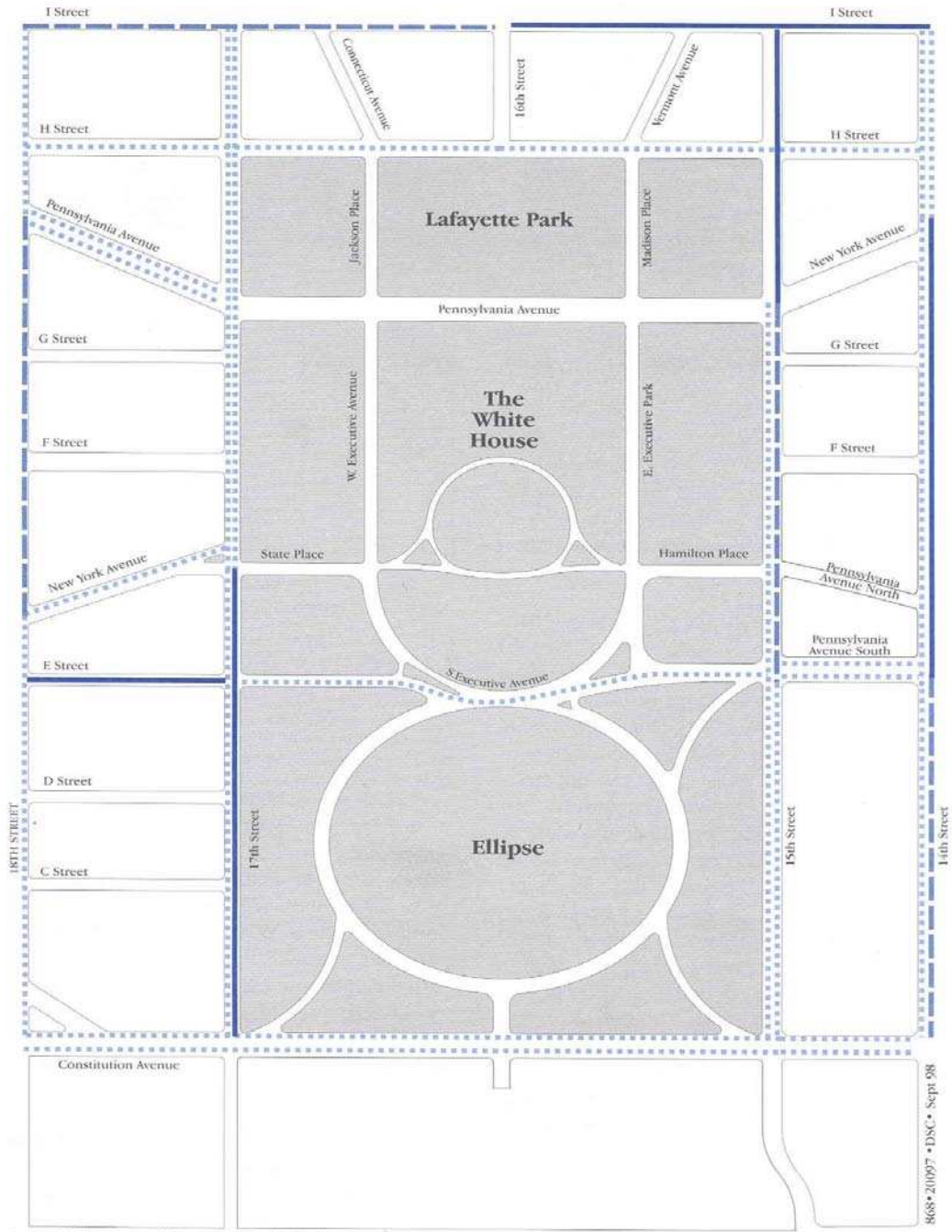




Figure 4.37



Source: U.S. Department of Treasury 1997; Federal Highway Administration 1997.  
 LEVEL OF SERVICE BY TRAFFIC FLOW DIRECTION (1995 data)

- ..... Under capacity (LOS A-D)
- - - - - At capacity (LOS E)
- Over capacity (LOS F)



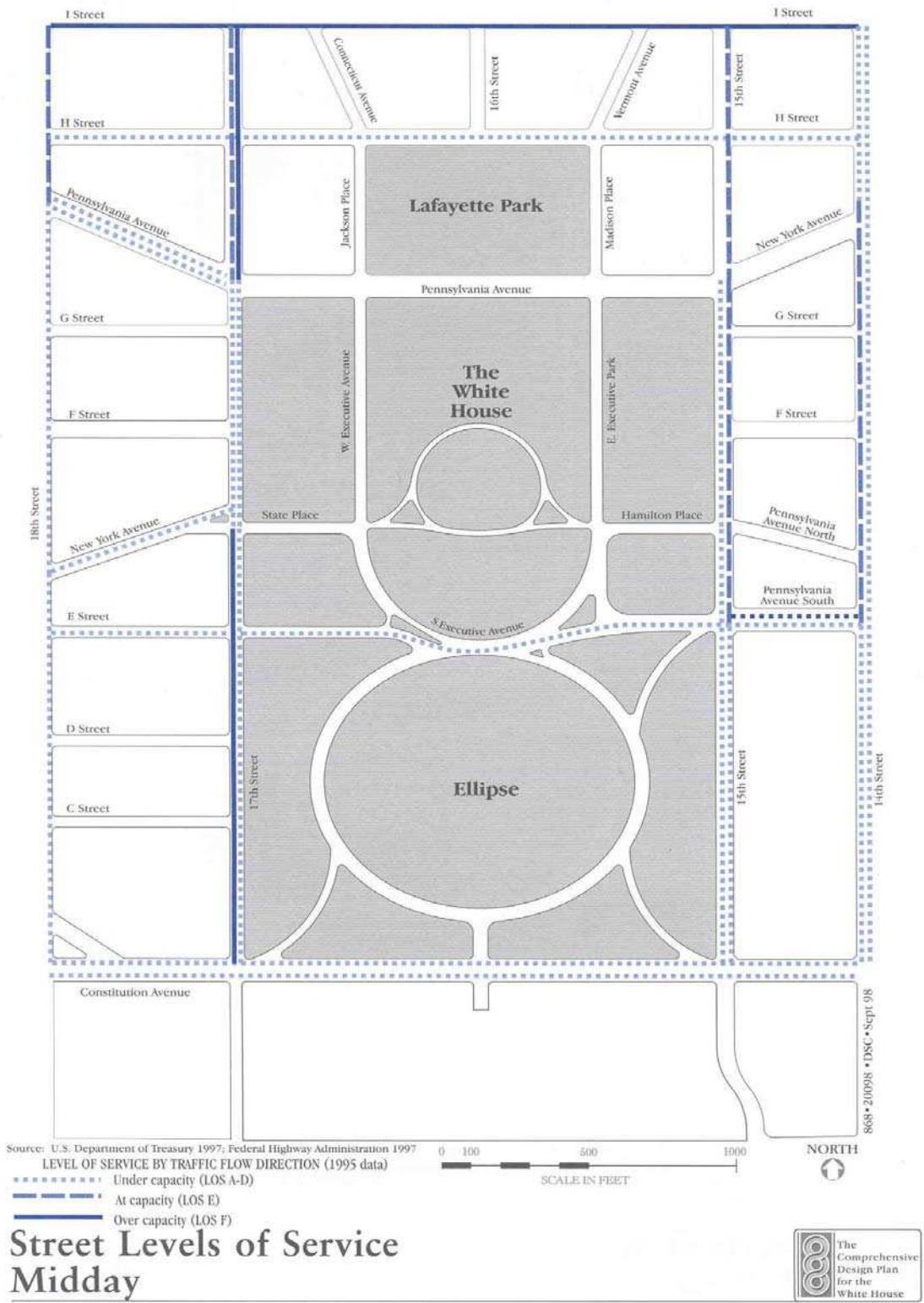
## Street Levels of Service AM Peak Hour



\*1997 SLOS AM Peak Hour Map courtesy of the United States Department of the Interior – National Park Service



Figure 4.38



\*1997 SLOS Midday Map courtesy of the United States Department of the Interior – National Park Service

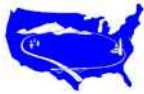
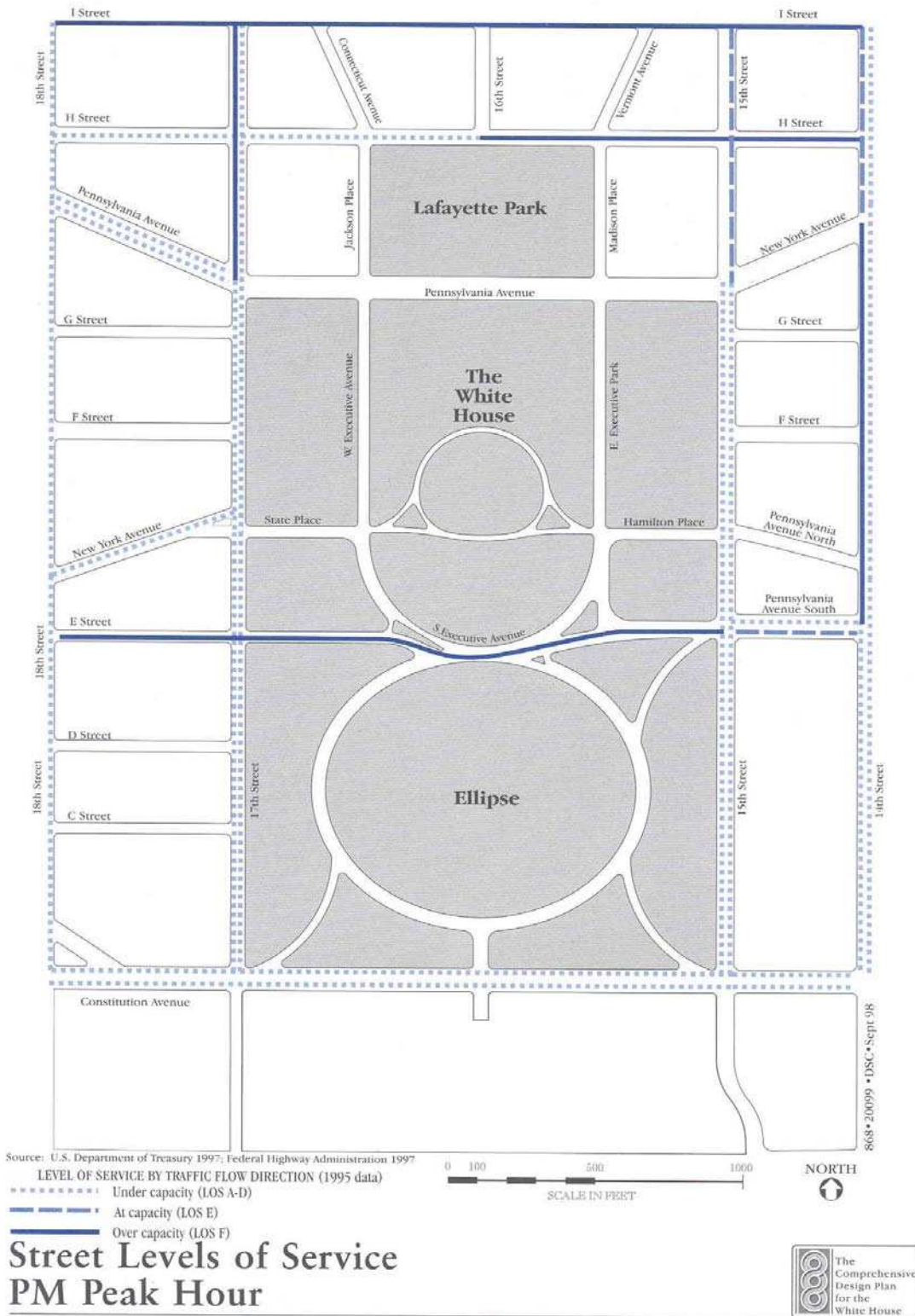
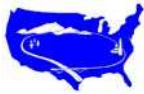


Figure 4.39



\*1997 SLOS PM Peak Hour Map courtesy of the United States Department of the Interior – National Park Service





## No-Build Alternative

There would be no impacts beyond the existing impacts to transportation.

### 4.23.1 Circulator Route

Multiple routes for the proposed Downtown Circulator are accommodated without detracting from the generally pedestrian character of Pennsylvania Avenue. The Circulator would traverse between 15<sup>th</sup> and 17<sup>th</sup> Street either via a direct route along Pennsylvania Avenue, or a less direct route south on Jackson Place, east along Pennsylvania Avenue, and north on Madison Place. The Circulator, a supplement to the downtown transit, is an important component to re-establish limited cross town access since Pennsylvania Avenue is considered a contributing element of the historic street plan of Washington and a very important link in the established grid of the District of Columbia's transportation network.

*Illustration of proposed primary and secondary circulation entrances*

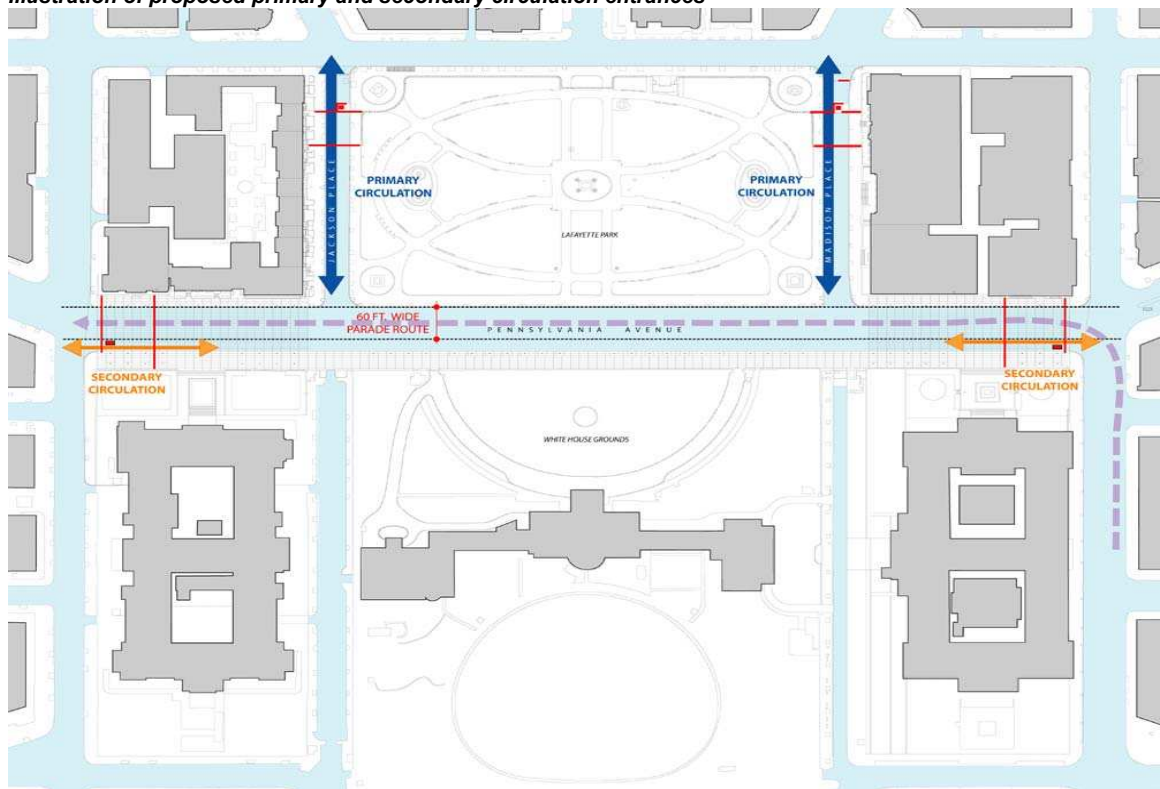
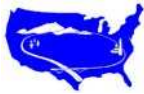


Figure 4.40

## Build Alternative

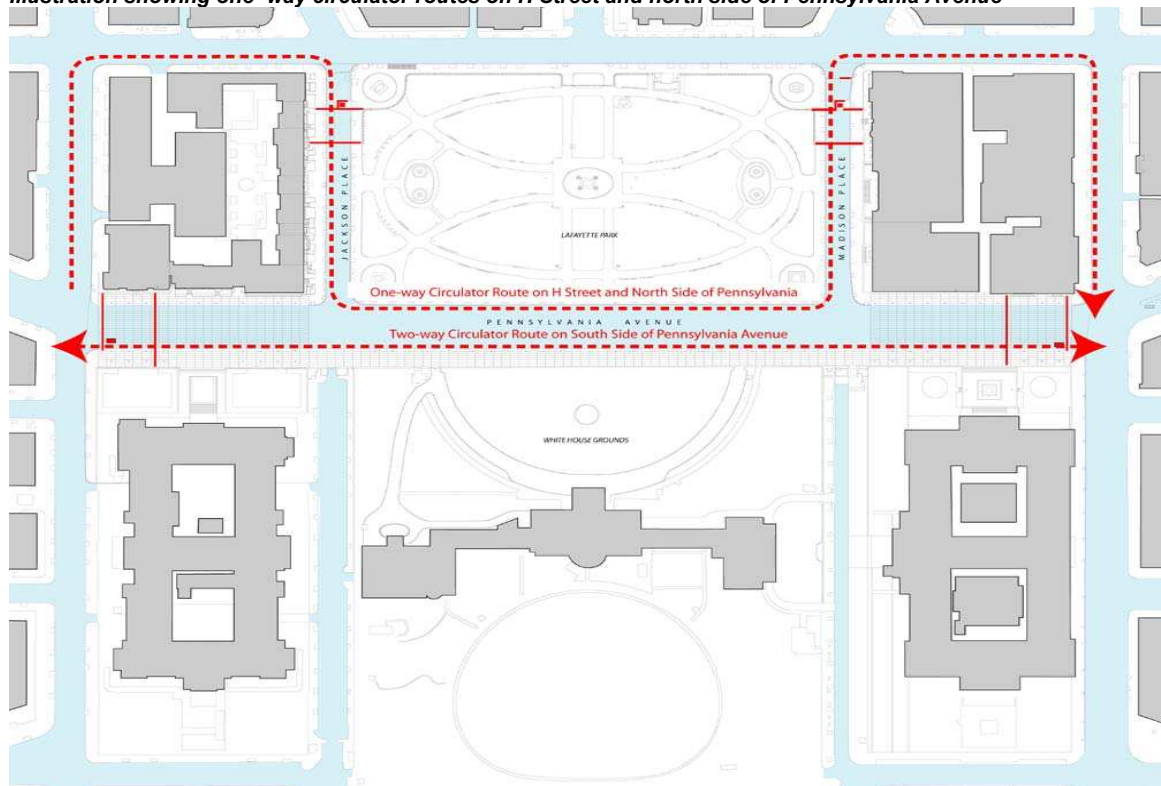
The proposed circulator components for the proposed action include using



Jackson and Madison Places as the security checkpoint for daily operations. Daily operations include, deliveries and general authorization of vehicle entry to the precinct.

