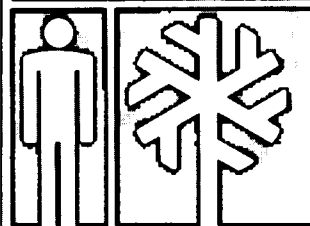


development concept plan and alternatives

september 1981

WASHINGTON MONUMENT



NATIONAL CAPITAL PARKS-CENTRAL
WASHINGTON, D.C.

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DEVELOPMENT CONCEPT PLAN AND ALTERNATIVES

WASHINGTON MONUMENT GROUNDS

WASHINGTON, D.C.

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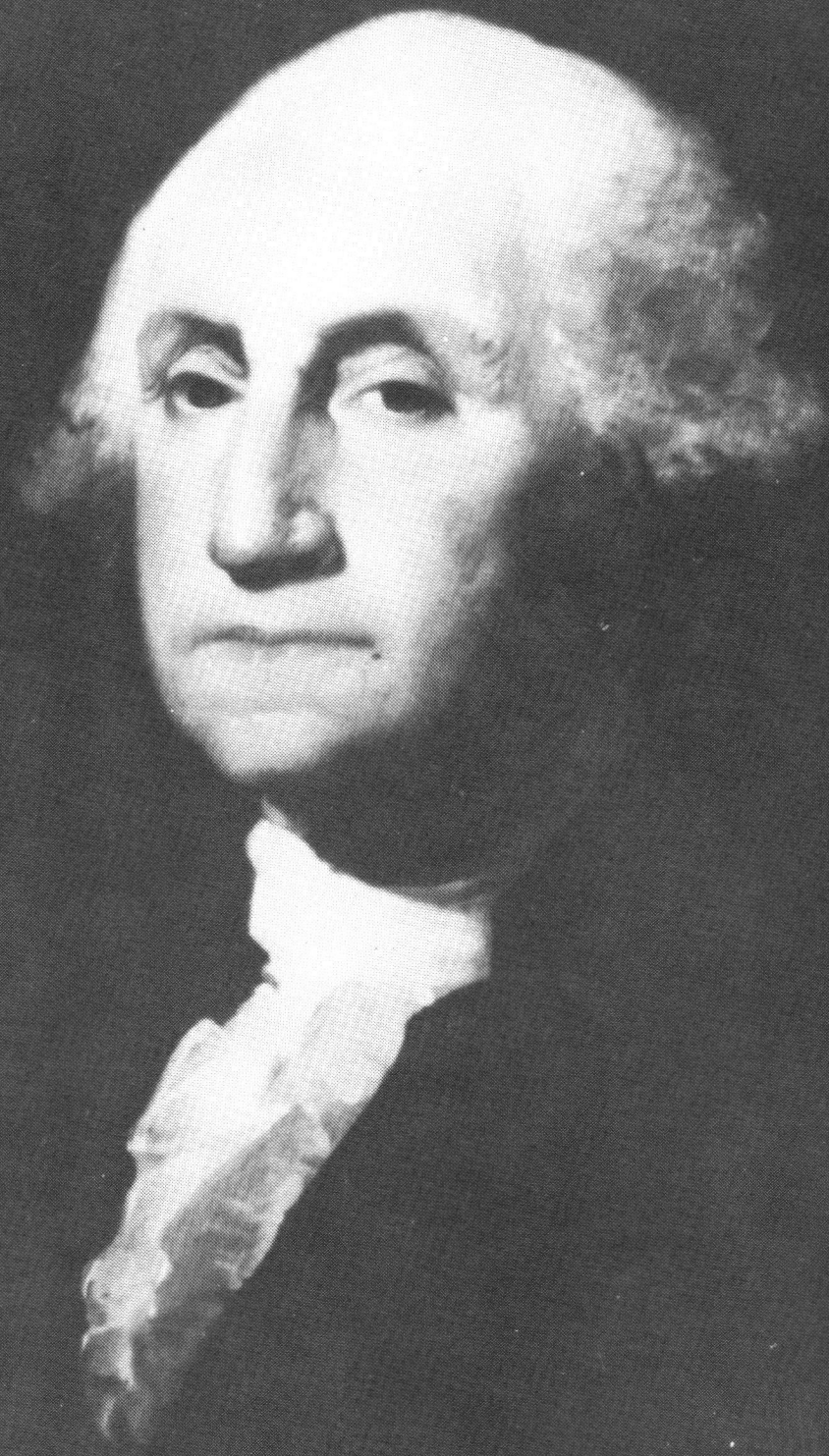
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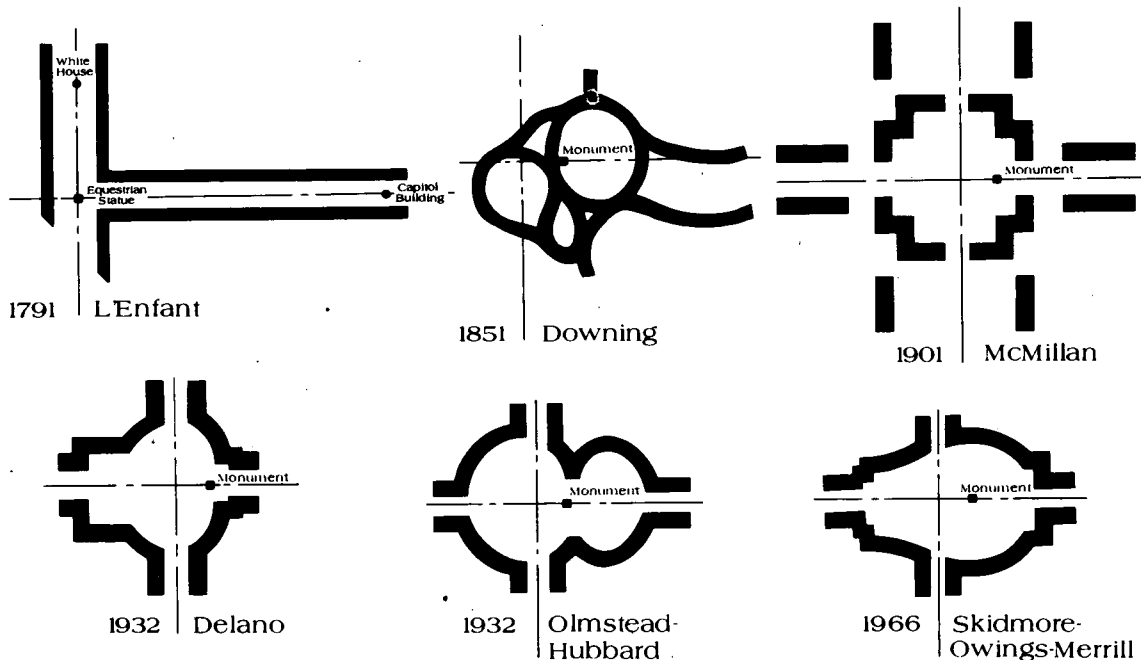
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The Washington Monument Grounds

