street Lighting Division Securing of required permits. As–Built plans provided to appropriate agencies. Adequate protection and containment system if sand blasting of old paint on light poles is required on-site.
4.1.2	*Relationship to Existing Zoning*	No	No	No	No	N/A	None required
4.1.3	*Security*	Yes	Yes	No	No	Replacement of security booths at proposed locations. Placement of bollards and creation of "sally port" at proposed locations.	Securing adequate construction permits from DDOT. Coordination with U.S. Secret Service and NPS.

Table 4.22.2 – Construction Effects Discussion and Mitigations

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Street Lighting	Special Details	
Land Use and Zoning (Cont'd)							
4.1.3	*Security*	Yes	Yes	No	No	Construction of new security booths requires some excavation for foundations, telecommunications and, utility connections. Removal and demolition of existing security booth facilities	Adequate construction permits required from DDOT. Coordinate with "Miss Utility", Secret Service, and NPS prior to excavation. Maintenance-of-traffic plans will be executed where necessary to minimize traffic congestion. Provide As-Built drawings to appropriate agencies where required. Adequate disposal of debris. .
						Bollard line extension and placement requires some excavation for retractable, movable and fixed bollard foundations. There will be some excavation of sidewalks adjacent to Lafayette Park at Jackson and Madison Places and some minor encroachment beyond the sidewalk into Lafayette Park "proper". Placement at 15th and 17th Streets may require a lane closure for excavation	Coordinate with "Miss Utility", Secret Service, DDOT and NPS where required. Obtain adequate construction permits. Crash test movable and retractable bollards prior to installation. Maintenance-of-traffic plans will be in effect where required. Test pits if necessary. Adequate signage will be present warning of on-going construction activity to pedestrian traffic. Any potential minor encroachment on NPS facilities will be coordinating as necessary and appropriate. Affected businesses, agencies and institutions in the vicinity of Jackson and Madison Places will be given adequate notice of start of construction activities, and arrangements will be made to minimally disrupt the daily routine of regular business activities.

Table 4.22.3 – Construction Effects Discussion and Mitigations

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Street Lighting	Special Details	
Socio-Economic Impacts							
4.2.1	*Impacts on Institutions and Businesses*	Yes	Yes	Yes	Yes	Removal of striped parking delineation at Jackson Place. Tree removal and replacement Generally (Typ.) Refurbishing and replacement of light poles and luminaires	Delineated striped parking spaces will be removed along with parking meters, activities to be coordinated with affected businesses, agencies and institutions, in addition to any necessary surface patching and repair. Timing of removal and replacement of trees will be coordinated with affected institutions, businesses and agencies. Arrangements will be made in order that routine business activities will be minimally disrupted. Maintenance-of-traffic plans will be executed as proposed, where required. Erosion control measures will be in effect and approved by DC DCRA and NPS in accordance with the requirements of jurisdictional responsibilities. Construction schedule of activities will be coordinated with affected businesses, agencies and institutions. Activities associated with refurbishing lighting will be coordinated with adjacent businesses. If on-site sand-blasting of poles is required, prior to paint application, appropriate containment systems will be utilized.

Table 4.22.4 – Construction Effects Discussion and Mitigations

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Lighting	Special Details	
Socio-Economic Impacts (Cont'd)							
4.2.1	*Impacts on Institutions and Businesses*	Yes	Yes	Yes	Yes	Incorporating bollard extension. Placing of fixed, removable and retractable bollards. Positioning and construction of security booths on Pennsylvania Avenue, Jackson and Madison Places. Regrading of Pennsylvania Avenue. Placement of proposed new surface materials at 15th and 17th Street entrances, on Pennsylvania Avenue, and along Jackson and Madison Places.	GENERAL Construction activities to be coordinated with affected businesses, agencies and institutions to minimize disruption to routine business activities. Temporary measures to be instituted doing construction activities allowing pedestrian entry to all affected businesses, agencies and institutions in the project area.

Table 4.22.5 – Construction Effects Discussion and Mitigation

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Street Lighting	Special Details	
Socio-Economics Impacts (Con't)							
4.2.2	*Impacts on Visitor Use and Experience*	Yes	Yes	Yes	Yes	Removal of striped parking delineation at Jackson Place. Tree replacement and infilling. Refurbishing and replacement of light poles and luminaries Incorporating bollard extension. Placing of fixed, removable and retractable bollards. Positioning and construction of security booths on Pennsylvania Avenue, Jackson and Madison Places. Regrading of Pennsylvania Avenue. Placement of proposed new surface materials at 15th and 17th Street entrances, on Pennsylvania Avenue, and along Jackson Removing or relocating bench seating.	GENERAL (Typ.) None required other than typical construction warning signs and precautions to alert pedestrians of construction activities. Access to all institutions, businesses, NPS facilities, and agencies will be maintained throughout the construction period. However, the perception of on-going construction activities may serve to deter some potential visitors.