The 15<sup>th</sup> and 17<sup>th</sup> Street security checkpoints would be limited to emergency, and pre-screened vehicles, motorcades and the Downtown Circulator. Two-way vehicle circulation would be accommodated along all roadways and through each security checkpoint within the study area.

*Illustration showing one-way circulator routes on H Street and north side of Pennsylvania Avenue*



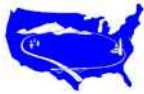
**Figure 4.41**

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

Along both Jackson and Madison Place, there should be sufficient distance (88' from H Street entrance to Security Gatehouse) to accommodate 4 vehicles queuing up to gain entry, with an additional 64' between the initial set of retractable bollards to the final set of retractable bollards which allows unrestricted vehicular entry to the restricted area. In addition, two-way traffic and vehicle turn-around can easily be accommodated, if necessary, within the 40' curb-to-curb distance.

### No-Build Alternative

The No-Build Alternative would not cause any transportation impacts



## 4.24 Utilities

### Existing Condition

There are numerous utilities of various types and sizes within the study area. Underground utilities include: water; storm; sanitary; steam; gas; electricity; telephone, media conduits and telegraph lines. These facilities are concentrated generally in public street rights-of-way, although several utilities also cross President's Park. The Utilities map for President's Park shows the most significant utilities, in terms of size and potential conflicts, although it does not show all electric, gas, telephone, and telegraph facilities within the area.

### Build Alternative

Several combined storm/sanitary sewers in the area could be impacted to varying degrees by proposed projects. Even though these facilities are of adequate capacity, the D.C. Public Works Department has a general policy that when these combined facilities are disrupted, the replacement services are to be separated within the project area. This would probably require a structure at either end to transition from separate to combined facilities.

Pennsylvania Avenue is a major utility corridor for electric, gas, telephone and water services; 15th Street is also a major sewer corridor. Utilities would be upgraded where necessary and feasible, to reduce long-term maintenance.

Onsite utility surveys would be conducted during design development to identify specific utility locations. Relocation plans, capacity issues, and costs would be discussed with utility owners and the District of Columbia.

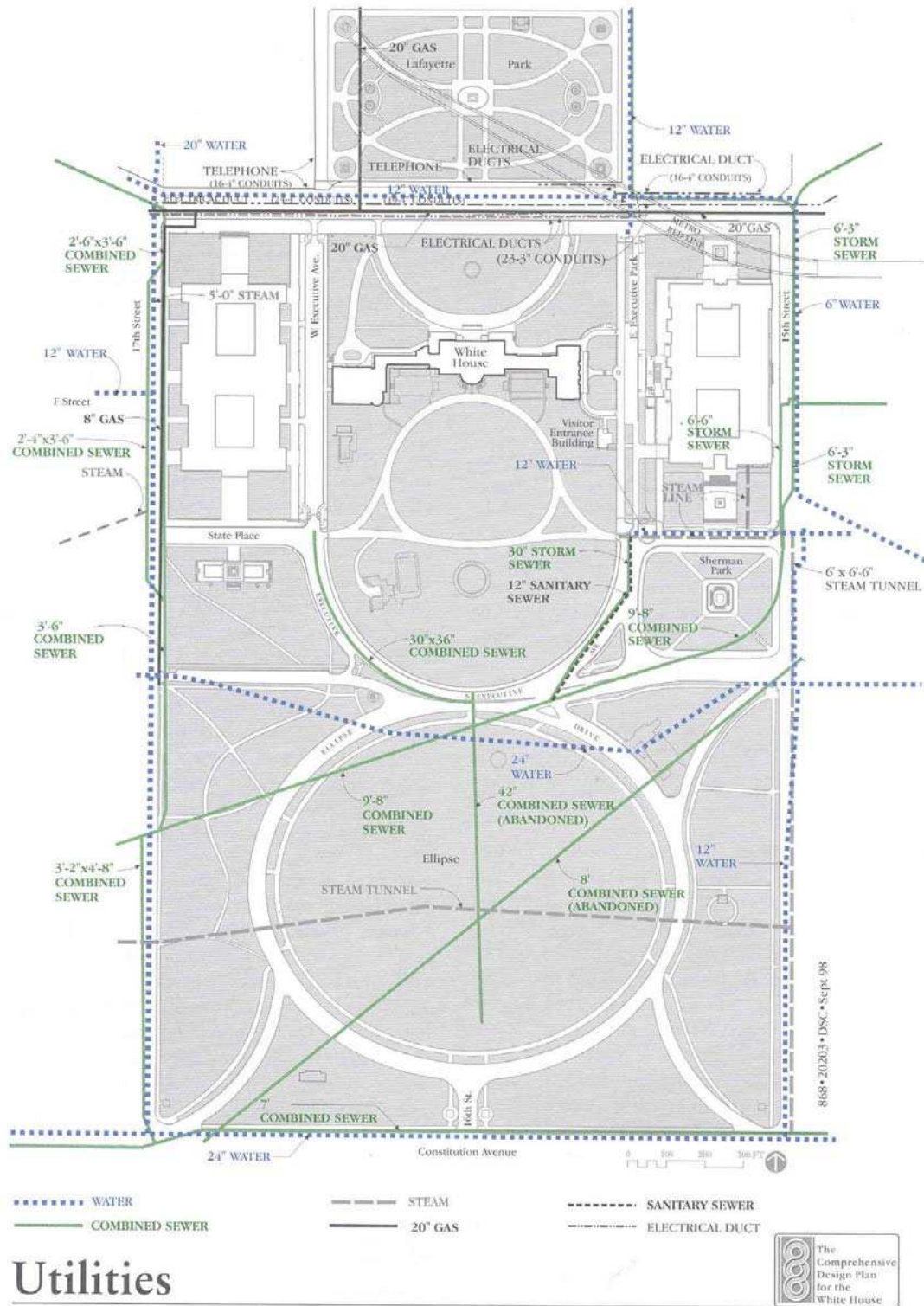
### Public Utilities

Electric lines that could be affected include 24-conduit and 19-conduit duct-banks along the center of Pennsylvania Avenue and a 2-conduit duct bank along 15th Street in the area of the visitor center tunnel. Several smaller electric ducts and conduits extend throughout the area.

Potentially impacted gaslines include a 20" diameter line along the south side of Pennsylvania and a 12" diameter line along 15th Street. Telephone ductbanks include a 16- conduit facility along the north side of Pennsylvania Avenue. These public utilities may be governed under the provisions of franchise agreements with the District of Columbia, which may require the specific utility owner to relocate their facilities; however, because of the accelerated schedule of the proposed action, cost for utility relocation are assigned to the construction project inclusive of sewer and water. Early discussions with each utility company would be needed to program relocations and to determine funding arrangements.



Figure 4.42



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



Waterlines: A 12" diameter waterline runs along both Pennsylvania Avenue and 15th Street; additional coordination would be required to determine if domestic and fire service could be handled if this line was interrupted during construction. After construction the waterline could most likely be replaced above or along- side the new underground structures. Costs associated with water system modifications, under the jurisdiction of D.C. Public Works Department would be assigned to the Pennsylvania Avenue At The White House construction project.

Sewers: No major impacts to the sewer system are anticipated. However, any potential costs associated with sewer system modifications, under the jurisdiction of D.C. Public Works Department, would be assigned to the Pennsylvania Avenue At The White House construction project.

#### No-Build Alternative

The No-Build Alternative would not impact any utilities or require relocation.

#### Conclusion

Electric, gas, telephone, and water lines under Pennsylvania Avenue would be bored beneath or relocated as necessary during construction associated with The White House At Pennsylvania Avenue construction project. There are no major impacts anticipated related to utility relocations beyond those normally incurred doing routine construction projects. Arrangements will be made to coordinate all construction activities with any impacted utility to assure continued uninterrupted service to customers in the project area.

## 4.25 Biotic Community

#### Existing Conditions

**Vegetation:** Vegetation and landforms in this area have been heavily manipulated to establish and define an appropriate setting for the White House. Plantings have been selected for aesthetics, climate control, and privacy, and landforms have been altered to create building sites, street alignments, and parklike settings. The lawns, plantings, large canopied trees, and curvilinear walks and drives are a marked contrast to the adjacent paved streets, sidewalks, and clustered buildings.

The predominant vegetation in President's Park consists of designated plantings of mixed deciduous shade and canopy trees, deciduous ornamental trees, foundation plantings of evergreen and deciduous shrubs, and ground covers, including grass lawn. Also, the walls, fences, gates, and staffed guard houses separate the White House and its grounds, physically and visually, from the neighborhood.





However, the public open spaces abutting the White House grounds, including Lafayette Park, tend to expand its parklike setting.

Despite the urban stresses of pollution, soil compaction, litter, damage, and vandalism, vegetation in Lafayette Park 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 ginkgoes (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.

**Wildlife:** In President's Park habitat exists for species that typically occupy urban areas, including squirrels, pigeons, gulls, sparrows, starlings, and Norway rats. Other species occasionally observed are peregrine falcons and migratory birds.

Pigeons and gulls in Lafayette Park crowd walkways and deposit droppings on benches, statuary, walkways and plant materials. Sparrow numbers may be increasing and could be inhibiting the growth of newly planted beech trees. No management programs are currently in place for these bird species, although feeding birds is discouraged because squirrels and rats forage on this food source.

Lafayette Park once had the highest density per acre for squirrels in the world. In the past, gray squirrels have damaged a significant number of trees and flowering plants in Lafayette Park. The park supported as many as 150 to 200 squirrels per acre prior to a relocation program in 1985, while habitat modification decreased the number of available den sites.

Past management activities also included monitoring the size and condition of the squirrel population and educating the public on the deleterious effects of feeding them. The squirrel population has stabilized at 35 to 40 animals per acre. As a result, the park staff does not need to relocate squirrels.

### Build Alternative

New trees would replace the existing trees along the north and south side of Pennsylvania Avenue in front of the buildings at the entry portals. The proposal calls for new trees that are appropriate both historically, and symbolically and which will grow to the proper dimensions, not obstructing views of the Inaugural Parade, businesses or institutions adjacent to Pennsylvania Avenue.

The list of tree species proposed for the project area will be coordinated with the NPS, prior to site placement.



The *American elm*, is a major feature on the grounds of the White House and Lafayette Park. The species would be a cohesive feature, providing the stature and shade that this expansive area requires. The tall, classic, vase shape is ideal for viewing inaugural parades.

**Figure 4.43**



**American Elm**  
*Ulmus americana*

### Description

American elm flowers in very early spring, sometimes on warm days in winter. Pollination is by wind, though insects, especially bees, are casual visitors and may be important pollinators. Seeds are dispersed by wind or water in late spring, among the earliest seeds dispersed. Germination occurs immediately on moist mineral soil, and seeds do not enter the seed bank. Growth is fairly rapid.



The *Common Hackberry* is pictured below.

Figure 4.44



**Common Hackberry**  
*Celtis x magnifica*

Description:

Hackberry regenerates from seeds and stump sprouts. It flowers in early spring, and bears seeds which are dispersed in late summer or winter. The fruits are attractive to birds, which disperse them considerable distances. Seeds enter the seed bank, and can persist for many years. Germination occurs in spring when soil moisture is adequate and there is ample sunlight.



The *Willow Oak* is under consideration and pictured below.

Figure 4.45



**Willow Oak**  
*Quercus phellos*

### Description

- a large, deciduous tree
- 60 to 80' tall
- as wide or wider, than tall
- pyramidal when young
- rounded, broad-rounded or upright rounded when mature
- branching is irregular and wide-spreading; interesting





The following trees are also under consideration; however, they each present various unique challenges\*.

*Zelkova* (*Zelkova serrata*, “Green Vase” or “Halka”) – no picture available:  
Considered a good tree; however, it is non-native and somewhat overused.

Figure 4.46



**Thornless Honeylocust\***  
*Gleditsia triacanthos*

Description

- a medium to large deciduous tree
- 50' to 60' tall
- spread is usually equal to height
- branching is upright-spreading to arching or more or less horizontal
- some trees become nearly flat-topped
- rather loose and open
- casts only light shade
- develops a short main trunk

\*Disease (canker) problems; short lived; intolerant of excessive subsoil moisture (poor drainage), will not reach desired height.



Figure 4.47



**Kentucky Coffeetree**  
*Gymnocladus dioica* (male)

### Description

*Kentucky coffeetree* is a dioecious species, which flowers in early summer, and bears large legumes which release seeds throughout winter. Dispersal of the heavy seeds is apparently by gravity alone, as their appear to be no animal vectors of seeds at present; this limits the rate of spread or migration of Kentucky coffeetree. Seeds exhibit seed coat and true dormancy, and may remain in the seed bank for years. Kentucky coffeetree also reproduces from roots sprouts, and male clones sometimes produce "fairy rings," a circle of trees of similar size. The genus name, meaning "naked branches," refers to the very short growing season of Kentucky coffeetree, which is among the last trees to break bud in spring, and among the first to lose its leaves in the fall. Kentucky coffeetree grows slowly, and lives for up to 200 years. Typical 60'x1'; Champion 112'x4.5'.

\*Not a proven in pavement/grate tree; relatively slow grower



Figure 4.48



**Swamp White Oak**

*Quercus bicolor*

Description

- a medium-sized, deciduous tree
- upright oval crown, open
- 50 to 60' tall
- 50' to 60' wide
- coarse texture
- moderate growth rate

\*Not a proven in pavement/grate tree; Messy; Requires “acid” soil. Low tolerance to salts and pollution; slow grower.





Figure 4.49



**Sycamore**

*Platanus x acerifolia*

Description

*Sycamore* is monoecious with imperfect flowers appearing in April with the leaves. Seeds are borne in a multiple fruit (a syncarp of achenes) which ripens in October, the seeds floating on the wind as the fruit breaks up through the winter. Seeds germinate the following spring on wet soil. Growth is exceptionally rapid, among the fastest of any tree. One-year-old seedlings may reach 10', and sprouts may reach 25'. *Sycamore* regenerates from stump and occasionally root sprouts. The root systems are superficial. *Sycamore* reaches enormous size, and has the greatest diameter of any temperate hardwood tree (typical size 80'x8'; Champion 129'x22.6'). Despite this size, it is not a long-lived tree, probably not exceeding 250 years. The great size is a tribute to *sycamore's* exceptionally rapid growth.

\*Messy





Figure 4.50



**Common Horsechestnut**

*Aesculus hippocastanum*

Description

- a large, deciduous flowering tree
- texture is medium to coarse
- commonly 50' to 75' tall, but 100' specimens are possible
- upright-oval to rounded form
- almost all specimens I observed were taller than they were broad
- lower branches hang down with branch tips turning upward

\*Messy; Leaf Blotch



Figure 4.51



**Yellow Buckeye**

*Aesculus flava (octandra)*

Description

*Yellow buckeye* is one of the first species to leaf out in spring. It flowers in early summer, bearing large, showy flowers. Buckeyes are polygamomonoecious: flowers within an inflorescence are either hermaphroditic (male and female) or male. Though each inflorescence bears many flowers, only 1-5 develop into fruits. Buckeye fruits ripen in mid fall and the seeds fall to the ground, to be dispersed by small mammals. Seeds germinate the following spring, or may enter the seed bank for a few years. Growth is moderately slow, but trees rarely live longer than about 200 years.

\*National Park Service has no urban/street tree experience with this tree.



Figure 4.52



**Littleleaf Linden**

*Tilia cordata*

Description

- a deciduous medium to large tree
- typically 50' to 60' tall
- can reach 80' to 90' tall
- formal pyramidal or conical shape in youth
- ovate to gum-drop shaped when mature
- dense and compact branching
- branches are upright and spreading

\*Intolerant of excessive subsurface moisture (poor drainage)





Figure 4.53



**Crimean Linden**

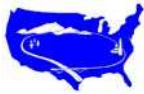
*Tilia x euchlora*

Description

- deciduous, simple leaves a deciduous medium to large tree
- 40 to 60' tall
- 20' to 30' wide
- branches to the ground
- medium texture
- moderate growth rate
- alternate leaf arrangement

\* Poor urban tolerance; cranker. *Tilia Americana* "Redmond" would be suggested as a substitute.





### No-Build Alternative

There would be no impacts to the Biotic Community as a result of the No-Build Alternative.