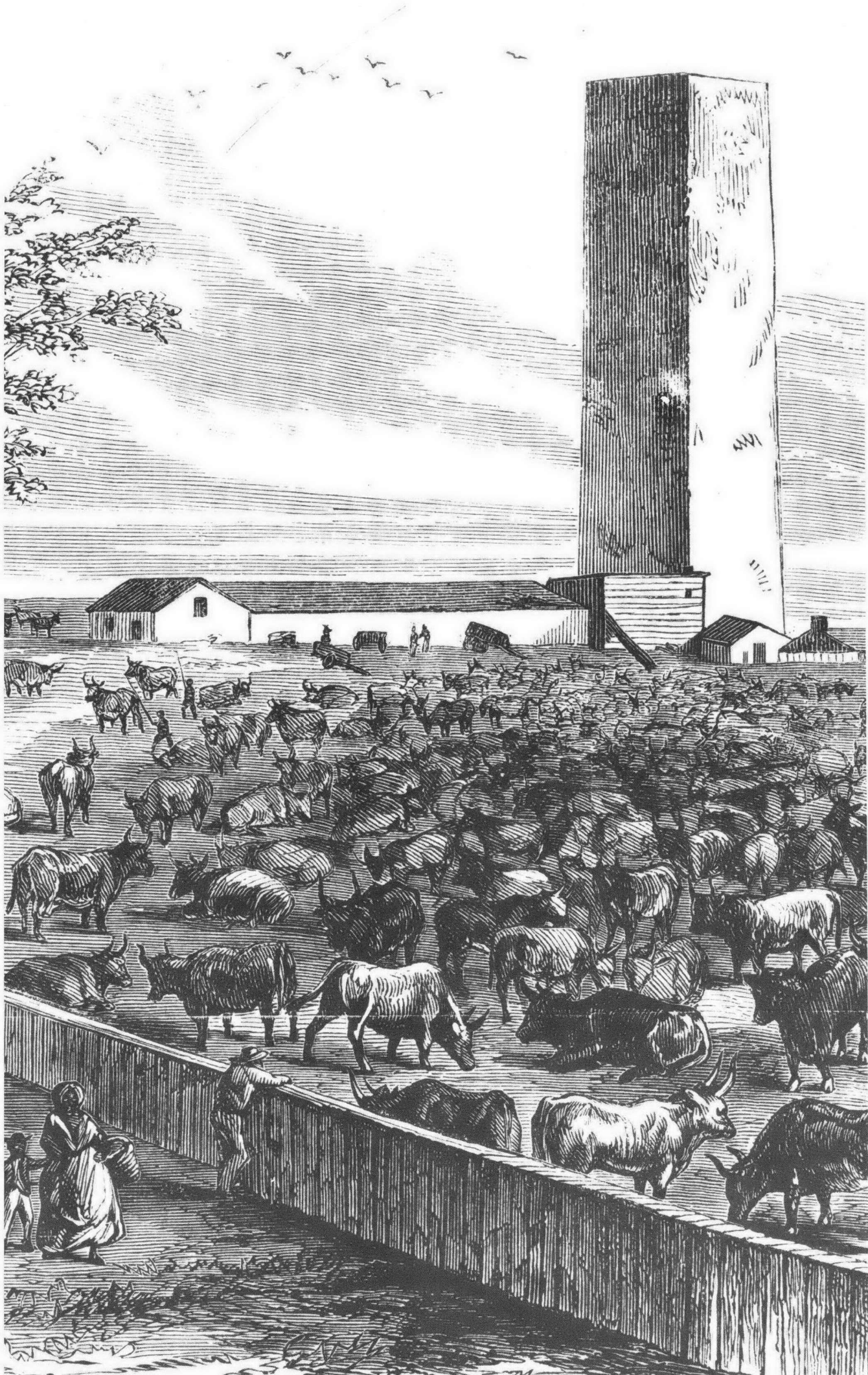
Beginning with Pierre L'Enfant in 1791 the major principles of form that dominate the monumental core of our nation's capital were established: the location of principal structures and monuments as focal elements in the landscape, and the establishment of two major axes to enframe them. These themes have been common to all subsequently endorsed proposals for the area with the exception of Andrew Jackson Downing's 1851 plan. Downing's plan provided for an "English garden" design, which obliterated the formal east-west axis of the L'Enfant plan and in its place established a network of curvilinear walks, carriageways, and "natural" plantings. The McMillan plan of 1901 was a return to the principles of L'Enfant, restoring the strong east-west axis and extending it to the Lincoln Memorial. The McMillan treatment of the Washington Monument grounds formally and geometrically surrounded the point where the north-south and east-west axes crossed, the spot that L'Enfant had originally selected for an equestrian statue of George Washington. All plans since have generally focused on the Washington Monument obelisk as the center of the composition.

The Evolution of Form...



Design Concepts
 2001/2000
 DEC/JUN/01

None of the many plans for the Washington Monument grounds has ever been fully implemented, and because of this, the grounds today lack the elegance and definition of all other areas in the monumental core. Design continuity is lacking, graceless and unsymmetrical features diminish visual quality, and modern structures and facilities intrude on vistas and detract from the site's integrity. The introduction of new and harmonious landscape elements is essential if the monument grounds are to fulfill their potential as a focal attraction. Designs should be sensitive to contemporary needs and realities, but they should also respect the evolution of form within the two axes. The overriding concern is adherence to the spirit of L'Enfant--to maintain the principal structures and monuments as dominant elements in the landscape and to fit the plan to the topography of the site. The challenge is to respond to current issues and problems without sacrificing the classical order our national capital demands. The problem and the solution are primarily aesthetic. The senses must dominate. Distractions must be eliminated or reduced to maintain visual order and provide safe and unencumbered movement from place to place. Classical symmetrical form that responds to patterns of human behavior is quite possible if the demands of both are clearly understood.