Table 4.22.6 – Construction Effects Discussion and Mitigations

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Street Lighting	Special Details	
Socio-Economic Impacts (Con't)							
4.2.3	*Impacts on The News Media*	No	No	No	No	Incorporating bollard extension. Placing of fixed, removable and retractable bollards. Positioning and construction of security booths on Pennsylvania Avenue, Jackson and Madison Places. Regrading of Pennsylvania Avenue. Placement of proposed new surface materials at 15th and 17th Street entrances, on Pennsylvania Avenue, and along Jackson and Madison Places. Removal of striped parking delineation at Jackson Place. Tree replacement and infilling. Refurbishing and replacement of light poles and luminaries	Construction impacts to the broadcast news media would only occur if construction activities extend to the 2005 Presidential Inauguration activities. Construction activities are scheduled to ceased 3 months prior to Inauguration Day activities; therefore, no mitigations are required.

Table 4.22.7 Construction Effects Discussion and Mitigations

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Street Lighting	Special Details	
Impacts on Recreational Users and Pedestrians							
4.3	*Long Term Impacts*	Yes	Yes	Yes	Yes	Incorporating bollard extension. Placing of fixed, removable and retractable bollards. Positioning and construction of security booths on Pennsylvania Avenue, Jackson and Madison Places. Regrading of Pennsylvania Avenue. Placement of proposed new surface materials at 15th and 17th Street entrances, on Pennsylvania Avenue, and along Jackson and Madison Places. Removal of striped parking delineation at Jackson Place. Tree replacement and infilling. Refurbishing and replacement of light poles and luminaries	GENERAL (Typ.) None required other than typical construction warning signs and precautions to alert pedestrians and recreational users of construction activities. Access to all institutions, businesses, NPS facilities, and agencies will be maintained throughout the construction period. However, the perception of on-going construction activities may serve to deter some potential pedestrians and recreational users, and prove non-beneficial depending on specific activities on-going in a particular location.

Table 4.22.8 – Construction Effects Discussion and Mitigations

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Street Lighting	Special Details	
Air Quality Impacts							
4.4	*Long Term Impacts*	No	No	No	No	No	Air quality impacts associated with construction activities in the project area will minimally contribute to existing air quality. No mitigations are required for the long-term.
Noise Impacts							
4.5	*Long Term Impacts*	No	No	No	No	Yes	Noise impacts associated with the proposed special details will not exceed pre-determined noise levels established by the DC Noise Control Act. Therefore, no mitigations are required.
Farmland Impacts							
4.6							N/A
Relocation Impacts							
4.7							N/A
Joint Development Impacts							
4.8							N/A
Water Quality Impacts							
4.9	*Long Term Impacts*	No	No	No	No	Yes	Precautions will entail: Paving operations using concrete, asphalt, or other sealers will be performed only in dry weather situations to prevent contamination of runoff. Use of proper staging techniques to reduce the spillage of paving materials during the installation of new pavement. Storm drain inlets and manholes will be covered using erosion and sediment control measures to decrease runoff from repair sites.

Table 4.22.9 – Construction Effects Discussion and Mitigations

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Street Lighting	Special Details	
Permits							
4.10	*Construction*	No	Yes	No	No	Yes	Appropriate permits will be obtained from appropriate agencies.
Wetland Impacts							
4.11							N/A
Floodplains Impacts							
4.12							N/A
Wild and Scenic Rivers							
4.13							N/A
Coastal Barriers							
4.14							N/A
Coastal Zone Impacts							
4.15							N/A
Threatened or Endangered Species							
4.16							N/A
Historic Preservation							
4.17	*Long Term Impacts*	No	No	No	No	No	Routine construction activities associated with the concept design in the project area will not have an impact on long term historic preservation; however, the affect of the elements proposed in the concept design have been determined to have some adverse impact that has to be determined under further consideration. See Section Item – 4.17 for discussion.
Archeological Preservation							
4.18	*Long Term Impacts*	No	No	Some Potential	No	Some Potential	Construction activities involving excavation to be coordinated with NPS or other appropriate professional Archeologist.
Environmental Justice							
4.19							N/A
Hazardous Waste							
4.20	*Long Term Impacts*	No	No	No	No	Potential	Fossil fuels, lubricants and other materials used during construction will be contained and disposed of as appropriate.