## **4.26 Consistency With Local Plans**

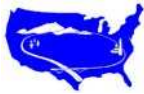
### Existing Conditions

The National Park Service, in cooperation with many agencies and entities, including the National Capital Planning Commission, developed the Comprehensive Design Plan (CDP) for the White House and President's Park. Approved by the Commission in May 2000, the CDP addresses the physical and functional needs of the White House, the Executive Office of the President, and the president and his family for the next twenty years. Incorporated in the proposed solutions are measures to improve the historic and visual character of President's Park. The CDP addresses resource conservation and protection, White House support services visitor services, special events, transportation and parking, and site management and operations. The CDP did not address the future plans for Pennsylvania Avenue itself, but did provide for security barriers along H Street at the north of the site; the Northside Barrier project was implemented before the adoption of the CDP.

The CDP recommended the removal of parking on Jackson Place, as well as surface parking throughout the Park to improve its appearance, function, and security. In the context of the current proposal, the removal of parking spaces and vehicles would allow for adequate area for traffic flow, and loading and deliveries. The CDP calls for the provision of 1,140 parking spaces below grade in several locations below grade within President's Park.

### Build Alternative

There are two elements of the National Capital Planning Commission's Comprehensive Plan that most directly apply to the Pennsylvania Avenue Security and Landscape Design Project; these are the Parks, Open Space and Natural Features Element and the Preservation and Historic Features Element. The overall concept design proposal complies with the Parks, Open Space and Natural Features Element. The concept design has met the projects objectives to satisfy both security and circulation requirements and to beautify and improve the quality of the public space. This has been achieved while respecting the historic integrity and the L'Enfant and McMillan Plans. The landscape components enhance the public buildings and civic space, and provide a flexible space for public use and gatherings. Impacts associated with security requirements have been minimized to the degree possible so that they do not detract from the historical association of the site.



The element goal states that cultural and open space resources should be conserved by protecting and enhancing the network of open spaces and parks, which are the legacies of the L'Enfant Plan and the McMillan Plan and serve as places for documenting our natural heritage. President's Park, including Lafayette Park, qualifies as a Monumental and Decorative Park and as a Historic Park in the Open Space System section of the Comprehensive Plan. The following policies address the context of Monumental and Decorative areas:

- Policy 1 states that Monumental and Decorative Parks provide the setting to enhance public buildings, that their fundamental integrity should be protected, that they should serve outdoor and cultural activities.
- Policy 3 states that Decorative Parks associated with the L'Enfant city should be protected and enhanced generally as green landscaped areas, providing an oasis for pedestrians and settings for monuments, memorials and civic art.
- Policy 5 states that Lafayette Park should continue to provide their primary functions as decorative landscaped areas and settings adding visual amenity to the city.

The following policies address the context of historic parks in the Historic Parks sub section of the Open Space System section:

- Policy 1 states that Historic Parks should be established and preserved as important legacies of national historic and architectural significance. Special efforts should be taken to provide for the interpretation of their history, and they should be properly maintained to provide for controlled use that respects their historical integrity. Ancillary areas and uses such as access, visitor and multi-purpose areas should not detract from the historical association of the site.

### No-Build Alternative

The No-Build Alternative is consistent with The Comprehensive Plan

## **4.27 Irreversible and Irretrievable Commitment of Resources**

Construction of Pennsylvania Avenue to implement the creation of a pedestrian space could result in the irretrievable loss of some healthy and mature trees along the north curb in front of Lafayette Park, in addition to some trees along the south curb Pennsylvania Avenue. New mature tree species will be planted along both the south and north curbs of Pennsylvania Avenue to replace any trees loss during construction; however, it is expected that it may take several years for these trees to match the stature of existing trees.



Land used for the proposed action would be irreversibly committed; however, the enhancements to Pennsylvania Avenue are reversible, if it is deemed that the security threat changes or technologies improve to allow high volumes of traffic, Pennsylvania Avenue could be reversed back to a 84-foot wide thoroughfare with relative ease.

Fossil fuels (oil, gasoline), labor, construction materials, and natural resources used in the fabrication of construction materials for the proposed action would not be retrievable; however, these materials are not scarce, and their use would not affect their current availability or supply. Any construction will also require a substantial one-time expenditure of Federal funds that are not retrievable.

The commitment of these resources is based on the concept that those constituents that use facilities within the study area will benefit by the improved landscape quality and enhanced security measures that are anticipated to outweigh the commitment of these resources.

## **4.28 Cumulative Impacts**

Cumulative impacts are those impacts on the environment that result from the incremental effect of the project when considered with interrelated past, present, and reasonably foreseeable future projects. The proposed action is an outcome to a report recommended by the Interagency Security Task Force, entitled "*Designing for Security in the Nation's Capitol*".

### Build Alternative

The Build Alternative would allow for the coordination of plans for the proposed action to the modification of Pennsylvania Avenue between 15<sup>th</sup> and 17<sup>th</sup> Streets, N.W., with the overall goals of *The National Capitol Urban Design and Security Plan*. The total cumulative impacts associated with the proposed action are anticipated to be relatively minor considering the extent of enhancements to an existing facility. However, impacts associated with historical and cultural resources may be considered adverse; therefore, they require further review by the Historic Preservation Officer or the Advisory Council On Historic Preservation.

The alternative would not prohibit any future plans for the reversibility of Pennsylvania Avenue back to an 84-foot wide traffic thoroughfare.



Impacts, during the period of construction, associated with the removal of trees or other vegetation and water quality would not be significant. The project area would remain essentially as presently existing, only in an enhanced state. The proposed action will not preclude or adversely affect planned improvements for the White House complex recommended in *The White House & President's Park – Comprehensive Design Plan* completed by the National Park Service in 1999. The actions proposed for the modification to Pennsylvania Avenue, between 15<sup>th</sup> and 17<sup>th</sup> Streets, NW, coincide and are compatible with the long-term plans proposed in the 1999 White House plan.

#### No-Build Alternative

There would be no cumulative effects in the No-Build Alternative.



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# V

## **LIST OF PREPARERS**

*Pennsylvania Avenue At The White House*

**Federal Lands Highway**





## **5 List of Preparers**

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# VI

## **AGENCY COORDINATION AND DEVELOPEMENT**

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*Pennsylvania Avenue At The White House*

**Federal Lands Highway**







## 6 Agency Coordination and Development

### 6.1 Agency Coordination

The preparation of the Modifications of Pennsylvania Avenue, NW, Washington, D.C. Environmental Assessment required coordination with various agencies. Table 6.1 list the agencies contacted along with the contacted personnel and their addresses

**Table 6.1 – Agency Contact Information**

<b>Agency</b>	<b>Contact</b>	<b>Address</b>	<b>Email Address</b>
District of Columbia Department of Transportation	John Deatrick	2000 14 <sup>th</sup> Street, NW, Washington, DC 20003	<a href="mailto:John.deatrick@dc.gov">John.deatrick@dc.gov</a>
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United States Secret Service	Joe DiPietro	843 Brightseat Road TSD P&D Landover MD 20705	<a href="mailto:jdipietro@uss.s.treas.gov">jdipietro@uss.s.treas.gov</a>
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DC Department of Transportation	Ken Laden	2000 14 <sup>th</sup> Street, NW, 6 <sup>th</sup> Floor, Washington, DC 20009	<a href="mailto:Ken.laden@dc.gov">Ken.laden@dc.gov</a>
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Federal Highway Administration	Gary L. Henderson	1990 K Street, NW, Suite 510, Washington, DC 20006	<a href="mailto:gary.henderson@fhwa.dot.gov">gary.henderson@fhwa.dot.gov</a>



<b>Agency</b>	<b>Contact</b>	<b>Address</b>	<b>Email Address</b>
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National Park Service	Michael Summerlin	1100 Ohio Drive, SW, Room 220, Washington, DC 20242	<a href="mailto:Michael_summerlin@nps.gov">Michael summerlin@nps.gov</a>
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Federal Highway Administration	Arthur E. Hamilton	HFL-1, Room 6311 400 7 <sup>th</sup> Street, SW Washington, DC 20590	<a href="mailto:arthur.hamilton@fhwa.dot.gov">arthur.hamilton@fhwa.dot.gov</a>
National Capital Planning Commission	Nancy Witherell	401 9 <sup>th</sup> Street, NW, Suite 500 – North Lobby, Washington, DC 20576	<a href="mailto:Nancy.witherell@ncpc.gov">Nancy.witherell@ncpc.gov</a>
Federal Highway Administration	Edward Sheldahl	1990 K Street, NW, Suite 510, Washington, DC 20006	<a href="mailto:edward.sheldahl@fhwa.dot.gov">edward.sheldahl@fhwa.dot.gov</a>

## 6.2 Environmental Assessment Distribution List

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Mr. Joe DiPietro  
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### 6.3 Section 106 Consultation Public Involvement – Contact List

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					Emailed	FedEx	Faxed	Attended
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Robert Baer	Treasury, TSD – S&T	843 Brightseat Road, TSD P&D Landover MD 20705	<a href="mailto:rbaer@uss.treas.gov">rbaer@uss.treas.gov</a>	N. Witherell	2/21/03			Yes
Sally Blumenthal	National Park Service	1100 Ohio Drive, SW, Washington, DC 20242	<a href="mailto:sally_blumenthal@nps.gov">sally_blumenthal@nps.gov</a>	N. Witherell	2/21/03			Yes
Ann Bowman	National Park Service	1100 Ohio Drive, SW, Washington, DC 20242	<a href="mailto:ann_bowman_smith@nps.gov">ann_bowman_smith@nps.gov</a>	N. Witherell	2/21/03			No
Martha Catlin	Advisory Council on Historic Preservation	1100 Pennsylvania Avenue, NW, Suite 803, Old Post Office Building, Washington DC 20004	<a href="mailto:mcatlin@achp.gov">mcatlin@achp.gov</a>	N. Witherell	2/21/03			Yes
Richard Cote	Treasury Department Curator	1500 Pennsylvania Avenue, NW, Washington DC 20220	<a href="mailto:richard.cote@do.treas.gov">richard.cote@do.treas.gov</a>	N. Witherell	2/21/03			Yes
CY			<a href="mailto:cy@downtowndc.org">cy@downtowndc.org</a>	N. Witherell	2/24/03			No

### 6.3 Section 106 Consultation Public Involvement – Contact List

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					Emailed	FedEx	Faxed	Attended
John Deatrick	DDOT Deputy Director, Chief Engineer,	2000 14th Street, NW, Fifth Floor, Washington DC 20003	<a href="mailto:john.deatrick@dc.gov">john.deatrick@dc.gov</a>	Comment Form	2/21/03			No
Joe Dipeitro	Deputy Special Agent in Charge, US Secret Service	843 Brightseat Road TSD S&T, Landover MD 20785	<a href="mailto:jdipietro@uss.s.treas.gov">jdipietro@uss.s.treas.gov</a>	N. Witherell	2/21/03			Yes
Cynthia R. Field	Smithsonian Archeological, Historic Preservation		<a href="mailto:fieldcy@soe.si.edu">fieldcy@soe.si.edu</a>	N. Witherell	2/24/03			Yes
Patsy Fletcher		P.O. Box 34002, Washington, DC 20043	<a href="mailto:patsymfletcher@aol.com">patsymfletcher@aol.com</a>	Comment Form	2/21/03			Yes
Bobbie Greene	Director, Save American Treasures, National Trust for Historic Preservation	1785 Massachusetts Avenue, NW, Washington DC 20036	<a href="mailto:bobbie_greene@nthp.org">bobbie_greene@nthp.org</a>	N. Witherell	2/24/03			Yes
Paul Haggerty	United States Secret Service	Eisenhower Executive Office Building, Room 552, Pennsylvania Avenue @ 17 <sup>th</sup> Street, Washington DC	<a href="mailto:phaggerty@uss.s.treas.gov">phaggerty@uss.s.treas.gov</a>					Yes
William Henderson		17 Randolph, Washington, DC 20001	<a href="mailto:wmhender@verizon.net">wmhender@verizon.net</a>	Comment Form	2/21/03			No

### 6.3 Section 106 Consultation Public Involvement – Contact List

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Michael Hicks	FHWA, District of Columbia Division/EFLHD	1990 K Street, NW, Suite 510, Washington, DC 20006	<a href="mailto:michael.hicks@fhwa.dot.gov">michael.hicks@fhwa.dot.gov</a>	FHWA Staff	2/21/03			Yes
Sharron Hines	Treasury, TSD – S&T	843 Brightseat Road, Landover MD 20785	<a href="mailto:skhines@uss.treas.gov">skhines@uss.treas.gov</a>	Comment Form		2/21/03		Yes
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Gene Keller	National Capital Planning Commission	409 9 <sup>th</sup> Street, NW, North Lobby, Suite 500, Washington, DC 20576	<a href="mailto:gene.keller@ncpc.gov">gene.keller@ncpc.gov</a>	NCPC Staff	2/21/03			Yes
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### 6.3 Section 106 Consultation Public Involvement – Contact List

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### 6.3 Section 106 Consultation Public Involvement – Contact List

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Hugh Sidey	Chairman of the White House Historic Association	10825 Stanmore Drive, 555 12 <sup>th</sup> , Street, NW, Washington, DC 20004		N. Witherell		2/21/03		No



### 6.3 Section 106 Consultation Public Involvement – Contact List

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George M. White	Vice Chairman, Leo A. Daly	3 Chalfont Court, Bethesda MD 20816	<a href="mailto:gwhite@3di.com">gwhite@3di.com</a>	N. Witherell	2/24/03			No
Thomas Whitley		4600 Connecticut Avenue, #819, Washington, DC 20008	<a href="mailto:tomwhitley@aol.com">tomwhitley@aol.com</a>	Comment Form	2/21/03			No
Nancy Witherell	Historic Preservation Officer, National Capital Planning Commission	401 9th Street, NW, Suite 500 - North Lobby, Washington DC 20576	<a href="mailto:Nancy.witherell@ncpc.gov">Nancy.witherell@ncpc.gov</a>	NCPC Staff	2/21/03			Yes

# VI

## **AGENCY COORDINATION AND DEVELOPEMENT**

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*Pennsylvania Avenue At The White House*

**Federal Lands Highway**





## 6.4 Agency Correspondence

The following is a list of the correspondences carried out with the various agencies for preparing the Pennsylvania Avenue At The White House Environmental Assessment

- 1) To: Mr. John Nau, Chairman  
Advisory Council on Historic Preservation  
  
From: Melisa Ridenour, Division Engineer  
FHWA, Eastern Federal Lands Highway Division  
  
Subject: Request to the Advisory Council on Historic Preservation to  
Become Consulting Party for Project As Part of Section 106  
Requirements  
  
Date: February 12, 2003
  
- 2) To: Ms. Lisa Burcham, Director  
Historic Preservation Office, District of Columbia  
  
From: Alan T. Teikari, Planning and Programming Engineer  
FHWA, Eastern Federal Lands Highway Division  
  
Subject: Request for Initiation of Consultation Regarding Compliance  
With Section 106 of the National Historic Preservation Act  
  
Date: February 12, 2003

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April 11, 2003

Honorable Norman Y. Mineta  
Secretary of Transportation  
U.S. Department of Transportation  
Washington, DC 20590

Dear Mr. Secretary,

The Eastern Federal Lands Highway Division of Federal Highway Administration (FHWA) has invited the Advisory Council on Historic Preservation (ACHP) to participate in consultation for the proposed security and landscape improvements on Pennsylvania Avenue at the White House, pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800). We are notifying you that the ACHP is accepting the invitation of FHWA and will consult with FHWA, the National Capital Planning Commission, the District of Columbia State Historic Preservation Officer (SHPO), several affected Federal agencies, and the interested public to consider how best to avoid, minimize, or mitigate potential adverse effects of this undertaking. The purpose of the consultation process is to help resolve any adverse effects of the project, to include introduction of new elements to the historic Avenue in front of the White House. The project would potentially affect a number of properties listed on the National Register of Historic Places, including the Eisenhower Executive Office Building, the Pennsylvania Avenue Historic District, and the 15th Street Financial Historic District. The national significance of several of the properties has been recognized through designation as National Historic Landmarks, including Lafayette Square Historic District, Decatur House, Blair House, St. John's Church, the Treasury Building, and the Renwick Gallery.

In reaching this decision, the Council determined that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of the regulations was met due to the importance of both the historic properties and the Pennsylvania Avenue security project itself. We are providing this notice as required by 36 CFR §800.6(a)(1)(iii).

Sincerely,

John M. Fowler  
Executive Director

Enclosure

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)





April 11, 2003

Alan T. Teikari  
Planning and Program Engineer  
Federal Highway Administration  
Eastern Federal Lands Highway Division  
Loudoun Tech Center  
21400 Ridgetop Circle  
Sterling, VA 20166

REF: *Proposed Security and Landscape Improvements  
Pennsylvania Avenue at the White House  
District of Columbia*

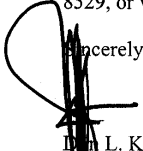
Dear Mr. Teikari:

Thank you for your recent notification and invitation to the Advisory Council on Historic Preservation (ACHP) to participate in consultation for the referenced project. In accordance with 36 CFR §800.6(a)(1) of the ACHP's regulations, "Protection of Historic Properties," the ACHP has concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of the regulations apply to this undertaking. We, therefore, will participate in this consultation.

Based on our review of the Environmental Assessment, Criterion (1) is met because of the extent and significance of the affected historic properties. In addition, Criterion (2) is met because of the complexity of operational and security demands that must be balanced with historic preservation concerns. We have provided written notification (copy enclosed) of the ACHP's decision to enter the consultation process on this project to Secretary of Transportation Norman Y. Mineta, as required by 36 CFR §800.6(a)(1)(iii).

We look forward to consulting with Federal Highway Administration, the National Capital Planning Commission, the District of Columbia State Historic Preservation Officer (SHPO), affected Federal agencies, and the interested public to consider how best to resolve adverse effects of this undertaking. If you have any questions or wish to discuss this matter further, please contact Martha Catlin at (202) 606-8529, or via e-mail at [mcatlin@achp.gov](mailto:mcatlin@achp.gov).