Background and Scope

The monument to our first president has been plagued by a history of delay and incompleteness. Nearly 70 years passed between initial proposals for a memorial and the beginning of construction. When Congress finally passed a resolution in 1848 authorizing the Washington National Monument Society to erect an obelisk monument, the site L'Enfant had originally selected for an equestrian statue was found to be too marshy to support the larger memorial. A site about 125 feet south and 375 feet east was eventually chosen, altering the monument's north-south alignment with the White House and its east-west alignment with the Capitol. After construction was started, the obelisk stood half finished for another 28 years, interrupted by the Civil War and stalled by a lack of enthusiasm for the original design. It was finally completed in 1884.

Similar problems have prevented the development of the Washington Monument grounds. No less than seven separate plans for the grounds have been suggested since the original proposals for the federal city were put forth in 1791. The L'Enfant plan for a grand ceremonial avenue linking the Capitol and the statue commemorating Washington went unrealized in the wake of "improvement" in surrounding areas. Andrew Jackson Downing's 1851 concept for a romantic promenade of curving carriageways and paths was largely abandoned after his death.

The monument grounds have been steadily improved since 1900, when the Mall area was an unsightly clutter of railroad tracks, haphazard buildings, marshes, and tidal flats, but no single plan for the entire monument site has ever been approved or implemented. The elaborate proposals described in the 1901 McMillan plan were never carried out because a soil analysis reported unfavorably on the proposed sunken gardens. Despite modifications to reflect the results of this analysis, the 1932 Delano and Olmstead-Hubbard plans met a similar fate.

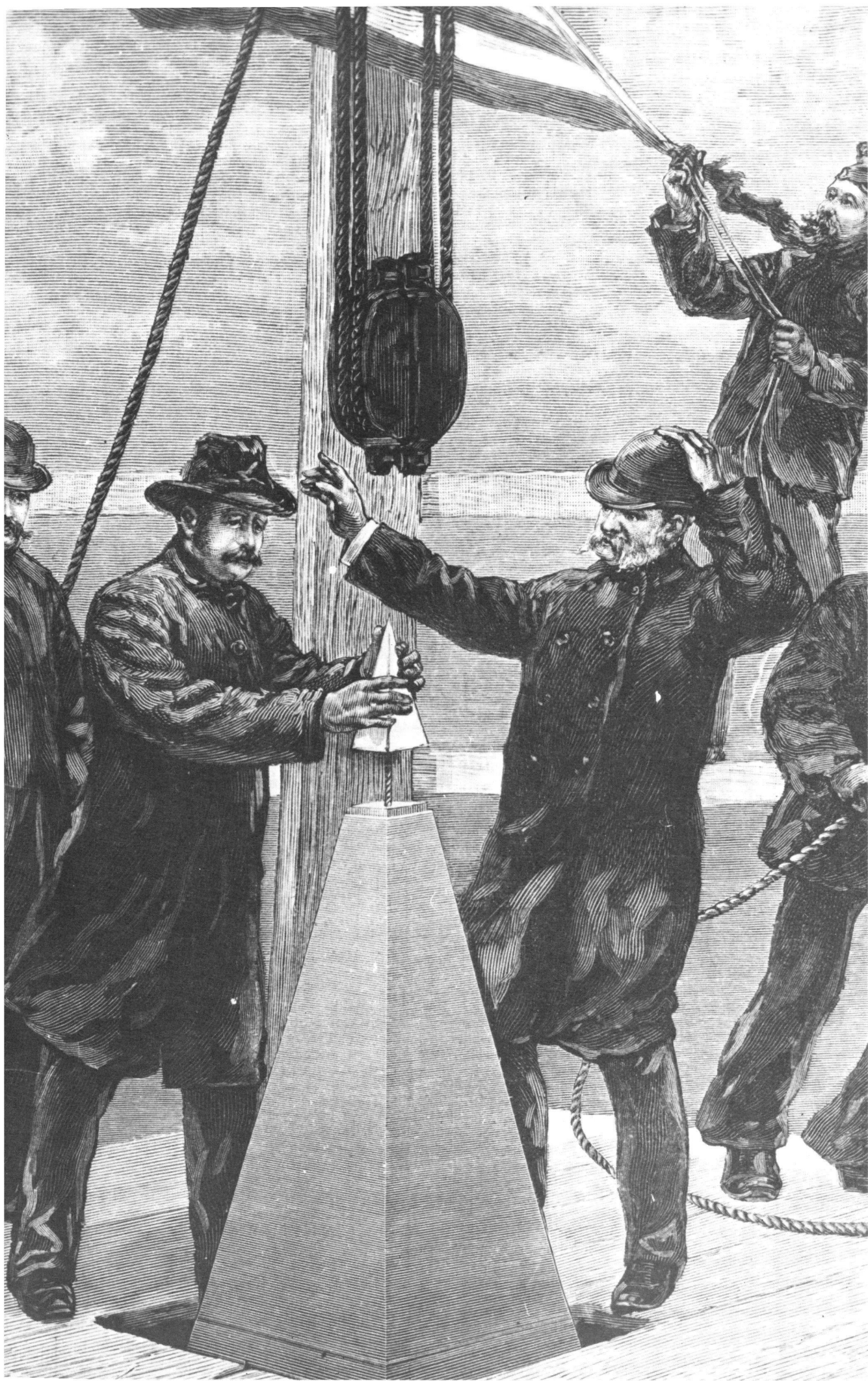
In 1966 a plan for improvement of the entire National Mall--including the Washington Monument grounds--was prepared by Skidmore, Owings, and Merrill, with the intention of completing the proposed improvements in time for the Bicentennial. This plan was revised in 1973, substituting more modest proposals in the hope of seeing them realized before 1976. Some of the SOM proposals were instituted during this period, but funds ran out before those affecting the Washington Monument grounds could be implemented.

In 1974 the National Park Service prepared an interim development plan for the monument grounds to temporarily improve conditions during the Bicentennial. This plan was approved by the National Capital Planning Commission with the provision that a plan for the long-range development of the grounds be completed. None of the 1974 proposals were implemented, but they have been reflected in the preparation of the plan requested by the commission.

This document includes the NPS's recommended long-range plan for development of the Washington Monument grounds--the proposed development concept discussed in the "Alternatives" section. The concept is a refinement of elements in the 1966 and 1973 SOM plans that applied specifically to the monument grounds. The recommendations in those plans are two of the alternatives. The others are maintenance of existing

conditions by continuing current management practices (no action), and modification of the previously endorsed plans to reflect new information and issues. The last alternative is the proposed course of action.