Table 4.22.10 – Construction Effects Discussion and Mitigations

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Street Lighting	Special Details	
Visual and Aesthetic Qualities							
4.21	*Long Term Impacts*	No	No	No	No	No	They will be no long term effect due to construction in the project area on visual and aesthetic qualities
Construction Impacts							
4.22	*Long Term Impacts*	No	No	No	No	No	There are no long term impacts as a result of construction activities in the project area. Any potential impacts to archeological resources will be mitigated as indicated.
Transportation							
4.23	*Long/Short Term Impacts*	Yes	No	No	No	No	Maintenance-of-traffic plans will be implemented.
Utilities							
4.24	*Public Utilities*	Yes	Potential	No	Yes	Yes	Coordination with "Miss Utility" and appropriate utilities impacted by construction so service to all customers in area is uninterrupted Appropriate utility permits will be obtained.
Biotic Community							
4.25	*Vegetation*	No	Yes	Yes	No	Yes	Erosion control measures will be implemented. Coordination with NPS horticulturalist prior to disturbance or potential disturbance of protected species. Measures will be taken to ensure limited pollutant contamination, due to exhaust from construction equipment, be confined to acceptable levels. Removal and replacement of all existing trees to be coordinated with NPS arborist and DDOT Tree Division. Specifications for structural soil, as submitted by NPS, to be incorporated into project specification. Time of tree replanting to be coordinated with NPS.

Table 4.22.11 – Construction Effects Discussion and Mitigations

Section Number	Section Title	Construction Effects					Mitigation
		Maintenance Of Traffic	Erosion Control	Landscaping	Street Lighting	Special Details	
Biotic Community (Con't)							
4.25	*Wildlife*	No	No	Yes	No	No	Since construction activity will occur in areas adjacent to Lafayette Park, there should be no danger imposed to wildlife within Lafayette Park. No mitigation required.
Consistency With Local Plan							
4.26	*Long Term Impacts*	No	No	Yes	No	No	No mitigation required
Irreversible and Irretrievable Commitment of Resources							
4.2.2	*Impacts on Visitor Use and Experience*	Yes	Yes	Yes	Yes	Yes	Fossil fuels and other materials use in construction will be expended during construction of project; however, these materials are not considered scarce; therefore, no mitigation is required.

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4.23 Transportation Impacts

Primary vehicle routes in the study area are H Street to the north, 17th Street on the west, and 15th Street on the east. The proposed circulator route would be considered a restricted secondary vehicle route in the study area, relative to the limited and secure access.

The impact of traffic analysis, in this environmental assessment on the study area, is for a conceptual plan. It is unlikely that the final design of the conceptual plan will cause any addition impacts within the traffic study area.

A summary of traffic volumes for the primary vehicle routes can be found in the Average Weekday Traffic Volumes Map (Figure 4.1). Levels of service for the primary vehicle routes can be found in the Levels of Services Maps (Figures 4.2, 4.3 and 4.4)

Build Alternative

Access to Jackson and Madison Place – would essentially remain as presently configured. H Street, 17th Street, and 15th Street, typically have two weekday peak traffic periods: 7:30 – 9:30 am and 4:30 – 6:30 pm. Traffic on the primary streets in the study area can be classified as:

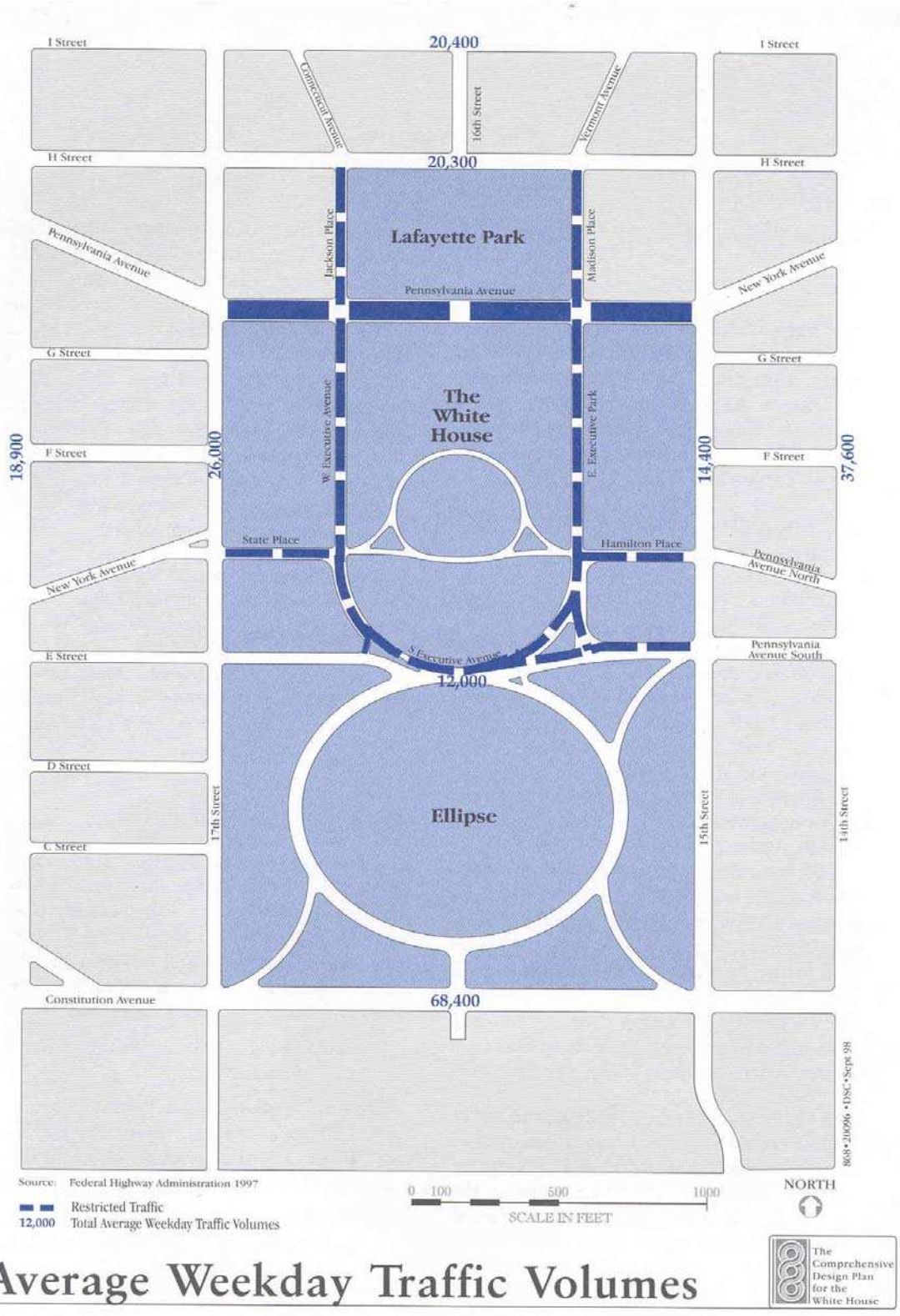
- Commuting or local traffic passing through the area;
- Traffic parking within the study area;
- Drivers searching for on-street parking

In the morning peak period, H Street operates slightly under capacity, based on a lever of service (LOS) analysis conducted by FHWA in 1997. During the afternoon peak period H Street operates either at or over capacity. Generally, one of the operational characteristics of H Street, is that traffic moves at a slower speed than general traffic, with vehicles often stopping in the travel lanes as people take photographs.

17th Street and 15th Street operate over capacity in the morning peak period, and generally operate under capacity in the afternoon peak periods.

To date, with the current traffic volumes and level of service, there have been no bottlenecks at the entrances of Jackson and Madison Places on H Street. With the elimination of parking spaces on Jackson Place, the restricted traffic volume capacity has been increased to two lanes to access the project area from the primary streets. The circulator would be used by the public for access to the area using this vehicular travel mode. Consequently, in comparison to existing conditions, there should be minimal effects to any future level of service because no substantial increase in traffic volume would occur, and more travel lanes at the area of the entry points would be provided.

Figure 4.36



**1997 AVT Volumes Map courtesy of the United States Department of the Interior – National Park Service*

In addition, since vehicle access to Jackson Place, Madison Places and Pennsylvania Avenue between 15th and 17th Streets, NW, from the primary streets, is controlled by the security checkpoints; the proposed action should have no impact. The concept design is easily reversible to allow vehicle use, and there is increased flexibility with the circulator.

Parking

The forty parking spaces that currently exist along Jackson Place would be relocated off-site or eliminated. See Section 4.2.1.

Pedestrian Traffic

See Section 4.2.1 for discussion of the effect of the Build Alternative on Pedestrian traffic.

Construction Effects

Construction of the proposed pedestrian and security enhancements is scheduled to occur over an approximate eleven month period. Daily activities related to construction are likely to be on a 12-hour basis in anticipation of the 2005 Inauguration activities.

Construction activities in the project area would contribute to traffic on the local street network as a result of construction workers arriving at and departing from the site, and trucks transporting construction equipment and supplies to the site. During the approximate eleven-month construction period, approximately 40 workers would be needed onsite each day. During construction at the site, approximately 50 trucks per day would access the site. In peak construction periods, this number could increase to up to 80 trucks per day.

Haul routes for trucks arriving and departing the construction site are dependent on shipping origin, truck contents and/or equipment. All trucks would access the construction site area using Secret Service approved routes.

Construction activities could require lane closures on H Street, 15th Street and 17th Street for a few weeks.

MITIGATION

Maintenance-of-traffic plans would be prepared for work on each affected street, subject to approval by DDOT and the Secret Service. Lane closures would be coordinated to minimize disruption and short-term street closures would be scheduled for non-rush hours periods when traffic volumes are lower.