Sincerely,

  
Dan L. Klima  
Director  
Office of Federal Agency Programs

Enclosure

ADVISORY COUNCIL ON HISTORIC PRESERVATION  
1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

# VII

## **COMMENTS AND CORRESPONDENCE**

*Pennsylvania Avenue At The White House*

**Federal Lands Highway**



TEL.: (202) 659-9529  
FAX: (202) 429-1835

DR. ROBERT L. HERSHEY, P.E.  
1255 NEW HAMPSHIRE AVE., #1033  
WASHINGTON, D.C. 20036-2328

E-MAIL: [hershey@cpug.org](mailto:hershey@cpug.org)  
<http://cpug.org/user/hershey>

November 18, 2001

Ms. Elizabeth Miller  
National Capital Planning Commission  
401 9th Street NW, Suite 500  
Washington, DC 20576

Dear Ms. Miller:

Subject: Comment for Inclusion in the NCPC Follow-Up Report

I believe that the NCPC recommendation for the continued interim closure of Pennsylvania Avenue is incorrect. On the basis of objective engineering analysis, the closure of Pennsylvania Avenue was unnecessary for the protection of White House occupants. My analysis shows that, protection could be augmented by the use of laminated tempered glass in the White House windows, if this has not already been done. There is no need to wait for new technological developments. Pennsylvania Avenue should be reopened immediately.

I am a consulting engineer in the District of Columbia. The performance of glass under dynamic loading was the subject of my doctoral dissertation in engineering. I have served as Secretary of the D.C. Board of Registration for Professional Engineers. The District of Columbia Society of Professional Engineers, of which I am President-Elect, has endorsed reopening Pennsylvania Avenue.

I testified in favor of reopening Pennsylvania Avenue at the NCPC hearing of March 23, 2001. I previously submitted analyses supporting reopening in a letter to Mr. William G. Dowd, P.E., Director of the NCPC Office of Plans Review. I had three letters to the editor published in the Washington Post and an op-ed published in the Washington Times.

My engineering analysis has shown that it is safe to reopen Pennsylvania Avenue, if there are laminated tempered glass windows in the White House. A Security Glazing Design Guide has been published by Monsanto which includes blast test data for laminated tempered glass using their Saflex plastic interlayer. It clearly shows that a 30" X 30" window of 1/2-inch thick laminated tempered glass would withstand a car bomb of 500 lb of TNT at 350 ft. This window would also withstand a 3,000 lb truck bomb at the same distance. Laminated tempered glass (bulletproof glass) is a mature, well-tested engineering material, long used in tellers' cages. It is also used to protect the Liberty Bell in Philadelphia. The only drawback of laminated tempered glass is its higher cost, which is fully justified in this application.

These windows would be supported by the very solid White House structure which was recently described in the PBS broadcast of "Echoes from the White House." This video, done in cooperation with the White House Historical Society described the rebuilding of the structure in the 1948-1952 period, when Harry Truman was President. "After three years of major construction, the fourth White House, the modern White House we see today, had come to be. Girded with concrete and steel, 660 tons of it, it was a White House built for the ages.' Only an earthquake,' Truman said, 'or an atomic bomb could wreck the old building now.'"

In any design against a blast threat, the windows are generally the weakest link. With laminated tempered glass windows, they would be comparable to the rest of the structure, especially if they were 1 1/8-inch thick (as I have suggested earlier) or 2-inch thick (as was reported to perform well under the attack on the Pentagon). If there are any areas of the White House structure are deemed to need additional hardening, this should be done before continued closure of Pennsylvania Avenue is even considered. The possibility of building hardening was given insufficient attention in the NCPD report. In terms of historic preservation, we need a practical assessment of building preservation methods and costs. Much more than the structural authenticity of a building, the most important thing to preserve is the American citizen's right to travel through the nation's capital without hindrance.

It is incorrect to claim that the White House is like Oklahoma City, since the stress on the glass is orders of magnitude less. Oklahoma City had thousands of pounds of TNT equivalent at 10 feet, detonated head-on against a curtain wall of ordinary 1/4 inch window glass. Window glass breaks into shards which act as shrapnel (in the unlikely event that laminated tempered glass breaks, it tends to stay attached to the polymer interlayer as relatively harmless cubical pieces). My calculations show that practical laminated glass windows would not break in this application. The White House is a low rise steel-reinforced structure with a setback of 350 feet from Pennsylvania Avenue. Laminated tempered glass windows would solidify the only part of the building that could be considered at all susceptible to a blast at this distance. Limiting traffic to automobiles would limit the equivalent TNT carrying capacity to about 500 lb, which would not be a real threat. Besides, the main area of concern is the Oval Office and that is on the E Street side, shielded by the entire mass of the building.

The following items are enclosed. (The first six had previously been submitted when I testified before NCPD on March 23.):

1. Letter to the Alliance to Reopen Pennsylvania Avenue from Howard C. Gibbs, P.E., President of the D.C. Society of Professional Engineers (DCSPE). Mr. Gibbs is currently in his second term as President of DCSPE. I am currently President-Elect and expect to begin my second term as President next July.

2. My Letter to the Editor that was printed in the Washington Post of March 30, 1996.

3. My Letter to the Editor that was printed in the Washington Post of June 19, 1997.

4. My Letter to the Editor that was printed in the Washington Post of July 10, 2000.

5. My Op-Ed that was printed in the Washington Times of August 10, 2000.

6. Printout of the calculation from Monsanto's Security Glazing Evaluation computer program which shows that a large window 1 1/8 inch thick, of laminated tempered glass with a Saflex interlayer, would remain intact when subjected to a blast from 500 lb of TNT at a distance of 150 feet (the longest distance that Monsanto's computer program handles). The window in the calculation is 38 inches by 76 inches, much larger than any replacement window that would be required in the White House. The loading in this calculation is much more severe than any that could be expected from a potential threat, since the White House windows are smaller and the distance is 350 feet instead of 150 feet.

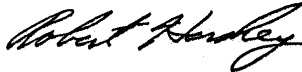
7. Calculation of laminated glass safety using Monsanto's performance curves based on actual field tests of 1/2 inch thick laminated tempered glass 30 inches by 30 inches. This is the thickest laminated tempered glass that Monsanto blast tested. The graph shows that the glass stays intact when subjected to a blast from 500 lb of TNT at 350 feet. It would even survive 3,000 lb. Obviously, 1 1/8-inch or 2-inch laminated tempered glass would be much stronger than this. Windows with a smaller area would be stronger still.

As shown above, the White House should be safe, since the windows are its weakest point. If the windows stay intact for 1 1/8 inch laminated tempered glass at 150 feet, and they stay intact for 1/2 inch laminated tempered glass at 350 feet, they obviously stay intact for 1 1/8 inch laminated tempered glass at 350 feet with a large margin of safety.

A laminated tempered glass barrier inside the White House fence, as proposed by Arthur Cotton Moore, would give redundant protection, which is not strictly necessary. This would be a "belt-and-suspenders" approach. Simple measures, such as keeping trucks off Pennsylvania Avenue would also help.

Clearly, from a technical standpoint, Pennsylvania Avenue could be reopened in the near term without risk to the White House occupants from a potential car bomb. NCPG should modify its report to recommend immediate reopening.

Very truly yours,



Dr. Robert L. Hershey, P.E.





**District of Columbia Society  
of Professional Engineers**

*A state society of the National Society of Professional Engineers*

June 21, 2002

Mr. John Cogbill, Chairman  
National Capital Planning Commission  
401 9th Street NW, Suite 500  
Washington, DC 20576

Dear Mr. Cogbill:

Subject: Comment for Distribution with NCPC's July 11 Report on the  
Draft Security and Urban Design Plan

I request that this letter and my November 18 letter to NCPC be sent out to accompany your July 11 Report. As you recall NCPC omitted my letter from the transcript of the December 5 hearing. When I met with you on February 6, you said this omission would be remedied.

As you are aware, I believe that the NCPC recommendation for the continued interim closure of Pennsylvania Avenue is incorrect. On the basis of objective engineering analysis, the closure of Pennsylvania Avenue was unnecessary for the protection of White House occupants, assuming there is laminated tempered glass in the White House windows. Any action that make the closure appear more permanent, such as replacing part of the street with gravel is a step in the wrong direction.

I am a consulting engineer in the District of Columbia. The performance of glass under dynamic loading was the subject of my doctoral dissertation in engineering. I testified in favor of reopening Pennsylvania Avenue at the NCPC hearings of March 23, 2001 and December 5, 2001. I previously submitted analyses supporting reopening in a letter to Mr. William G. Dowd, P.E., Director of the NCPC Office of Plans Review. I had three letters to the editor on this subject published in the Washington Post and an op-ed published in the Washington Times.

My engineering analysis has shown that it is safe to reopen Pennsylvania Avenue. Based on my analysis of blast test data from a laminated tempered glass manufacturer, I concluded that appropriate windows would withstand a car bomb of 500 lb of TNT at 350 feet or even a 3,000 lb truck bomb at the same distance. Building for continued closure of Pennsylvania Avenue is not warranted.

Very truly yours,

Dr. Robert L. Hershey, P.E.  
President, D.C. Society of  
Professional Engineers



**District of Columbia Society  
of Professional Engineers**

*A state society of the National Society of Professional Engineers*

August 30, 2002

Ms. Elizabeth Miller  
National Capital Planning Commission  
401 9th Street NW, Suite 500  
Washington, DC 20576

Dear Ms. Miller:

I oppose the NCPC plan for breaking up Pennsylvania Avenue in front of the White House and putting in gravel. Pennsylvania Avenue should instead be reopened immediately for automobiles. I plan to testify to this effect at the September 4 public comment session.

As you are aware from my previous testimony before NCPC, my engineering analysis has shown that there is no danger to White House occupants from a car bomb blast on Pennsylvania Avenue. The White House is a fortress of steel reinforced concrete built around a nest of heavy I-beams. With laminated tempered glass windows the structure should be fully capable of protecting the people inside. Closing the street was unnecessary in the first place. Putting in gravel simply destroys a perfectly good pavement and delays the reopening, all at great expense. The continued closure is doubly unnecessary in light of the recent banning of truck traffic from adjacent streets.

This letter is the cover sheet for my written submission for the September 4 hearing record. My submission also includes material which NCPC already has:

1. Letter to Chairman Cogbill of June 21, 2002
2. Op-Ed from the June 7, 2002 Washington Post
3. Photo of the White House I-Beam Structure from the April 7, 2002 Post
4. News Brief from the Spring 2002 District of Columbia Professional Engineer
5. November 18, 2001 letter to NCPC with engineering analysis (12 pages).

To discuss this, you can reach me at (202) 659-9529 or [hershey@cpcug.org](mailto:hershey@cpcug.org).

Very truly yours,

Dr. Robert L. Hershey, P.E., President  
D.C. Society of Professional Engineers



**District of Columbia Society  
of Professional Engineers**

*A state society of the National Society of Professional Engineers*

September 30, 2002

Mr. John Cogbill, Chairman  
National Capital Planning Commission  
401 9th Street NW, Suite 500  
Washington, DC 20576

Subject: National Urban Design and Security Plan Should NOT Be Adopted

Dear Mr. Cogbill:

The National Urban Design and Security Plan should NOT be adopted because it includes breaking up Pennsylvania Avenue in front of the White House and putting in gravel. Pennsylvania Avenue should instead be reopened immediately for automobiles. As you are aware from my previous testimony before NCPC, my engineering analysis has shown that there is no danger to White House occupants from a car bomb blast on Pennsylvania Avenue.

Seven years ago Pennsylvania Avenue was closed. There was no reason for the closure from an engineering standpoint. The claimed security justification - a hypothetical car bomb - would not really threaten the White House structure. The White House was completely rebuilt, as a virtual fortress, during the Truman administration with 660 tons of steel and concrete around a nest of heavy I-beams. President Truman said, "Only an earthquake or an atomic bomb could wreck the old building now." With laminated tempered glass in the windows, there is no danger to the White House occupants.

Currently, there are counterproductive proposals to make the closure of streets around the White House more permanent. The National Capital Planning Commission has asked for \$6.1 million to break up the pavement of Pennsylvania Avenue and put in gravel. There is also a \$5 million proposal for a study of building an E Street tunnel at the White House. The estimated cost of the tunnel is \$100 million. These proposals were described in an article on Page B3 of the Washington Post of Monday September 16, 2002. These proposals are clearly wasteful, since the street closures and tunnel are unnecessary. E Street has a setback distance even greater than Pennsylvania Avenue. Everyone recognized this fact, and E Street was kept open during years when Pennsylvania Avenue remained closed. The proposed E Street tunnel would create an attractive new target for a car bomb attack since it would concentrate the blast for anyone unfortunate enough to be in the tunnel. In daily driving, it would keep citizens from looking at their White House, while

subjecting them to the atmosphere of concentrated air pollution inherent in tunnels. All this, after \$100 million and years of tunnel construction. This is wrong.

The D.C. Society of Professional Engineers has consistently stood for reopening Pennsylvania Avenue. In 1996, we sent a letter to The Alliance to Reopen Pennsylvania Avenue, stating that from an engineering standpoint, the continued closing of Pennsylvania Avenue could not be justified. I testified in favor of reopening at the National Capital Planning Commission Hearings of March 23, 2001, December 5, 2001, and September 4, 2002.

To conclude, I'll tell you my sequel to "The Three Little Pigs." As you recall, the three little pigs had a house that was made of brick and it was shown to be completely wolf-proof. The three little pigs were getting along fine, except that one day they heard screaming outside. They went outside and saw that it was Chicken Little. He was running around in circles and screaming, "Your house is falling in! Your House is falling in!"

They asked him, "Where'd you find this out?"

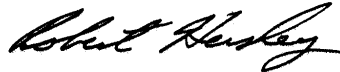
And he said, "Oh, I might have heard some classified data someplace that once upon a time there was this pig that had this house made of straw and a wolf blew it down."

The practical pig said, "Well, our house is made of brick. What does this mean for us? It doesn't mean anything."

His two foolish brothers said, "Two against one. Two against one." They voted him down and they said, "Okay, we're going to follow what Chicken Little said." They closed off the street in front of the house and broke up the pavement and put in gravel. What happened next was what you'd expect. All the neighbors were mad that their street was blocked off and there were all these delays and nobody would come to see the three little pigs anymore. They became very lonely and very poor. They lived unhappily ever after.

So don't let what happened to the three little pigs happen to us. If somebody tells you that they're going to take Pennsylvania Avenue and break up the pavement and put in gravel, just say NO.

Very truly yours,



Dr. Robert L. Hershey, P.E., President  
D.C. Society of Professional Engineers



**District of Columbia Society  
of Professional Engineers**

*A state society of the National Society of Professional Engineers*

January 13, 2003

Mr. Jack Van Dop  
FHWA  
21400 Ridgetop Circle  
Sterling, Virginia 20166

Dear Mr. Van Dop:

The District of Columbia Society of Professional Engineers urges FHWA to take no action on the ill-conceived NCPC plan for breaking up Pennsylvania Avenue in front of the White House and putting in gravel. We will testify to this effect at the January 15 public scoping session. As you aware from the material we have already submitted for this hearing, we have shown that Pennsylvania Avenue should instead be reopened immediately for automobiles. If your orders do not presently permit you to reopen the street, you should take no action until your orders do allow reopening.

FHWA's own analyses have shown that 26,000 cars per day must be rerouted because of the closing. As the agency charged with planning for roads, you are aware how serious this is. There are substantial delays to drivers and huge economic losses. It is ironic that FHWA is now being asked to consider plans that make the street closing more permanent.

Our previously submitted engineering analysis has shown that there is no danger to White House occupants from a car bomb blast on Pennsylvania Avenue (see attached article from *Engineering Times*). Since the White House is a fortress of steel reinforced concrete, assuming there are laminated tempered glass windows, there would be no danger to the people inside. It was completely unnecessary to close the street, in the first place. There is now redundant protection, in light of the banning of truck traffic from several adjacent streets. A truck can't get within three blocks of the White House. It makes no sense to destroy a perfectly good pavement and put in gravel, all at great expense. This would just delay the street reopening that is needed. First, do no harm.

To discuss this, you can reach me at (202) 659-9529 or [hershey@cpcug.org](mailto:hershey@cpcug.org).

Very truly yours,

Dr. Robert L. Hershey, P.E., President  
D.C. Society of Professional Engineers

**KUMAR VASWANI**  
P.O. BOX 15350  
CHEVY CHASE, MARYLAND 20825

February 1, 2003

VIA FAX (703 404-6217) AND FIRST-CLASS MAIL

Mr. Jack Van Dop  
Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166

Re: Request for Comments: Modifications to Pennsylvania Avenue, N.W., Washington, D.C.

Dear Mr. Van Dop:

I am responding to your request for comments regarding proposed modifications to Pennsylvania Avenue, N.W., Washington, D.C., adjacent to the White House. Please enter these comments into the public record.

It is a relief to learn that after years of controversy regarding the closing of Pennsylvania Avenue in front of the White House, the Federal Government plans to transform the roadway into a park-like setting befitting this important historic area. For too long, pro-traffic interests have attempted, through the use of a variety of specious arguments, to hijack the planning process and re-open Pennsylvania Avenue to vehicle traffic. For instance, under the pretense of protecting the District's economic well-being, some groups have claimed that with this section of Pennsylvania Avenue closed, traffic in the District is gridlocked and that economic growth is being impeded. To date, these groups have offered no evidence or data for this proposition.<sup>1</sup> If anything, reduction of traffic will likely enhance the economy of the District by improving its livability, quality of air (which translates into lower medical costs for residents), and accessibility.