The following sections describe the conditions, issues, and objectives the alternatives respond to and the effects of implementing any of the actions. The preferred alternative, or proposed development concept, could reasonably be implemented within the next five to ten years. Recommendations have been formulated to achieve the best possible treatment of the monument grounds at the lowest possible cost--without sacrificing quality or satisfaction of visitor needs. None of the actions proposed in the preferred alternative would preclude future implementation of more elaborate and costly features of earlier plans.



Influences and Constraints

For the purposes of this study, the Washington Monument grounds comprise the 106 acres bounded by Constitution Avenue on the north, the Tidal Basin on the south, and 14th and 17th streets on the east and west respectively (see Study Area photo). This section summarizes the most important influences and constraints on planning for the grounds. Additional details on the subjects discussed here are contained in "Information Base, Washington Monument Grounds" (USDI, National Park Service 1979).

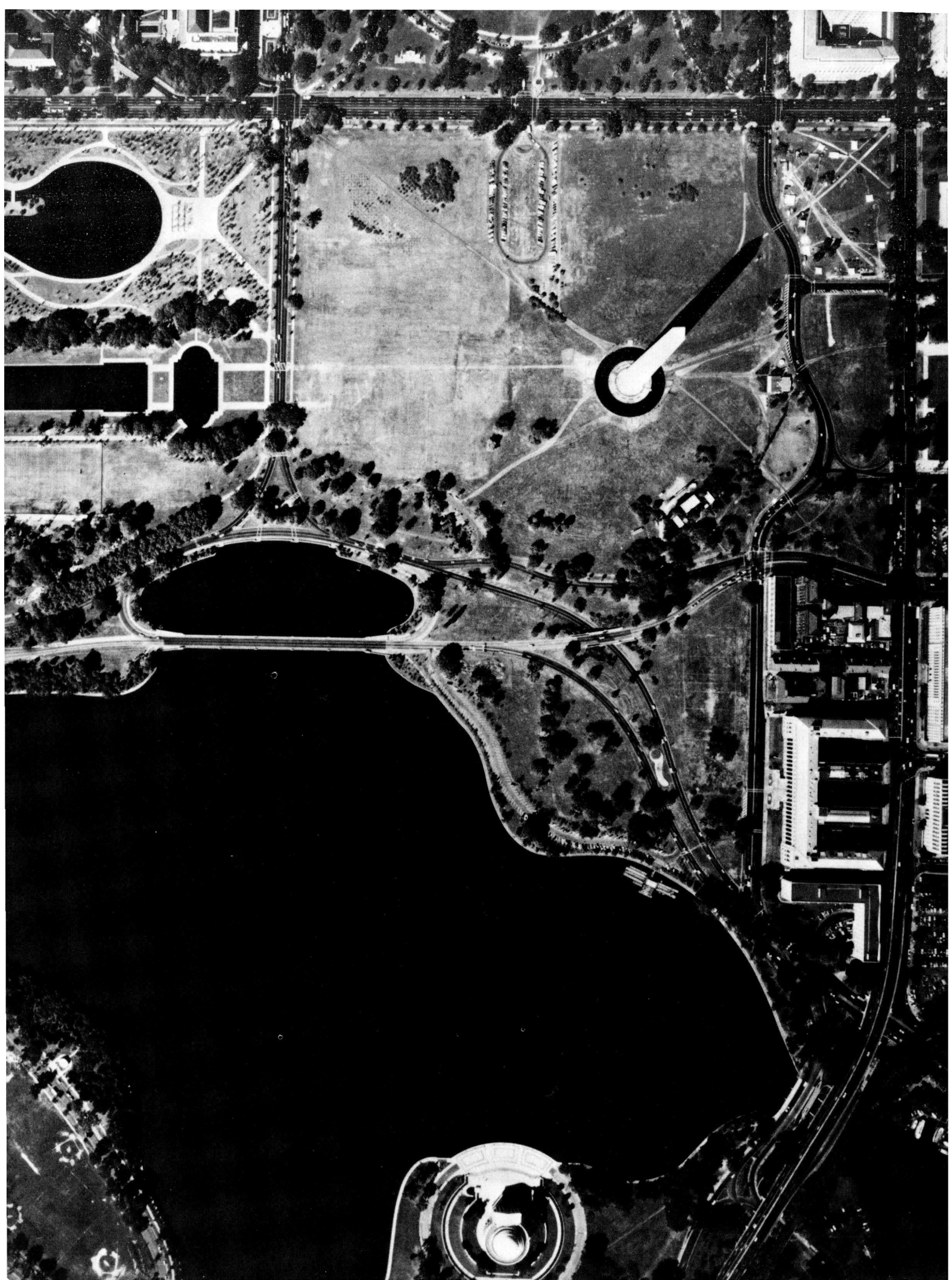
SOILS AND GEOLOGY

The effect of soils and geological conditions on the development of the Washington Monument grounds is indicated by this excerpt from a letter written by architect William A. Delano to the director of Public Buildings and Public Parks in 1932 (U.S. Congress, House 1934):

When the Director of Public Buildings and Public Parks was charged by Congress with the duty of making a report on the setting of the Monument, you very wisely reviewed the history of the Monument and sought the advice of engineers, eminent in their profession. At their request, test borings were made around the Monument in 1930, and when these did not give sufficient information other borings were made in 1931. These tests and your researches revealed the fact that the Washington Monument stands on no more than adequate foundations which, in turn, rest on peculiar soil conditions, and the engineers reported that the less done to change the contours of the mound on which the Monument stands the better, and that to carry out the plan of 1901 [McMillan plan] with our present knowledge was quite impossible unless the Monument were rebuilt or its foundations carried down by underpinning to bedrock.

Before these conclusions had been finally reached by the engineers, Mr. Olmstead and I had been appointed a subcommittee to consider the problem of a setting for the Washington Monument and, if possible, to submit a plan. We submitted such a plan to the engineers and to the National Capital Park and Planning Commission, which did not entail the elaborate construction of walls and terraces which the McMillan plan called for and yet carried the formality of the Mall through the Lincoln Memorial. This scheme was condemned by the engineers because it involved, in their opinion, too much disturbance of present contours. Since then further proposals have been made, always tending toward a more informal treatment, but even these call for slight changes in contours which the engineers view with alarm.

The soil conditions that affected earlier plans continue to impose limitations on planning. The 1973 Hartman-Cox study made the following recommendations:



Beyond 150 feet from the Monument Center permanent net changes in load will have little if any effect on the foundation performance of the Monument but net changes exceeding 1,500 lbs. per sq. ft. additive load or 2000 psf net reduction in load with lateral dimensions of more than 150 feet asymmetric to the Monument should be kept beyond 200 feet from the Monument Center if possible.

The recommendations of a 1962 report by Edward Barber were much more conservative in this regard, cautioning that a zone extending 250 feet from the center of the monument should not be unloaded (excavated). However, available records and photographs indicate that the shaft was completed before the surrounding fill was placed above the original ground level. Thus, it is likely that the monument has already experienced a short-term loading condition equivalent to removal of the man-made fill.

Additional loading adjacent to the monument was the chief concern evaluated in the Barber report. Assuming a permissible displacement of 0.1 inch at the top of the monument, he calculated a maximum allowable differential movement of 0.023 inch between edges of the foundation. On the basis of this stringent criterion, he recommended that no addition of load be permitted within 250 feet of the monument center.

FLOODPRONE AREAS

Portions of the monument grounds lie within the 100-year floodplain of the Potomac River (see Floodprone Areas map); however, because the grounds are underlain by many layers of fill and the vegetation (landscaping) is entirely introduced, the ecosystems of the site do not contribute to the productivity of the floodplain habitat.

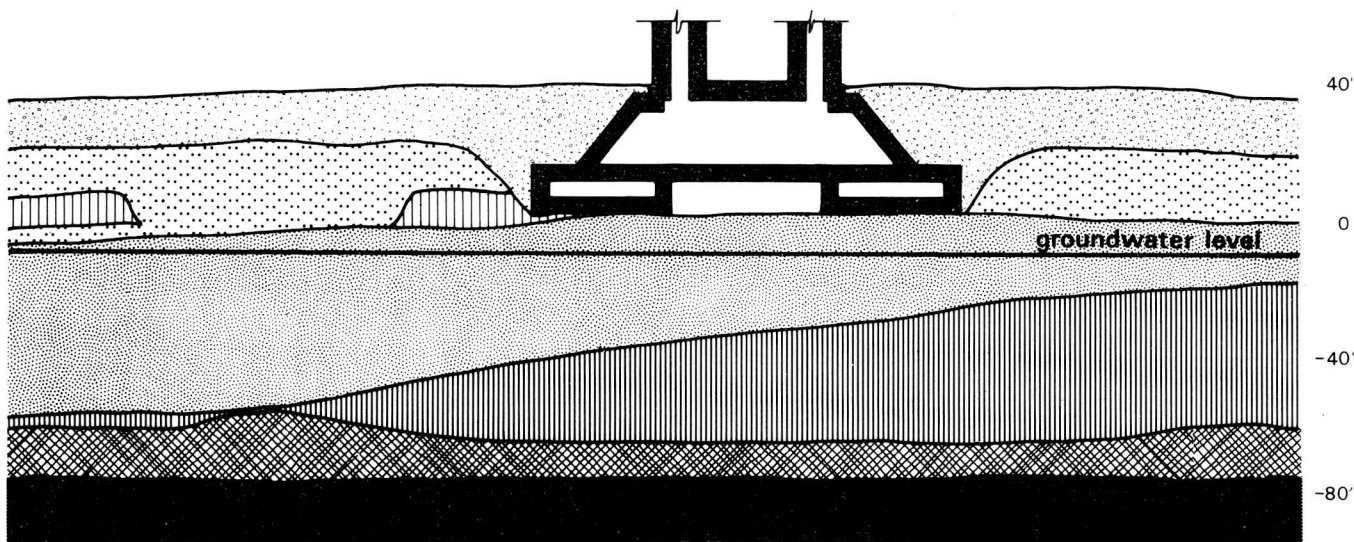
The area along 17th Street on the west side of the grounds is particularly susceptible to flooding, which limits serious consideration of suppressed roadways or underpasses to separate pedestrians from vehicles at this dangerous crossing area.

The high groundwater table is a factor that must be considered in any excavations on the grounds.

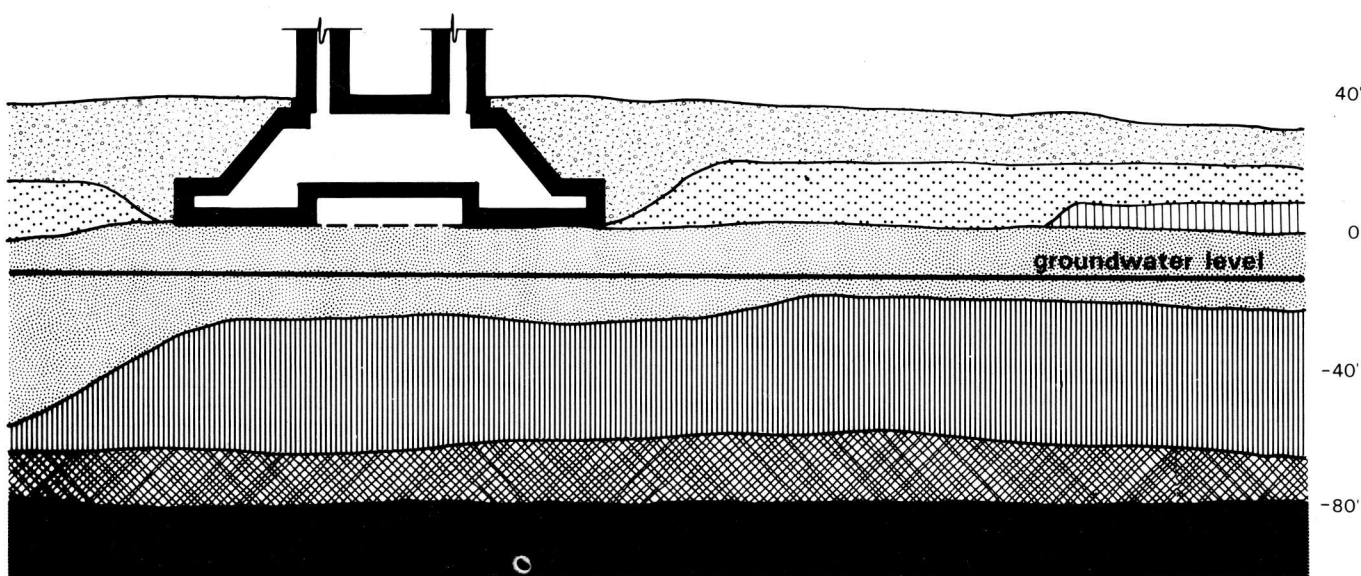
VEGETATION

The entire site has been drastically altered from its original condition in the 1770s. The introduction of fill, the establishment of a prominent parkland and crowd assembly area, and the existing maintenance practices have all affected the nature of vegetation.