Arguments that democracy is somehow being subverted by the lack of "access" to the White House are likewise ridiculous, given that the closure of Pennsylvania Avenue has opened up the area in front of the White House, Lafayette Park, and the Renwick Gallery to scores of pedestrians, roller bladers, and runners. A stroll during lunchtime will confirm this, even on the coldest of days. This area is much more pleasing now that traffic has been removed.

Just as important to the debate, however, is the extreme danger posed to the White House--arguably the most famous house in America--by the presence of vehicles within a few hundred feet. It is absurd in this day and age to argue that this area should be open to traffic. The FHWA should strive to make the closure permanent. Elimination of traffic will also enhance

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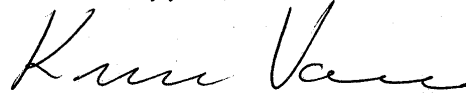
<sup>1</sup> In addition, many of the individuals and groups making these arguments have no interest whatsoever in serving the interests of the District of Columbia. See Kumar Vaswani, letter to the editor, "Kansas Man Inside the Beltway," The Washington Post, April 2, 2001 (enclosed).



the air quality downtown and will likely save money by eliminating wear and tear (caused by traffic vibration) on historic structures in this area.

As the FHWA and other authorities develop plans for this area, I hope you will take into consideration not just security and traffic concerns, but also environmental, historic, and aesthetic values. For instance, the roadway should be removed and replaced with walking paths, landscaping, and other features that enhance the park-like atmosphere. I look forward to an improved Pennsylvania Avenue in the near future. Please enter the attached letter to the editor into the public record. Thank you.

Sincerely yours,

A handwritten signature in cursive script, appearing to read 'Kumar Vaswani', written in black ink.

Kumar Vaswani



**District of Columbia Society  
of Professional Engineers**

*A Chapter Society of the National Society of Professional Engineers*

March 7, 2003

Mr. John Cogbill, Chairman  
National Capital Planning Commission  
401 9th Street NW, Suite 500  
Washington, DC 20576

**Subject: Pennsylvania Avenue at the White House Concept  
Design Plan Should NOT Be Adopted**

Dear Mr. Cogbill:

The concept design plan for Pennsylvania Avenue in front of the White House should NOT be adopted because it makes the closure more permanent and delays reopening the street. The proposed plan destroys the perfectly good pavement of Pennsylvania Avenue in front of the White House at great expense and puts in something less desirable.

Pennsylvania Avenue should instead be reopened immediately for automobiles, since there is no danger to White House occupants from a car bomb blast on Pennsylvania Avenue. The street was unnecessarily closed eight years ago in an overreaction to the Oklahoma City bombing, even though the structural configurations are completely different. The White House is a virtual fortress with 660 tons of steel-reinforced concrete. The factor of safety at the White House against a car bomb blast are millions of times greater. With laminated tempered glass windows, a car bomb blast wouldn't even cause window breakage.

The District of Columbia Society of Professional Engineers, of which I am president, has consistently stood for reopening Pennsylvania Avenue. In 1996, DCSPE sent a letter to The Alliance to Reopen Pennsylvania Avenue, stating that from an engineering standpoint, the continued closing of Pennsylvania Avenue could not be justified. The proposed concept design plan should be rejected. First do no harm.

Very truly yours,

Dr. Robert L. Hershey, P.E., President  
D.C. Society of Professional Engineers



**District of Columbia Society  
of Professional Engineers**

*A state society of the National Society of Professional Engineers*

March 7, 2003

Mr. John Cogbill, Chairman  
National Capital Planning Commission  
401 9th Street NW, Suite 500  
Washington, DC 20576

Subject: Pennsylvania Avenue at the White House Concept  
Design Plan Should NOT Be Adopted

Dear Mr. Cogbill:

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The District of Columbia Society of Professional Engineers, of which I am president, has consistently stood for reopening Pennsylvania Avenue. In 1996, DCSPE sent a letter to The Alliance to Reopen Pennsylvania Avenue, stating that from an engineering standpoint, the continued closing of Pennsylvania Avenue could not be justified. The proposed concept design plan should be rejected. First do no harm.

Very truly yours,

Dr. Robert L. Hershey, P.E., President  
D.C. Society of Professional Engineers

# The Washington Post

AN INDEPENDENT NEWSPAPER

## CLOSE TO HOME

### Reopen America's Street

In 1995 the Secret Service closed Pennsylvania Avenue in front of the White House. It was a big mistake, because the fortress-like White House already provides good protection against car bombs.

In 1996 the National Park Service wanted to make the closing permanent and put in grass, but fortunately that proposal died.

In 2000 the Park Service was back with a plan to put VIP parking under the closed portion of Pennsylvania Avenue between 15th and 17th streets NW. Again, this proposal didn't go forward.

Now it's 2003, and the feds are asking for \$6.1 million in the current budget to test and develop a \$15 million construction plan to make the avenue closing more permanent. This time the plan is to break up the pavement and put in gravel [Style, March 1].

This latest idea goes back to misguided thinking behind the original decision to close the avenue—a decision precipitated by the bombing of the Alfred P. Murrah Building in Oklahoma City in 1995. But the situations are not analogous.

The Oklahoma City bomb was in a truck parked 10 feet from the federal building. The White House is 350 feet from Pennsylvania Avenue. Blast pressure decreases roughly with the square of the distance. This means that pressure on the White House would be far less than one-thousandth of the pressure to which the Murrah Building was exposed. The buildings also are not comparable. The White House was rebuilt for security in the '50s with heavy steel girders, 660 tons of steel reinforced concrete and walls roughly a foot thick. By contrast, most of the walls in the Oklahoma City building were quarter-inch glass.

Because stress decreases with wall thickness, stresses at the White House would be a factor of several thousand less than at Oklahoma City if they were subjected to the same pressure. When the effects of distance and wall thickness are combined, the White House is safer from bomb blasts than the Oklahoma City building by a factor of several million. What's more, trucks aren't even allowed within a three-block radius of the White House. Assuming that the White House windows are laminated tempered glass, the president's house probably wouldn't even suffer a broken window from a car bomb.

Pennsylvania Avenue should be reopened now. Citizens who want to speak against the plan to keep it closed should make their views known at the 12:30 p.m. Wednesday meeting of the National Capital Planning Commission at 401 9th St. NW, Suite 500.

—Robert L. Hershey

is president of the D.C. Society of  
Professional Engineers.



MARK N. HENDRIX  
Executive Vice President  
and Chief Marketing Officer

Riggs Bank N.A.  
800 17th Street, NW  
Washington, DC 20006-3944  
(202) 835-5162

File No. 6132  
Primary Stat. PLTD  
Due Date \_\_\_\_\_

March 5, 2003

Ms. Elizabeth Miller  
Project Manager  
The National Capital Planning Commission  
401 9<sup>th</sup> Street, NW, Suite 500  
Washington, DC 20576

Copies:

CHAIRMAN _____	DEPUTY DIR. _____
EXEC DIR. _____	COO _____
OPA _____	PRFD _____
GEN COUNSEL _____	PLC _____
SECRETARIAT _____	ULFR _____
ADMIN _____	TDAD _____

Dear Ms. Miller:

Riggs Bank N.A. ("Riggs") respectfully submits these comments regarding the proposed concept design for the Pennsylvania Avenue area improvements. Riggs supports the NCPC's and the Federal Government's objective of fostering security while reclaiming the dignity of the area around the White House. However, Riggs requests that the NCPC decline to adopt the concept design, *as presently proposed*, for the area between Madison Place and 15th Street because this concept design would have a profound, negative economic and operational impact upon Riggs.

Riggs' Corcoran Branch is the only commercial establishment that fronts on the closed portion of Pennsylvania Avenue. The Corcoran Branch is Riggs' most prominent location, and the branch is located in the eastern half of the area between Madison Place and 15th Street. The closure of Pennsylvania Avenue has harmed the Branch. It is therefore important that the concept design not exacerbate this situation by interfering with reasonable customer and business access to the front entrance of 1503 Pennsylvania Avenue. Specifically, Riggs needs access for cash deliveries and sufficient turn around space for customer drop off, reception of guests and valet parking.

At present, customer and commercial vehicles (such as armored cars making cash deliveries to the Branch) can still access the Branch's entrance from 15th Street. The existing jersey barrier, which precludes vehicular traffic on Pennsylvania Avenue, is located to the west of the Branch, in the area of the Treasury Annex. As proposed, the concept design will deploy a bollard line at the edge of 15th Street. This will effectively cut off all customer vehicular access and will preclude all armored car deliveries from 15th Street. This bollard line will also interfere with pedestrian customer access. The bollard line will create a barrier, in effect, between the Branch's customers in the downtown area and the Branch's entrance.

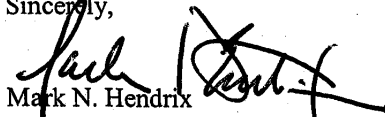
Ms. Elizabeth Miller  
March 5, 2003  
Page 2

Riggs certainly appreciates the importance of security in today's environment. But given the profound negative effect this concept design will have on the Branch, we ask that the Commission take a hard, critical look at whether moving the existing vehicle barrier from its present location into the area between Riggs and 15th Street is, in fact, necessary. Riggs also requests that the NCPC consider whether the barrier line can be placed at the eastern edge of the Treasury Annex or the western edge of Riggs' property. Placing the bollard line in either of these locations would enhance security from the status quo.

In addition, the current concept design depicts trees that would block the visual prominence of the building. The stature of the Corcoran Branch is an important feature of this historic property, and Riggs remains concerned that the trees will obstruct the view of the property and will isolate the property from the commercial downtown area and our customers. Accordingly, we request that the NCPC consider eliminating the trees in the area from 15th Street to the western edge of Riggs's property, and that the designers consider employing shrubs (or some other appropriate, smaller landscaping feature) in their place.

In conclusion, Riggs supports the objective of the NCPC and the Federal Government here. However, because the proposed concept design will seriously harm Riggs, we request that the NCPC *not* adopt this design (as it relates to the area between Madison Place and 15th Street) and refer the concept design back to the designers for further consideration or refinement consistent with these comments. Thank you for the opportunity to provide commentary and for your attention to this important matter.

Sincerely,

  
Mark N. Hendrix



Riggs Bank N.A.  
 800 17th Street, NW  
 Washington, DC 20006-3944  
 (202) 835-5162

MARK N. HENDRIX  
*Executive Vice President  
 and Chief Marketing Officer*

NCPC  
 File No. 0132  
 Primary Stat. 017  
 Due Date \_\_\_\_\_

December 4, 2002

Copies:

CHAIRMAN _____	ASST. EXEC. DIR. (PRGRMS) _____
EXEC. DIR. _____	ASST. EXEC. DIR. (MGMT) _____
PUB. AF. _____	LONG RANGE PLNG. _____
GEN. COUNSEL _____	PLANS REVIEW _____
SECRETARIAT _____	TDA SERVICES _____

Ms. Elizabeth Miller  
 Project Manager  
 National Capital Planning Commission  
 401 9<sup>th</sup> Street, NW, Suite 500  
 Washington, DC 20576

Dear Ms. Miller:

I wanted to thank the National Capital Planning Commission for including Riggs in its October 31 and November 14, 2002 meetings with Michael Van Valkenburgh & Associates in the verification study for Pennsylvania Avenue. Likewise, we appreciate the positive approach the team demonstrated in listening to our concerns.

Riggs supports NCPC's primary objectives of improving security and reclaiming the dignity around the White House. At the same time, Riggs has been uniquely affected by the closure of Pennsylvania Avenue. The Corcoran Branch is our most prominent location and is a special property that reflects Riggs' significant, historical role in the Nation's Capitol. As the only commercial establishment that fronts on the closed portion of Pennsylvania Avenue, Riggs' business interest has been harmed by the street closure. It is therefore very important to Riggs that the future development and improvement of the area not hinder access to the Corcoran Branch.

To protect our interests, the design first should allow for reasonable customer and business access to the front entrance of 1503 Pennsylvania Avenue. Specifically, Riggs needs access for cash deliveries and sufficient turn around space for customer drop off, reception of guests and valet parking.

Second, the current drawings depict large trees that would block the visual prominence of the building. The stature of the Corcoran Branch is an important feature of this location, and we are concerned that the trees would obstruct the view of the property and isolate the property from the commercial downtown area. Similarly, we request that the design facilitate the view of the property from northbound traffic on 15th Street.

Third, Riggs would be concerned by a design that places bollards in line with the Corcoran Branch's front entrance. A bollard line in front of the Corcoran Branch's





## United States Department of the Interior

NATIONAL PARK SERVICE  
National Capital Region  
White House Liaison  
1100 Ohio Drive, S.W.  
Washington, D.C. 20242

IN REPLY REFER TO:  
D-2215 (NCR-WHL)

MAR 3 2003

VIA FACSIMILE

Ms. Elizabeth Miller, Project Manager  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW  
Suite 500, North Lobby  
Washington, D.C. 20576

Dear Ms. Miller:

Representatives of White House Liaison, National Park Service attended the stakeholders working session on February 20, 2003, and we have reviewed the Concept Design Proposal for Pennsylvania Avenue at the White House. We are very pleased to see progress on improving the appearance of Pennsylvania Avenue in front of the White House.

Our congratulations to Michael Van Valkenburgh and his staff for addressing what we know to be a complex and demanding site. You and your associates at National Capital Planning Commission have done a masterful job of coordinating the development of the design with all the neighbors and stakeholders. As you continue with the planning, we suggest that the following are areas of concern for the final design:

1. The mix of pedestrian traffic and vehicular traffic on the avenue raises concern. We believe that there should be some demarcation for the vehicle travel areas so that pedestrians are made aware of where they may expect to see and encounter traffic. This may be accomplished by a change in texture or color of the pavement or by subtle visual elements.
2. The location of the new gatehouses on Jackson and Madison Places raises concern with their adjacency to the statues on the northeast and northwest corners of Lafayette Park. The visual impact of the gatehouses within view of the statues could detract from the context of these historic statues. We urge care in the design of the new gatehouses to minimize the intrusion on the historic statues.
3. We would also urge care in the design where Jackson and Madison Places meet H Street. The visual quality of the site as a whole, and especially the views from H Street towards the White House, could be diminished if barrier elements near the intersections are not carefully designed.

4. We suggest that there be a visual indication designating the change from the sidewalk to the street on the south side of Pennsylvania Avenue. Because visitors are focused on the White House and on getting their pictures taken, they do not pay close attention to the street traffic, any curbs behind them, or their own safety.
5. With the placement of the gatehouses on Jackson Place, there are concerns with the ability to make deliveries to the White House Historical Association (WHHA) and Decatur House. Presently, WHHA deliveries can be made at their front door without having to go through the security checkpoint. Some provision will need to be made for deliveries to WHHA or delivery trucks will be forced to block travel lanes on H Street in order to make their deliveries. The amount of time the trucks will block the lanes will lengthen with the longer distances to transport the large deliveries of ornaments and books.
6. We have concerns about pedestrian safety at the intersection crosswalks at both 15<sup>th</sup> and 17<sup>th</sup> Streets. With the bollard line at the inside edge of the crosswalks, this will encourage taxis and delivery vehicles to stop in the crosswalks thus causing conflicts with pedestrians crossing the intersection.
7. We would like to ensure that new tree plantings along the northern sidewalks of Pennsylvania Avenue will be appropriate and in keeping with the historic landscape of Lafayette Park. The center vista of the White House looking from both outside and inside the grounds is an important visual element to retain. Because trees have been missing from the southern side of Pennsylvania Avenue for many years, a simulation of the vista to and from the White House showing the trees to be planted may be important to the final design decisions and approvals.
8. We have concerns that the proposed re-grading of the Avenue will not work as drawn in your cross-sections without substantially altering the sidewalk at Lafayette Park. Our staff advises that with a minimum slope of 1/4" for drainage, there would be a minimum 15" change in grade at the curb at Lafayette Park. Any change in the Lafayette Park sidewalk slope would have to meet ADA compliance.

We appreciate the opportunity to participate in the design development process for this exciting project. We remain ready to coordinate with you as it may be helpful. If you have questions, please contact me at (202) 619-6344 or Assistant Director for Design and Construction Michael Summerlin at (202) 219-6529.

Sincerely,



Ann Bowman Smith  
Director  
White House Liaison



**DOWNTOWN DC**  
Business Improvement District

December 13, 2002

NCPC  
File No. 6132  
Primary Dist. 617  
Dist. Date \_\_\_\_\_

Copies:

Mr. William Dowd  
Director  
Plan and Project Implementation Division  
National Capital Planning Commission  
401 9<sup>th</sup> St. NW, Suite 500  
Washington, DC 20576

CHAIRMAN \_\_\_\_\_ ASST. EXEC. DIR. (PROGRAMS) \_\_\_\_\_  
EXEC. DIR. \_\_\_\_\_ ASST. EXEC. DIR. (INTEGRATION) \_\_\_\_\_  
PUB. AF. \_\_\_\_\_ LONG RANGE PLANNING \_\_\_\_\_  
GEN. COUNSEL \_\_\_\_\_ PLANS REVIEW \_\_\_\_\_  
SECRETARIAT \_\_\_\_\_ TDA SUPPORT \_\_\_\_\_  
ADMIN. \_\_\_\_\_

Dear Mr. Dowd:

We were pleased to be invited to the Pennsylvania Avenue design briefing on November 14, 2002. This session provided an excellent opportunity to review and evaluate the concept plans being prepared by Michael Van Valkenburg and his design staff. We are impressed with the level of commitment that has been made by NCPC and the other governmental agencies responsible for formulating a plan for Pennsylvania Avenue between 15<sup>th</sup> and 17<sup>th</sup> Streets.