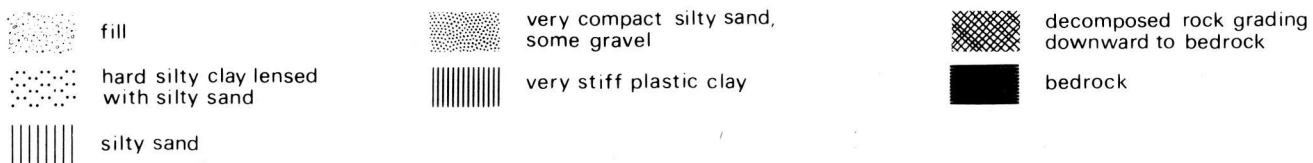
The terrestrial portion of the monument grounds is a parkland biotic community. Parkland is a mosaic of grassland and woodland plant communities with grassland dominating. The southern section of the park near the Sylvan Theater, Survey Lodge, and Tidal Basin has diverse



Section on North - South Centerline Looking West

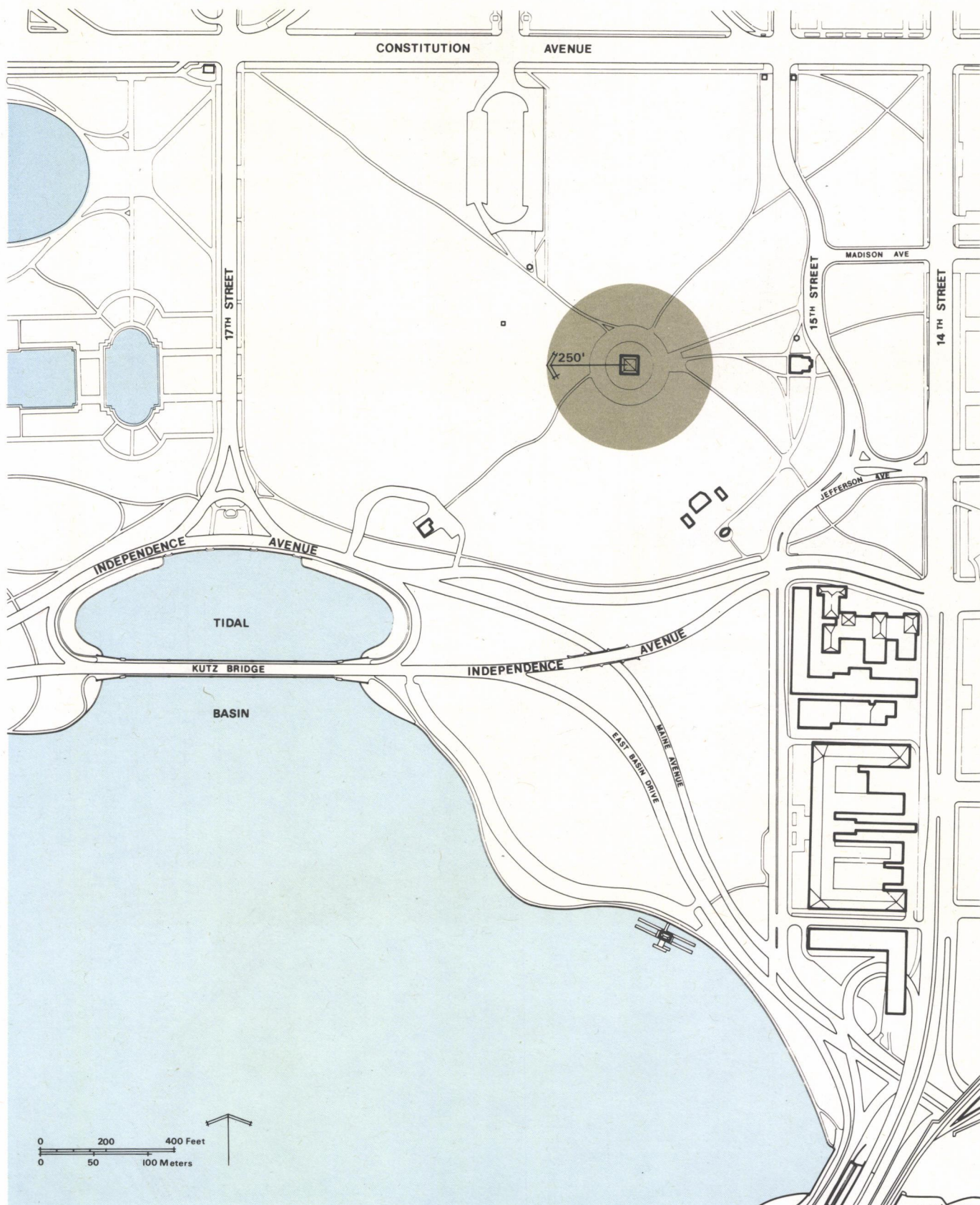


Section on East - West Centerline Looking North



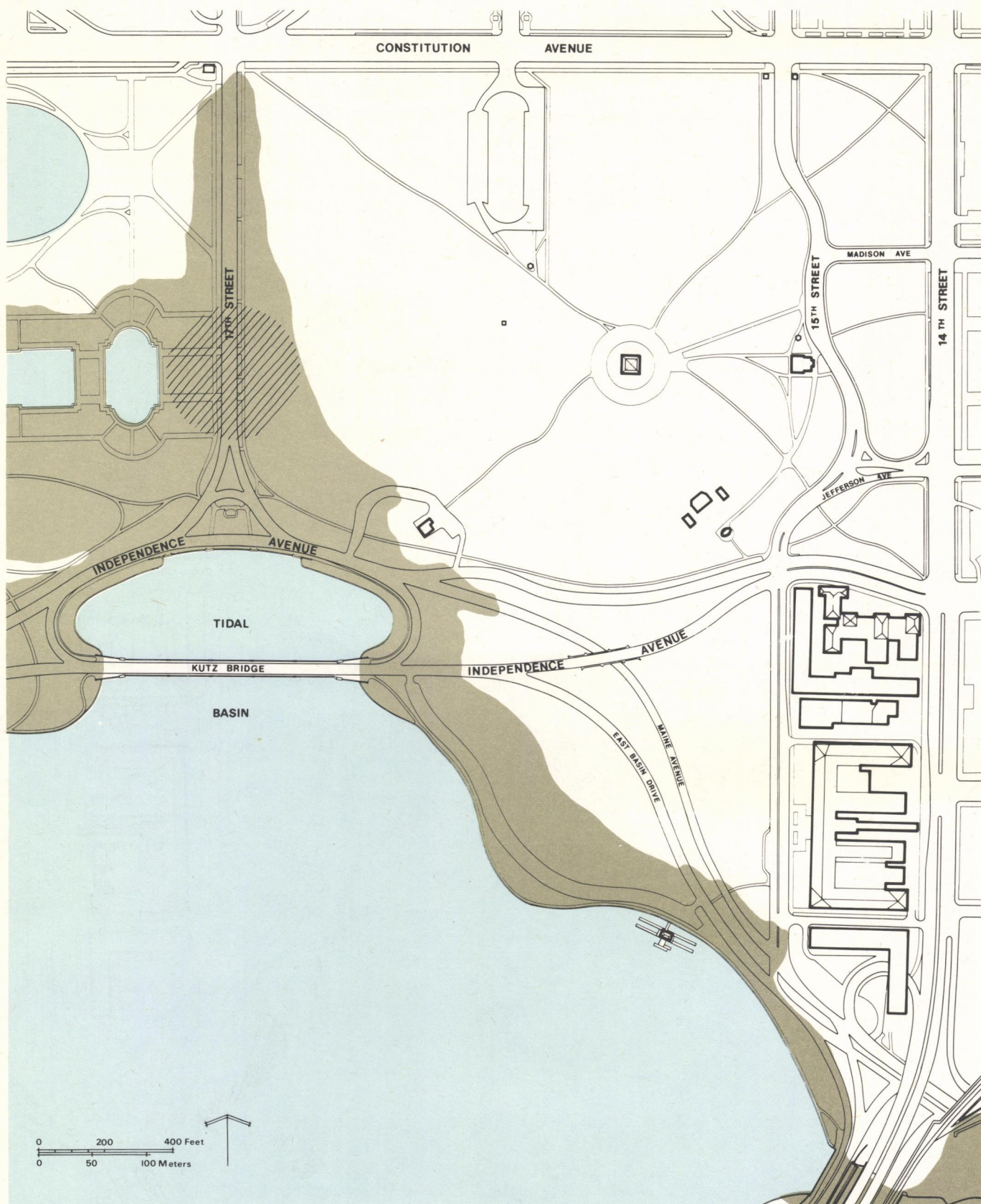
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Geologic Cross Section




 Affected Area

Grading Limitations



Affected Area

100 Year Flood Plain

Floodprone Areas

vegetation but is primarily planted with American elm, American linden, red oak, white pine, American holly, sugar maple, and Japanese cherry. Other woody plants present are ginkgo, American ash, pin oak, willow oak, white oak, catalpa, mountain maple, Norway maple, Schwedler maple, and white fir. Elms line Constitution Avenue, 17th Street, and 14th Street, and Japanese cherries dominate the north side of the monument grounds (see Vegetation map). Many cherry and elm trees are dying prematurely because of poor soil conditions and/or disease.

CLIMATE

The climate of Washington, D.C., is generally mild but with distinct seasonal changes. The city lies at the fringe of the hot, humid region of the Southeast and the cool, wet Northeast region so its weather reflects some characteristics of both.

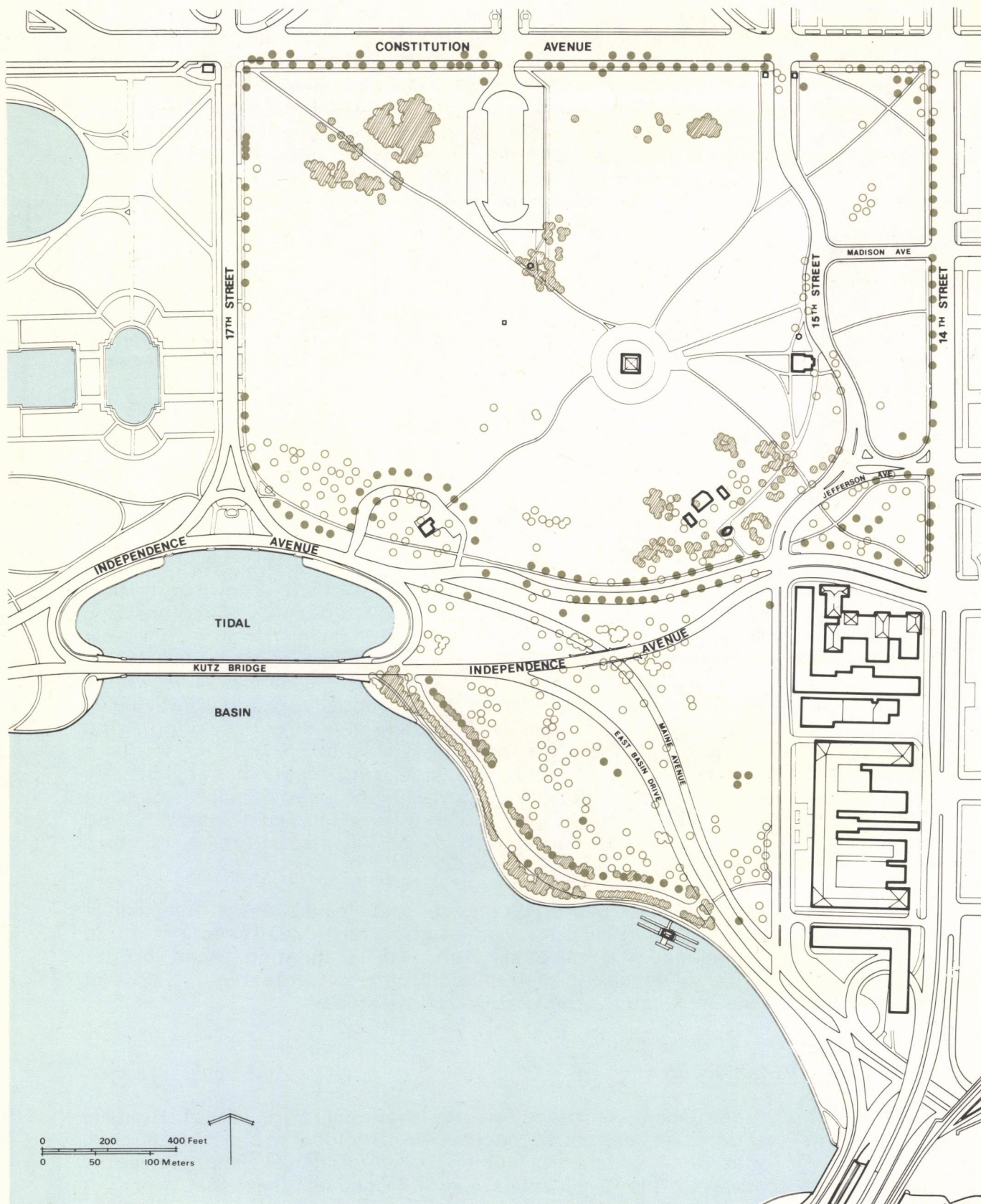
The year-round average high temperature in Washington is 66.7° and the average low is 47.8°. The highest recorded temperature is 101°, the lowest is 3°. July is normally the warmest month, with an average high temperature of 88.2° and an average low of 69.1°. January is normally the coldest month, with an average high of 43.5° and an average low of 27.7°.