At the session, we shared some specific thoughts regarding the design plan for this important public space. These thoughts have been recorded so that they may be of benefit to NCPC and the urban design team responsible for evolving a more definitive plan for this historically significant space.

We wish to offer the following observations and recommendations regarding the design plans for Pennsylvania Avenue:

Environmental Design Continuity

The roadway paving and pedestrian walks should provide the unifying physical fabric between 15<sup>th</sup> and 17<sup>th</sup> Streets. When a pedestrian enters this lineal space from the east or west, they should sense the continuity of the paving materials and curb lines, rather than the segmentation of the space into three separate zones. The recommended special textured street paving that has been used so successfully in London should be used to add richness and texture in the roadway. It is also much more economical to install, and could be removed later if a tunnel or sub-surface parking structure is constructed.

We would prefer to see granite paving in the walks rather than in the roadway. The precast granite pavers that have been used in front of the Old Executive Building also

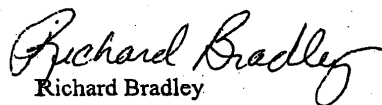
Dowd  
Page 3  
December 13, 2002

An alternative solution to bollards may need to be considered. The use of impressive gates and railings similar to those being installed at the entrances to the East and West Executive Park roadways may be the most design-sensitive solution to the security requirements that exist at the east and west gateways to Pennsylvania Avenue.

We would like to recommend that the urban design consultants evaluate an alternative design concept that utilizes gates and railings to define the entryways to this historic street and open space. We believe the most appropriate solution will evolve from an analysis of the various alternatives for these two gateways to Pennsylvania Avenue. We would also like to explore opportunities to animate and energize this large public space.

We look forward to meeting with you and the NCPC team to discuss the observations and recommendations outlined in this letter.

Sincerely,



Richard Bradley  
Executive Director

Cy Paumier

cc: Elizabeth Miller,  
George Toop  
Michael Van Valkenburgh

# JOHN CARL WARNECKE FAIA

ARCHITECTS AND PLANNING CONSULTANTS  
300 BROADWAY SUITE 16 SAN FRANCISCO CALIFORNIA 94133 TEL (415) 397-4200 FAX (415) 397-4207

March 6, 2003

Elizabeth Miller, Project Manager  
National Capital Planning Commission  
401 - 9<sup>th</sup> St., NW  
No. Lobby, Suite 500  
Washington, DC 20576

FILE  
File No. 6132  
Primary Stat. PLPD  
Due Date \_\_\_\_\_

Copies:

CHAIRMAN	_____	DEPUTY DIR	_____
EXEC DIR	_____	COO	_____
OPA	_____	PRD	_____
GEN COUNSEL	_____	PEO	_____
SECRETARIAT	_____	UDER	_____
ADMIN.	_____	TDAD	_____

Dear Elizabeth:

The improvements made in this new plan dated 2/11/03 as a result of Van Valkenburgh and his team of associates meeting with many of those representing important segments of the client; i.e., the Secret Service, etc., are most impressive, and I agree that the overall layout and plan should now be approved and made ready for various detailed studies required in the next phase of this work as related in the conceptual plan report. I give my vote of approval for Michael Van Valkenburgh's latest conceptual plan subject to investigating and studying the following.

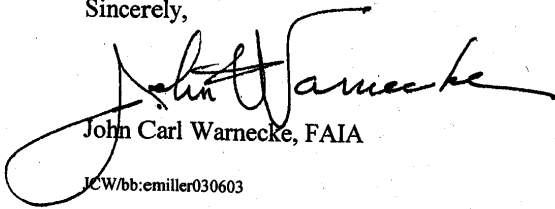
Make a quick study of adding cross-axis elements of design in the center of this very large 84-foot wide masonry plaza area that runs from Jackson Place to Madison Place in front of the White House. With a 34-foot wide added lawn and red flower beds and two movable fountains at the end of both sides of this cross-axis space, one can construct two 25-foot wide roadways running in opposite directions. These roadways can also be used for vintage touring cars or horse and buggies at special times should this be desirable in the future. The roadways can also be used for pedestrians promenading and viewing the White House when the streets are not used for this potential historic vehicular use or for use to enter the front of the White House. As part of this quick study, list the pros and cons of this concept in comparison to the all-paved plaza concept.

Looking forward to the future of the historic people's place - Lafayette Park and Square, is not a part of this current task of redesigning the existing Pennsylvania Avenue, and it is most important to keep this current project on track.. However, it is wrong to design and construct a plan and project that will not embrace the vision of bringing life, joy, and history back to this overall dead area which now resembles a morgue or fort under siege.

No plan will work in the long run without a clear view of our future. L'Enfant, with the axis and cross-axis concepts of our capital, made Washington an exceptional city. Let's do our best to keep it that way.

I regret that funds still are not available to pay my expenses so I could attend this meeting of March 12, but as a member of the NCPC task force, I approve this plan as an important major step forward in creating a final solution that will work not only now but also in our future.

Sincerely,



John Carl Warnecke, FAIA

JCW/bb:emiller030603

cc: Patti Gallagher  
Richard Friedman  
William Cogbill III  
Ann Heilgenstein  
Tom Dougherty  
Barbara Riggs

# JOHN CARL WARNECKE FAIA

ARCHITECTS AND PLANNING CONSULTANTS  
300 BROADWAY SUITE 16 SAN FRANCISCO CALIFORNIA 94133 TEL (415) 397-4200 FAX (415) 397-4207

February 20, 2003

Patricia E. Gallagher, AICP  
Executive Director  
NCPC  
401 - 9<sup>th</sup> St., NW  
North Lobby, Suite 500  
Washington, DC 20576

Dear Patti:

Thank you for the very thoughtful and detailed review of my recent reports, "Part III, Looking back to obtain a vision of the future of the White House, and "Part IV, Critique and comparison establishing the best design criteria for the redesign of Pennsylvania Avenue," on the redesign of Pennsylvania Avenue. My other comments to you and to those you sent copies of your letter to and others who are supporting my overall concept of Lafayette Square and Park are as follows:

Prior to the final NCPC vote that then went public and announced Michael Van Valkenburgh as the winner of the design competition, I made it clear to the NCPC task force that there were two very different design criteria that the NCPC had presented to the competing landscape architects. 1) Use of the full existing Pennsylvania Avenue street space and 2) creating a 60-foot wide space based on the very minimum width of sixty feet which an inaugural parade might try to function. In the Warnecke Institute critique, we made it clear that utilizing the existing full Pennsylvania Avenue street space and treating this space as a void with only low flowerbeds, lawn, and fountains was far superior than creating 3-dimensional objects such as rows of trees that would become over years ever more powerful and what would separate the people's place - Lafayette Park and Lafayette Square - from the White House.

In light of the above, I would hope that the staff of the NCPC and the NCPC task force would work with Michael Van Valkenburgh and his office and associates in studying these two basic design criteria with preliminary design studies of both concepts and a comparison of the pros and cons of the design criteria. I would hope that this type of preliminary design studies of these two basic criteria and design concepts would clarify the many pros and cons of each concept, but in this process it is hoped that they would come up with the very best design criteria for this important project in this historic and symbolic place - the White House with our presidents in relation to the people's park and people's place.

The second main message is that by planning to construct one or two cross town tunnels, Pennsylvania Avenue can remain permanently closed to heavy cross-city commuting traffic and a long-term historic vision of this space can be achieved. This is my primary goal and a requirement for bringing life, joy, and history back to the people's place - Lafayette Park and Square. Only with a long-term vision can we plan ahead and achieve our long-term goals.





WHITE HOUSE HISTORICAL ASSOCIATION

February 24, 2003

NCPC

File No. 6132  
Primary Stat. M/D  
Due Date

Elizabeth Miller  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW, Suite 500  
Washington, DC 20576

Copies:

CHAIRMAN	DEPUTY DIR
SECRETARY	CEO
ADM. ASST.	CHIEF
FIN. CONTROLLER	PRM
INFORMATION	DEPT
ADMIN.	TRAD

Dear Elizabeth:

Thank you for the opportunity to provide comments from the White House Historical Association on the Concept Design Proposal for Pennsylvania Avenue. Our concerns remain primarily those that we noted at the verification study meeting.

These relate to the proposed relocation of the security barrier on Jackson Place from its current location to a point north of our public entrance at 740 Jackson Place. As noted in your meeting minutes, "The WHHA desires a friendly and visually welcoming entrance to their facilities, even when portions of Lafayette Park are closed due to Head of State visits at Blair House."

Specifically, under the new scheme, when Jackson Place is closed to traffic and pedestrians, the public will be unable to reach our retail facility. When the street and sidewalk are not closed, the relocation of the security barrier to the north diminishes the visual link to our entrance. As noted in the meeting, our retail program is of paramount importance to the association and its responsibility to fund the maintenance and refurbishing of the public rooms of the White House and the acquisition and conservation of the White House collection of fine and decorative arts. Any restriction on public access to the retail facility will have a negative effect on our financial resources.

Additionally, there appears to be no provision for delivery trucks to reach our door without going through the first security checkpoint. Is this correct? Assuming they go through the first checkpoint, is there a place to park trucks for deliveries?

If I can provide any additional information, please do not hesitate to contact me.

Sincerely,

Neil W. Horstman  
President

cc: Henry Dudley, Chairman



# Smithsonian Institution

Office of Facilities Planning & Resources  
Facilities Master Planning

NCPC

File No. 6132  
Priority Set. NCPS  
Due Date \_\_\_\_\_

Original

Patricia E. Gallagher, AICP  
Executive Director  
National Capital Planning Commission  
401 9th Street, NW  
Washington, DC 20576

CHIEF OF BUREAU	SECRETARY
ASST. CHIEF OF BUREAU	ASST. SECRETARY
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March 11, 2003

Re: Comments on the proposed Landscape and Security Improvements for Pennsylvania Avenue in front of the White House

Dear Ms. Gallagher:

As stakeholders, we are delighted to participate in the development of this important project. The Renwick Gallery, part of the Smithsonian American Art Museum, is located on Pennsylvania Avenue at 17<sup>th</sup> Street, within the area of the proposed changes. We provided input at and comments following the stakeholders meeting in October. Also, we worked closely with NCPC staff on the perimeter security guidelines included in the National Capital Urban Design and Security Plan adopted by NCPC in October 2002. We thank you and your designers, Michael Van Valkenburgh Associates, as well as FHWA, for listening to our comments and accommodating them in the current proposal. We believe that the plan, as it continues to be refined, will greatly enhance the experience of this urban landscape for visitors and neighbors alike, while providing for the safety and security of visitors, the President and staff housed in buildings within the area. It should improve circulation downtown by adding the Circulator. Certainly, the plan will improve the appearance of the street by eliminating the existing accumulation of planters and vehicle barriers.

We have viewed presentations of the revised concept at a meeting on February 20 and the Section 106 Consultation meeting on February 25. Those attending included representatives from the Smithsonian American Art Museum and the Smithsonian Office of Facilities Engineering and Operations. Those in the latter office represented our protection services, historic preservation, and facilities master planning groups. Our comments, which follow, are based on the discussion at those meetings and on the Pennsylvania Avenue at the White House Concept Design Proposal dated 11 February 2003.

We request that the designers continue to refine the design by:

- Relocating the eastern line of bollards composing the "sally port" containment area further east, aligned with the Renwick's eastern building line. This will enhance the plaza in front of the building, making the entrance even more attractive and accessible for visitors to the museum. It will also provide for better access and maneuvering of the 48 foot long trucks (not 40 foot) used for delivery of art objects and construction materials for exhibitions. As stated previously, the Renwick has no location for delivery of large objects other than the front door.
- Aligning trees, if any, symmetrically around the entrance to the Renwick, and eliminating trees in front of the steps in order to make the museum entrance more visible.
- Using paving material like penetration macadam, not granite, in the plaza area in front of the Renwick, that is more historic and minimizes slipping hazards.

750 9th Street NW Suite 5200 MRC 908  
P O Box 37012  
Washington DC 20013-7012  
202.275.0250 Telephone  
202.275.0083 Fax

- The transition between vehicular and pedestrian surfaces needs to be designed with sensitivity to accessibility for people with disabilities, including identifying changes in elevation with sufficiently contrasting colors. It would be helpful to have a curb cut for deliveries.
- We encourage the designers to proceed with design of the security booth similar to the White House gatepost pediment design.

Again, thank you for including us in the process. We look forward to working with your staff as design work proceeds, and to coordinate development of the Smithsonian plan for perimeter security at the Renwick Gallery with the Pennsylvania Avenue plan.

Sincerely,



Harry Rombach, R.A.  
Associate Director for Facilities Master Planning

cc: William W. Brubaker, Director of Facilities Engineering & Operations, S.I.  
Clair Gill, Director of Facilities Planning and Resources, S.I.  
Elizabeth Broun, Director of the Smithsonian American Art Museum  
Cynthia Field, Associate Director for Architectural History & Historic Preservation

750 9th Street NW Suite 5200 MRC 908  
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STATEMENT OF  
COMMITTEE OF 100 ON THE FEDERAL CITY  
AND  
THE NATIONAL COALITION TO SAVE OUR MALL  
ON THE  
CONCEPT DESIGN  
PENNSYLVANIA AVENUE AT THE WHITE HOUSE  
BEFORE THE  
NATIONAL CAPITAL PLANNING COMMISSION  
MARCH 12, 2003

Mr. Chairman and members of the Commission, my name is George Oberlander, a retired former 31 year staff member of this Commission. Today I am representing two community organizations very much concerned with the planning and historic preservation of our National Capital, the Committee of 100 on the Federal City and the National Coalition to Save Our Mall.

You have previously heard from these two groups about their **opposition** to restricting public vehicular traffic on Pennsylvania Avenue between 15<sup>th</sup> and 17<sup>th</sup> Streets, NW. The environmental documentation and historic preservation process currently underway for this project design, (by the Federal Highway Administration in cooperation with your staff, the DC Dept. of Transportation, the Commission of Fine Arts and the National Park Service), explicitly states that "Actions taken... to restrict public vehicular traffic... will not be reevaluated for this project". **This is very unfortunate and in our judgment pre judges and compromises the environmental and preservation processes.**

Although the Federal Highway Administration is taking this approach, the Commission is not precluded from re-examining its position on the vehicular traffic issue on the Avenue. We strongly urge you to give further consideration of the impacts of closing the Avenue to traffic in the central area beyond the criteria of including a Circulator and permitting the possible future reopening of Pennsylvania Avenue. Such consideration should include alternatives as partial closing and/or closing to large/tall (truck) vehicles, which really are the primary concern.

Some time ago, nationally recognized Washington architect Arthur Cotton Moore FAIA, a member of the Committee of 100, discussed these and other security concepts with your staff and security representatives. He is still willing to work with the Commission and its staff to further elaborate on these alternatives. There are current security technology devices that should be examined and tested if need be.

The "Traffic Alternatives Analysis" prepared for the Commission in October 2001 **did** include an At-Grade Alternative, which would re-open the closed portion of the Avenue. This At-Grade Alternative provides **less** traffic delays than the recommended No Build with Transportation System Management (TSM) Strategies.

I believe you know that the White House was strengthened during the Truman Administration with steel girders, steel reinforced concrete and stronger window glass. It is

set back from the Avenue over 300 feet and at much greater distances from 17<sup>th</sup>, 15<sup>th</sup> and E Streets. An additional option in regulating traffic could include weight sensitive gates on the Avenue, and if needed, on E Street.

As you also know, the segment of the Avenue in front of the White House is designated a contributing element of the historic street plan of Washington DC. Any physical change in the character and/or function of the street must be evaluated within this unique historic character designation. For the processes to be complete and adequate, and for the Commission to be able to make well informed independent findings and recommendations upon which design approvals may be granted, securing the White House with a re-opened to through traffic Pennsylvania Avenue should be among the alternatives equally examined.

The project as presented to you today, is defined as, or limited to “the development and evaluation of alternatives to **create a pedestrian-oriented, landscaped civic space on the Avenue**, and improve the appearance at H Street and Jackson and Madison Places”. **This appears to us to be a very subjective limited approach.**

There are numerous, now considered more secure, Federal public buildings in Washington DC that are closer to existing vehicular traffic streets than the White House. Examples are the Old Executive Office Building along 17<sup>th</sup> Street (now named the Eisenhower Office Building) and the Treasury Dept. building along 15<sup>th</sup> Street. The standoff distance of these buildings is much closer than the White House from Pennsylvania Avenue.

The security agencies have to be able to find a threat standoff design solution for the White House that does not require restricting all public traffic on the Avenue from 15<sup>th</sup> to 17<sup>th</sup> Streets.

This statement will not repeat the comments made earlier on the security issue(s) or the traffic impacts, except to refer to the on-file statements made by the Committee and the current concerns of the Coalition.

The concept design before you addresses the Commission’s Task Force design criteria established in “The National Capital Urban Design and Security Plan” approved in October 2002. The design criteria require, among others, (page 4 of the EDR) that the proposal:

- Respect and enhance the historic setting and views of the White House
- Reflect a clear memory of Pennsylvania Avenue’s historic use.

The Plan’s criteria did not provide any guidance as to how the White House and its occupants could be made secure enough from terrorist bomb threat standoff without restricting traffic on the Avenue. This is a major shortcoming of the Security Plan.

Today’s concept design has been improved, within the street’s historic setting, from the earlier October 2002 design. However, the current concept segments the civic space it tries to redesign into three portions containing monolithic granite paving slabs and penetration

macadam with stabilized crushed stone on top. **Segmenting the right-of-way in this manner tends to reduce the streetscape appearance and extent of this space as a continuing monumental street image or vision.**

In addition, the security booths have no relationship to the Avenue's historic character or memory.

The concept suggests a double row of trees on the south side of the Avenue in front of the Eisenhower and Treasury Buildings. Why is this needed? The only explanation given is it would "create an invitational space with a strong perspective draw towards the sidewalk in front of the White House". The perspective draw should be the entire length (1600 feet) and width (140 feet) of the Avenue from 17<sup>th</sup> to 15<sup>th</sup> Streets or the reverse. The extra row of trees will only add clutter and obstructions, particularly if yet unspecified additional pedestrian amenities are provided. One continuous row of trees on the south side and one row of trees in front of the Renwick Gallery and the Treasury Annex and Riggs Bank buildings would articulate the Avenue as it was formally made a public street in 1824.

**Replanting the historic singular row of trees directly in front of the White House is very appropriate.** However, it is necessary to relate this row of trees to the location (width) of the presidential inaugural parade-reviewing stand and the axis cross views from 16<sup>th</sup> Street. Has this been done? The scale of the drawings in the booklet does not make this clear.

The other concern is the variety of bollard designs proposed within this portion of the Avenue. The Commission has identified contextual areas, monumental streets and memorials within the comprehensive urban design and security plan. The purpose of this approach is to "ensure that improvements along streets are complementary and enhance the special character of each precinct, while addressing the required security measures for individual buildings".

Along this special portion of monumental Pennsylvania Avenue, it seems to us, **all bollards should look alike.** Having different designs for fixed versus removable bollards and the existing bollards to remain, adds visual confusion, and creates additional visual attraction and attention as well as street clutter. The necessary special or different types of bollards do not have to be expressed in different designs. **One uniform (simple) design should be able to provide for the different functions.** For operational needs, either subtle pavement markings or special (bollard) markings can identify vehicle lanes in front of retractable bollards.

Any physical change to the Avenue should not intrude into the primary open historic street character whether or not it has vehicles traversing it.

To conclude and summarize our concerns, they are:

- We continue to be opposed to restricting public vehicular traffic to Pennsylvania Ave. in front of the White House.

- Not including the alternative of reopening traffic on the Avenue pre judges and compromises the environmental and historic preservation documents and process.
- There must be a security design solution to protect the White House, its occupants and grounds that would alter the current temporary appearance and function of the Avenue into an aesthetic historic streetscape.
- The design solution should not only try to create a pedestrian-oriented landscaped civic space but reflect the historic streetscape in keeping with security needs.
- The design solution for the central part of the Avenue **should not be incorporated** into Lafayette Park. (The new paving tries to unify the Avenue with the Park).
- The design solution currently segments the 1600-foot portion of the Avenue. The design should re-establish the Avenue as one complete and continuous entity.
- **One row of trees only, on the north and on the south, in their original locations, will better re-establish the historic character of the street.**
- One uniform (simple) design for the proposed bollards should be able to provide for the different bollard functions.
- Re-grading the Avenue, as proposed, must include the preservation of the healthy and mature trees.
- The primary open historic streetscape (memory) character should be maintained whether or not the Avenue (a street with its normal characteristics) has vehicles traversing on it. (The staff EDR makes that clear on page 16). "...and to ensure that the two-block length remains physically, visually, and symbolically linked to the rest of the city's street plan."
- In the EDR, we suggest moving above the asterisks, the recommendation concerning the security booths and bollards, found in the evaluation on page 12.
- We also suggest moving the recommendation concerning the route of the Circulator (page 16) above the asterisks.
- We agree with the Commission's Security Plan comprehensive approach to "ensure that improvements along streets... are complementary and that they enhance the unique character of each precinct while accommodating the special security needs of individual facilities". **The concept design before you today has not yet reached the approved plan's standard.**
- We strongly concur with the staff initial determination (page 20 of the EDR) that the proposed design "**will have adverse effect on historic resources...**". The 106 process will determine **if the adverse effect identified can be mitigated.**

Thank you for considering the views of the Committee of 100 and the Coalition to Save the Mall. I would be happy to answer any questions you may have.



## **NCPublic Affairs**

---

**From:** Brian [bheller@arenastage.org]  
**Sent:** Tuesday, March 11, 2003 5:24 PM  
**To:** info@ncpc.gov  
**Subject:** RE: testimony

To: National Capital Planning Commission  
Re: File #6132, Pennsylvania Avenue in front of the White House

Once again, the city of Washington sees the future of one of its streets, and one of America's symbolic thoroughfares, discussed in a hearing. Once again, the specter of permanent closure hangs like a dark cloud on the horizon. This street was closed in haste by paranoid elements of the government too long ago. The justification for that closure has never received adequate public debate; it was accomplished by fiat. Even for this very hearing, too little information has percolated into public knowledge via the Washington Post or any other forum. The ever-growing police-state vision of "security" promoted by the paranoid in government the Secret Service et al is too little challenged, and too quickly accepted. The default action for Pennsylvania Avenue and other areas of Washington should be toward greater openness, not greater security. Pennsylvania Avenue in particular should embody America. Just as we should resist a closed society, we should resist a closed Pennsylvania Avenue. I ask the Commission and to not give in to fear and paranoia. Pennsylvania Avenue should be reopened.

I am nothing more than a freedom-loving American. I thank the commission for hearing my comment.

Brian Heller  
2960 Fox Lair Dr.  
Woodbridge VA 22191



DEPARTMENT OF THE TREASURY  
WASHINGTON, D.C. 20220

March 24, 2003

Mr. John V. Cogbill  
Chairman  
National Capital Planning Commission  
North Lobby, Suite 500  
401 9<sup>th</sup> Street, NW  
Washington, D.C. 20576

RE: Section 106 Process, Proposed Modifications to Pennsylvania Avenue, NW  
Washington, DC

Dear Mr. Cogbill:

As the Chief Management and Administrative Programs Officer, and designee to the Assistant Secretary for Management and Chief Financial Officer, I wish to comment on the impact of the "Proposed Modifications to Pennsylvania Avenue, NW." My comments are concerned with the project, as it specifically impacts the U.S. Treasury Building, a National Historic Landmark.

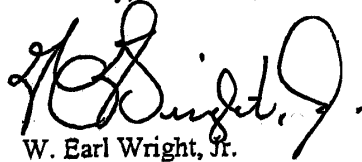
Overall, the proposed design is sympathetic to the historical character of 1500 Pennsylvania Avenue, the Treasury Department's official address. The landscape design, choice of materials and historical integrity speak to the issues that we at Treasury are concerned about. It is the impact of the bollards at 15<sup>th</sup> street that I wish to comment, specifically its impact on the Pennsylvania Avenue façade of the Treasury Building.

The "Detail Plan of Security Threshold at 15<sup>th</sup> Street and Pennsylvania Avenue" indicates the placement of bollards, bisecting the steps of the main Treasury entrance, physically segregating Treasury's only public entrance. Additionally, the bollards adversely impact Treasury's streetscape in that they both physically and visually cut off the historical iron fence, granite posts and cast iron light fixture, thereby destroying the integrity of the building's frontage on Pennsylvania Avenue. Operationally, this location also impairs the perimeter visitor screening process by Secret Service, adversely diminishing building security.

We would recommend moving the bollards to the east of the entrance gate post and light fixture. This will allow building façade, plaza, and main gate to remain physically and visually open, respecting the integrity of the monumental Treasury Building as a prime Pennsylvania Avenue landmark. This would also be consistent with the treatment found on the 17<sup>th</sup> Street side of the avenue, the Eisenhower Executive Office Building, whose entrance façade is not compromised by bollards.

The Treasury Building is a key Washington landmark and most certainly one of the three most important buildings on Pennsylvania Avenue. I hope that NCPC and its design team will concur that the principal façade entrance for Treasury should remain unencumbered.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Earl Wright, Jr.", written in a cursive style.

W. Earl Wright, Jr.  
Chief Management & Administrative Programs Officer

PUBLIC COMMENT FORM

Development and evaluation of temporary and permanent modifications to Pennsylvania Avenue between 15<sup>th</sup> and 17<sup>th</sup> Streets, NW to create a pedestrian oriented space is being coordinated by the Federal Highway Administration (FHWA) in cooperation with the District of Columbia Department of Transportation, the National Capital Planning Commission, the National Park Service, and the Commission of Fine Arts. Considerable work has yet to be accomplished before final recommendations are made for any modifications. The needs and comments of local residents, interest groups, stakeholders and public agencies are important considerations for this project. Please feel free to submit any concern or comment utilizing this form. We ask that you please submit your comments to the address provided below by February 3, 2003.

Please print clearly

Name: MARK HENDRIX EVP, RIGGS BANK

Address: 900 17<sup>th</sup> STREET N.W. WASHINGTON, D.C. 20006

Email address: Street Apt./Suite City State Zip  
MARK\_HENDRIX@RIGGSBANK.COM

Comments: As the only commercial establishment on the closed portion of Pennsylvania Avenue, Riggs' business interest has been harmed by the street closure. It is very important to Riggs that future development not hinder access to the Corcoran Branch. To protect our interest the design should allow for customer and business access to the front entrance of 1503 Penn Ave. we need access for cash deliveries and sufficient turn around space for customer drop off and reception of guests and valet parking. The current drawings depict large trees that remove block the visual prominence of the building. The design should facilitate a view of the property from the northbound traffic on 15<sup>th</sup> Street. Riggs is also concerned by the design which places bollards in line with our front entrance. This would have a significant negative impact on customer and business access.

If you want to be included on our mailing list to be notified of future meetings please check the box.

If you want to participate in the historic preservation Section 106 review process, please check the box.

For further information, please contact:

Jack Van Dop  
Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166  
Phone: (703) 404-6282 Fax: (703) 404-6217  
e-mail jack.van.dop@fhwa.dot.gov

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Please print clearly

Name: GEORGE H.F. OBERLANDER, AICP  
Address: % COMMITTEE OF 100 ON THE FEDERAL CITY  
1222 G ST. N.W. WASHINGTON D.C.  
Street Apt./Suite City State Zip  
Email address: goberland@erols.com

Comments: • SCOPING SHOULD INCLUDE NEW OR ADDITIONAL  
ALTERNATIVES TO THOSE ALREADY PUT FORTH BY THE N.P.S.  
& NCPD.  
• NEW EXAMINATION OF L'ENFANT PLAN INTENT  
DIRECTLY NORTH OF "THE HOUSE OF THE PRESIDENT" - WHITE HOUSE.  
DID L'ENFANT INTEND A STREET OR PLAZA/SQUARE  
OR PARK OR WHAT? PENN. AVE IS HISTORIC - PARK IS  
HISTORIC, WHITE HOUSE IS HISTORIC. ANY CHANGES MUST  
SHOULD? REFLECT HISTORIC INTENT.  
• WILL PROVIDE ADDITIONAL COMMENTS  
BY EMAIL TO

- If you want to be included on our mailing list to be notified of future meetings please check the box.
- If you want to participate in the historic preservation Section 106 review process, please check the box.

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Please print clearly

Name: THOMAS B. WHITLEY  
Address: 4600 CONNECTICUT AVE WDC 20008  
                    Street                    Apt./Suite                    City                    State                    Zip  
Email address: Tom WHITLEY@aol.com

Comments: THIS PROPOSED USE IS VERY  
DESIRABLE. MOTORIZED TRAFFIC  
SHOULD NOT BE PERMITTED.  
PEDESTRIANS SHOULD HAVE RIGHT  
OF WAY OVER ANY CIRCULATOR.  
THESE IMPROVEMENTS WILL  
ENHANCE THIS BEAUTIFUL PARK

If you want to be included on our mailing list to be notified of future meetings please check the box.

If you want to participate in the historic preservation Section 106 review process, please check the box.

For further information, please contact:

Jack Van Dop  
Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166  
Phone: (703) 404-6282 Fax: (703) 404-6217  
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Please print clearly

Name: Patsy Fletcher

Address: PO Box 34002 DC 20043  
Street Apt./Suite City State Zip

Email address patsymfletcher@aol.com

Comments: 1) Where can we see an example of the surfacing proposed (granular paving) around the District to get an idea of the proposal  
2) How will the modifications affect the current traffic/parking patterns on 15<sup>th</sup>, 17<sup>th</sup> & H streets

- If you want to be included on our mailing list to be notified of future meetings please check the box.
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Jack Van Dop  
Federal Highway Administration  
21400 Ridgetop Circle  
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Please print clearly

Name: WILLIAM HENDERSON

Address: 17 Randolph Pl NW WDC 20001  
Street Apt./Suite City State Zip

Email address wmhenler@verizon.net

Comments: I would like to know what type of  
vegetation is being use and if the trees and  
shrubs complement existing vegetation.

If you want to be included on our mailing list to be notified of future meetings please check the box.

If you want to participate in the historic preservation Section 106 review process, please check the box.

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Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166  
Phone: (703) 404-6282 Fax: (703) 404-6217  
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Please print clearly

Name: MARK HENDRIX EVP, RIGGS BANK

Address: 900 17<sup>th</sup> STREET N.W. WASHINGTON, D.C. 20006

Email address: Mark\_Hendrix@RiggsBank.com

Comments: As the only commercial establishment on the closed portion of Pennsylvania Avenue, Riggs' business interest has been harmed by the street closure. It is very important to Riggs that future development not hinder access to the Corcoran Branch. To protect our interest the design should allow for customer and business access to the front entrance of 1503 Penn Ave. We need access for cash deliveries and sufficient turn around space for customer drop off and reception of guests and valet parking. The current drawings depict large trees that would block the visual prominence of the building. The design should facilitate a view of the property from the northbound traffic on 15<sup>th</sup> Street. Riggs is also concerned by the design which places bollards in line with our front entrance. This would have a significant negative impact on customer and business access.

- ☑ If you want to be included on our mailing list to be notified of future meetings please check the box.
☑ If you want to participate in the historic preservation Section 106 review process, please check the box.

For further information, please contact: Jack Van Dop, Federal Highway Administration, 21400 Ridgetop Circle, Sterling, VA 20166, Phone: (703) 404-6282 Fax: (703) 404-6217, e-mail jack.van.dop@fhwa.dot.gov

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Please print clearly

Name: Sharron Hines

Address: 843 Brightseat Rd Rear Landover, MA. 20785  
Street                      Apt./Suite                      City                      State                      Zip

Email address N/A

Comments: request milestones calendar + NEPA information  
be placed on the web site. All information viewed  
is interesting + important. Availability on the  
Internet would be very helpful.

If you want to be included on our mailing list to be notified of future meetings please check the box.

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For further information, please contact:                      Jack Van Dop  
Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166  
Phone: (703) 404-6282 Fax: (703) 404-6217  
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Please print clearly

Name: Alan Harwood  
Address: 601 Prince Street Alexandria, VA 22314  
Email address: harwooda@edaw.com

Comments: Coordinate the Pennsylvania Avenue concepts and EA process with Ken Caden of DC Dept. of Transportation. DDOT is preparing a corridor management plan for Pennsylvania Avenue Urban Scenic Byway.  
Also, please use drawings and graphics that clearly and accurately portray the concepts - including locations of guard houses, lane dimensions, etc. Some of the graphics appear misleading with foreshortened distances. These are good ideas that should be portrayed clearly.

- If you want to be included on our mailing list to be notified of future meetings please check the box.
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Federal Highway Administration  
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Sterling, VA 20166  
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e-mail jack.van.dop@fhwa.dot.gov

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Please print clearly

Name: John Deatrick, Chief Engineer

Address: DDOT, 2000 14th St, NW, DC 20003  
Street Apt./Suite City State Zip

Email address john.deatrick@dc.gov

Comments: A noble task, but I feel the design is a combination of missed opportunities to have a plan that better integrates the plan view, vertical hardscape elements (bollards, guard houses) and very strange choices of materials for the street. DDOT still has a number of non-glamorous tasks to do <sup>here</sup> including snow removal and the idea of large stone slabs and gravel would not be <sup>either</sup> historically accurate or durable. The sidewalks are a very conventional "historic" streetscape which is really simply rooted in the 1970's.

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Sterling, VA 20166  
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*Integrating the circulator is a great idea.*

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Please print clearly

Name: ROBERT L. HERSHEY, P.E.  
Address: 1255 NEW HAMPSHIRE AVE. #1033, WASH., DC 20036  
Street Apt./Suite City State Zip  
Email address hershey@cpcug.org

Comments: THE DISTRICT OF COLUMBIA SOCIETY OF PROFESSIONAL ENGINEERS RECOMMENDS NO ACTION ON THE NCPC PLAN. THERE IS NO REASON TO BREAK UP THE PAVEMENT AND PUT IN GRAVEL. THIS IS A WASTE OF MONEY AND MERELY MAKES THE STREET CLOSING MORE PERMANENT. THERE WAS NO REASON TO CLOSE THE STREET IN THE FIRST PLACE SINCE THE WHITE HOUSE OCCUPANTS ARE PROTECTED BY A STRUCTURE REINFORCED WITH 660 TONS OF STEEL AND CONCRETE, BECAUSE OF THE CONTINUED STREET CLOSING 26,000 CARS PER DAY MUST BE REROUTED.

- If you want to be included on our mailing list to be notified of future meetings please check the box.
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For further information, please contact: Jack Van Dop  
Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166  
Phone: (703) 404-6282 Fax: (703) 404-6217  
e-mail jack.van.dop@fhwa.dot.gov

SECTION 106 CONSULTATION MEETING  
February 25, 2003  
3:00 pm to 5:00 pm

PUBLIC COMMENT FORM

Development and evaluation of temporary and permanent modifications to Pennsylvania Avenue between 15<sup>th</sup> and 17<sup>th</sup> Streets, NW to create a pedestrian oriented space is being coordinated by the Federal Highway Administration (FHWA) in cooperation with the District of Columbia Department of Transportation, the National Capital Planning Commission, the National Park Service, and the Commission of Fine Arts. Considerable work has yet to be accomplished before final recommendations are made for any modifications. The needs and comments of local residents, interest groups, stakeholders and public agencies are important considerations for this project. Please feel free to submit any concern or comment utilizing this form. We ask that you please submit your comments to the address provided below by **March 11, 2003**.

Please print clearly

Name: Cynthia R. Field

Address: Smithsonian Institution  
Street Apt./Suite City State Zip

Email address fieldcy@SOE.SI.EDU

Comments:

1. Granite pavers inappropriate at west end - macadamized surface appropriate to blocks (Renwick and Exec. Office Bldg) and continuous with paving in front of White House. Granite pavers.

2. Placement of bollards skews facade of Renwick - could be moved back a bit to align with architecture and reinforce Renwick building entrance.

Tree spacing should take in consideration entrance to Renwick. Ideally we would prefer to eliminate trees in rear allowing visitors to see museum entrance clearly.  
For further information, please contact:  
Jack Van Dop  
Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166  
Phone: (703) 404-6282 Fax: (703) 404-6217  
e-mail jack.van.dop@fhwa.dot.gov

**SECTION 106 CONSULTATION MEETING**  
**February 25, 2003**  
**3:00 pm to 5:00 pm**

**PUBLIC COMMENT FORM**

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Please print clearly

Name: LONNIE J. HOVEY AIA, DIRECTOR OF PRESERVATION  
OFFICE OF ADMINISTRATION, EXECUTIVE OFFICE OF THE PRESIDENT  
Address: 1724 F ST. NW, SUITE 600, WASHINGTON DC 20503  
Street Apt./Suite City State Zip  
Email address: LONNIE\_HOVEY@O.A.EOP.GOV

On behalf of the Office of Administration for the Executive Office of the President, here are my comments:

- Please coordinate revision of the bollard configuration at 17<sup>th</sup> Street and PA Avenue, because the bollard construction at 17th Street is rapidly underway and nearly half complete.
- While removal of parking from Jackson Place and Madison Place will accommodate two-way primary traffic routes into WH Complex, improve visual sight lines, complies with the District's urban plan and improves the park's spatial character, the loss of the parking is a major impact. How will this be mitigated? There's no other place for this parking to be placed.
- Revise the names on certain plans: White House Conference Center is in the wrong place and should be changed to read "Jackson Place Townhouses." "Old Executive Office Building" should be changed to read "Eisenhower Executive Office Building." "OEOB" should be changed to read "EEOB."
- The eastern line of bollards for the sallyport at the west end of PA Avenue should be moved to the east to align in a symmetrical relationship with the Renwick Gallery and the EEOB fence line.
- Should the paving surface for Jackson and Madison Places be the same as PA Avenue, as proposed, despite the hierarchical differences? Can the current paved surfaces on Jackson and Madison Places be left alone and reduce the cost of the proposed project?
- Thank you for retaining the curb lines on Jackson and Madison Places to continue their historical street/sidewalk relationships.
- Thank you for removing the dedicated circulator lane and modifying the rows of double trees.

For further information, please contact:

Jack Van Dop  
Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166  
Phone: (703) 404-6282 Fax: (703) 404-6217  
e-mail jack.van.dop@fhwa.dot.gov

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# VIII

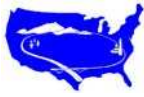
## APPENDICES

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*Pennsylvania Avenue At The White House*

### Federal Lands Highway





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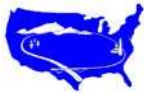


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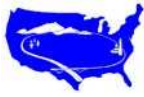


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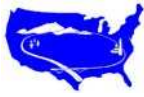


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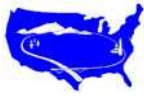


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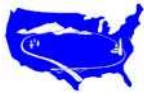
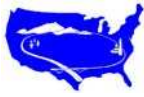
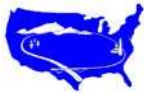


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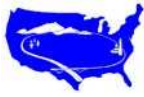


## **Appendix C: List of Acronyms**

AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
CDP	Comprehensive Design Plan
CE	Categorical Exclusion
CFR	Code of Federal Regulations
COD	Chemical Oxygen Demand
dB	Decibel
DC	District of Columbia
DDOT	District Department of Transportation
EA	Environmental Assessment
EFLHD	Eastern Federal Lands Highway Division
EIS	Environmental Impact Statement
FAR	Federal Acquisition Regulations
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
GSA	General Services Administration
LOS	Level of Service
MVVA	Michael Van Valkenburgh Associates
N/A	Not Applicable
NCPC	National Capital Planning Commission
NCUDSP	National Capital Urban Design and Security Plan
NEPA	National Environmental Policy Act
NPS	National Park Service
NW	Northwest



P <sub>b</sub>	Lead
Sally Port	A secure area formed by two lines of bollards
TMDLs	Total Maximum Daily Loads
TSS	Total Suspended Solids
Typ.	Typical – the same for all similar objects, situations and conditions
USC	United States Code
USSS	United States Secret Service
WHHA	White House Historical Association
Zn	Zinc
106	Section 106 of the National Historic Preservation Act



# Appendix D: Conceptual Renderings and Drawings

Michael Van Valkenburgh, Associates, INC.

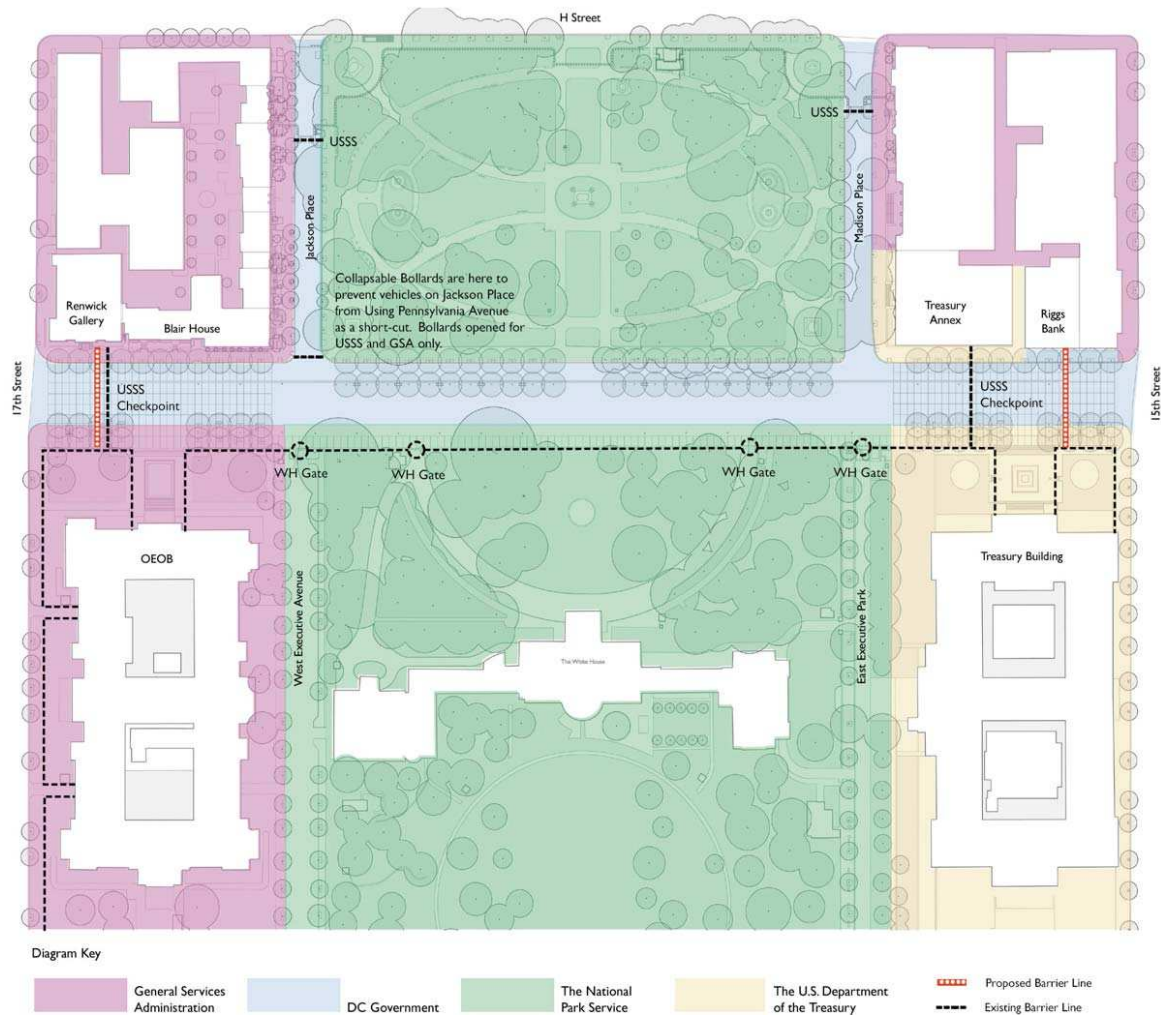


Figure D-1

Michael Van Valkenburgh, Associates, INC. – Early Concept Site Plan View

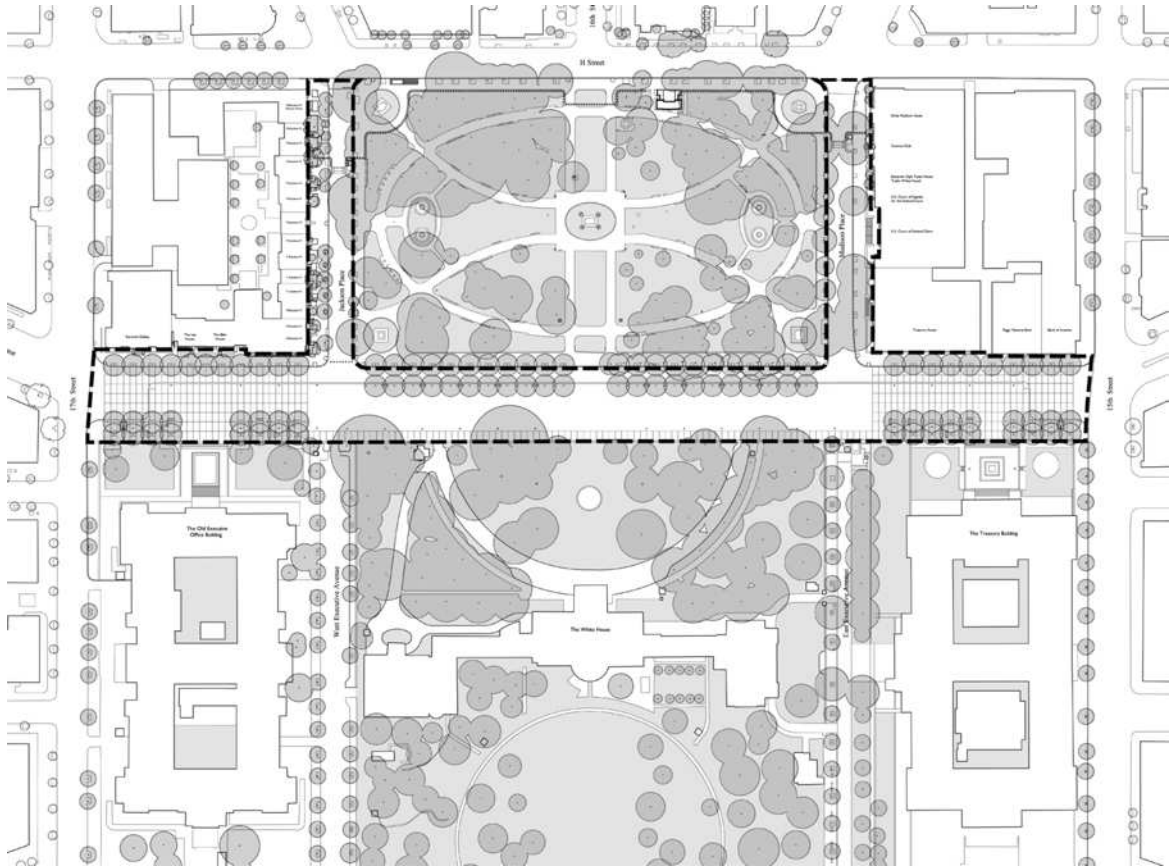


Figure D-2

Michael Van Valkenburgh, Associates, INC – Early Concept Site Plan View





## Balmori Associates

*Balmori Associates Concept Rendering – 17<sup>th</sup> Street at Pennsylvania Avenue*



Figure D-3

*Balmori Associates Concept Plan View – 17<sup>th</sup> Street at Pennsylvania Avenue*

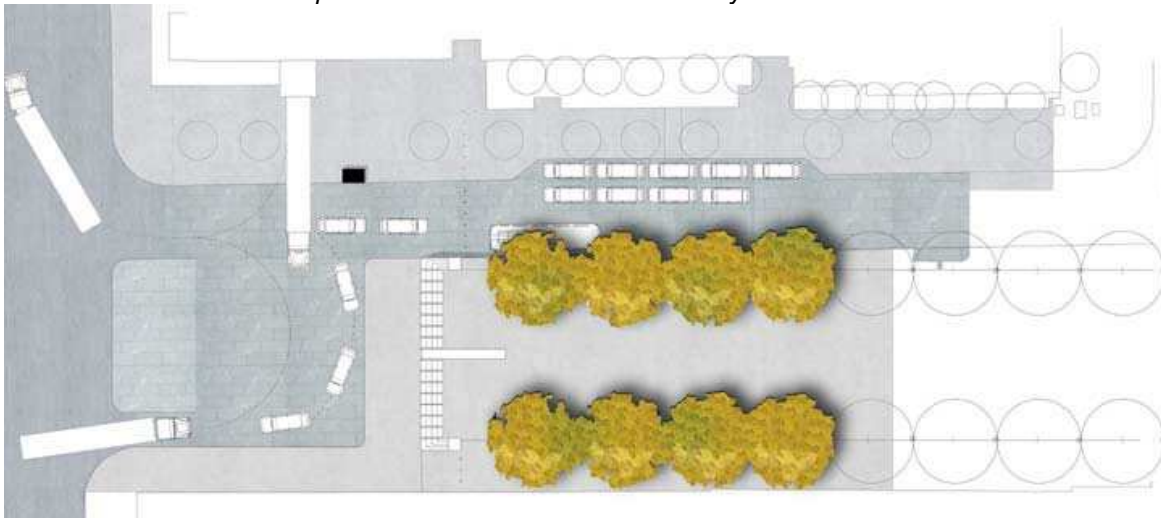


Figure D-4



## EDAW

EDAW Concept Rendering – 17<sup>th</sup> Street at Pennsylvania Avenue

Figure D-5



EDAW Concept Rendering – Pennsylvania Avenue at White House

Figure D-6





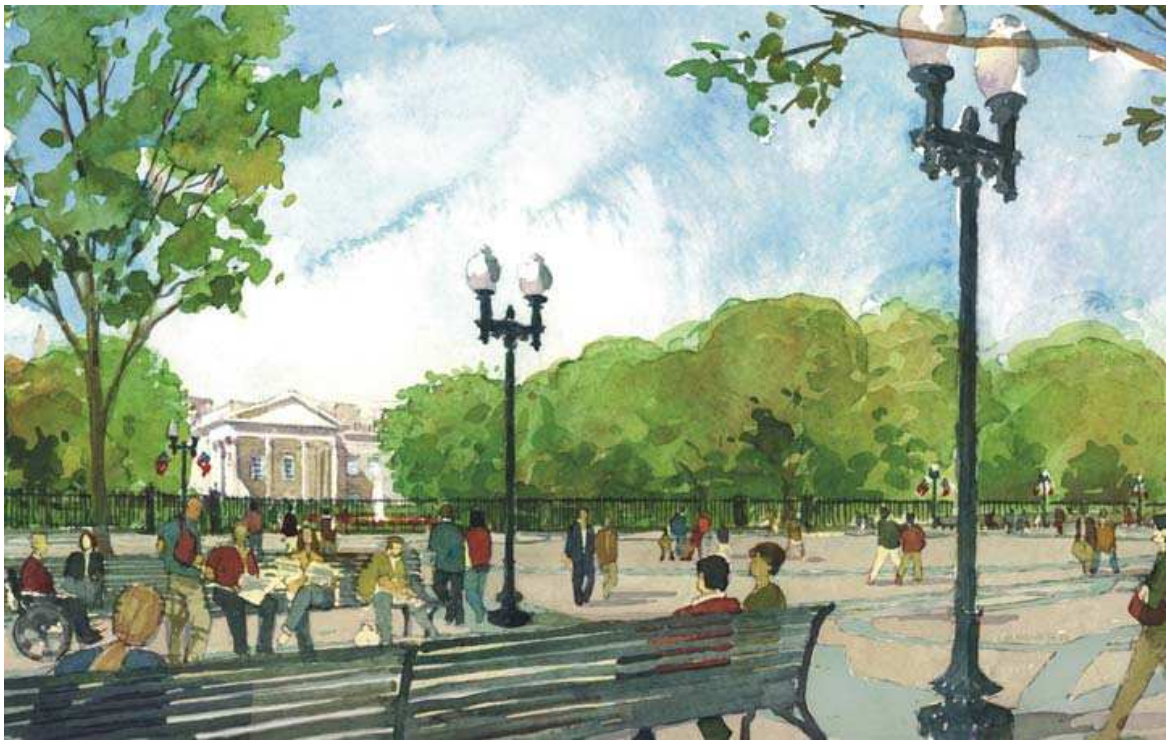


Figure D-7

*EDAW Concept Rendering – View of White House From Lafayette Park*





## Peter Walker and Associates

Figure D-8



*Peter Walker and Associates Concept Rendering – View of Jackson Place From Lafayette Park*



Figure D-9



*Peter Walker and Associates Concept Rendering – View of 17<sup>th</sup> Street at Pennsylvania Avenue*

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