A certain amount of rainfall occurs year-round, but the months of May, June, July, and August are considered the rainy season. These are also the warmest months, and days are frequently uncomfortably hot and humid. Snow, hail, and sleet are common during winter, but snow accumulations of more than 10 inches are rare. Chances for winter precipitation are greatest in December, January, and February. February has the highest average at 5.1 inches. The prevailing wind direction in Washington is from the northwest in winter and the south in summer. The average wind speed is 9.3 mph and does not vary greatly throughout the year. The highest recorded wind was 78 mph, blowing from the southeast in October 1954. Exposure to cold and chilling breezes at the base of the monument can be a real discomfort for visitors during wintry weather.

Storm systems pass on the average of once or twice a week. Because of the cyclical changes in air masses, pollution levels usually do not build up over long periods. Occasional air mass stagnation does occur, contributing to the development of high pollutant concentrations. Most of these episodes are in August, September, and October.

CULTURAL RESOURCES

The Washington Monument is listed on the National Register of Historic Places. The resources as described on the form include the marble obelisk and the grounds on which it stands, including all improvements, structures, roadways, plant materials, and other features that were in place within the designated boundaries at the time of nomination (1966; see appendix A for 1980 documentation forms). Although many of the site elements have neither historic significance nor contemporary aesthetic



Cherry Trees
Elm Trees
Other Trees

Existing Vegetation

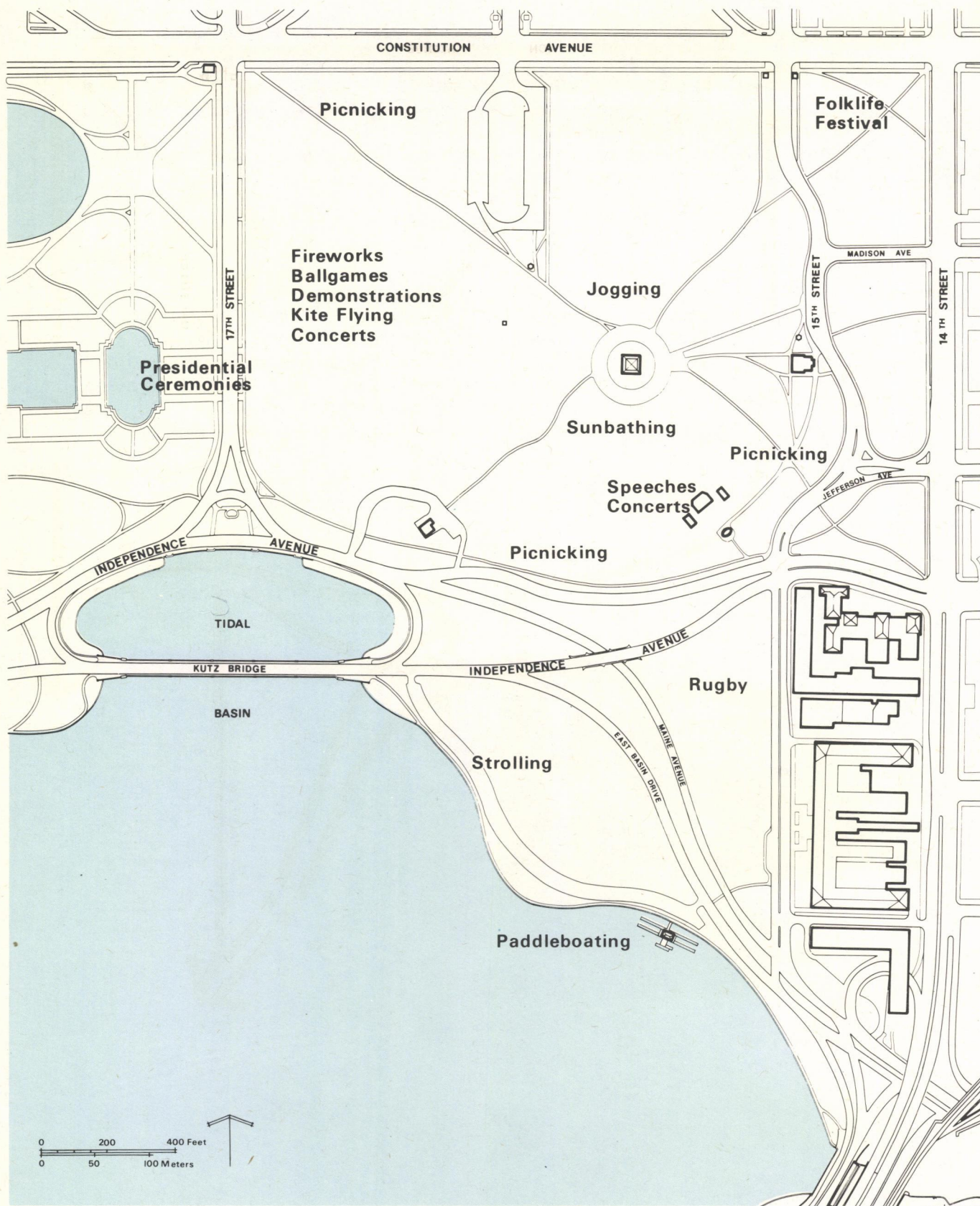
value, they cannot be changed, removed, or modified without prior consultation with the state historic preservation officer for the District of Columbia. Consultation has been initiated and will continue to assure compliance with the provisions of section 106 of the National Historic Preservation Act of 1966. Compliance with the "spirit" of that act should be based on how well proposals respect the original principles that shaped the monumental core.

USE PATTERNS

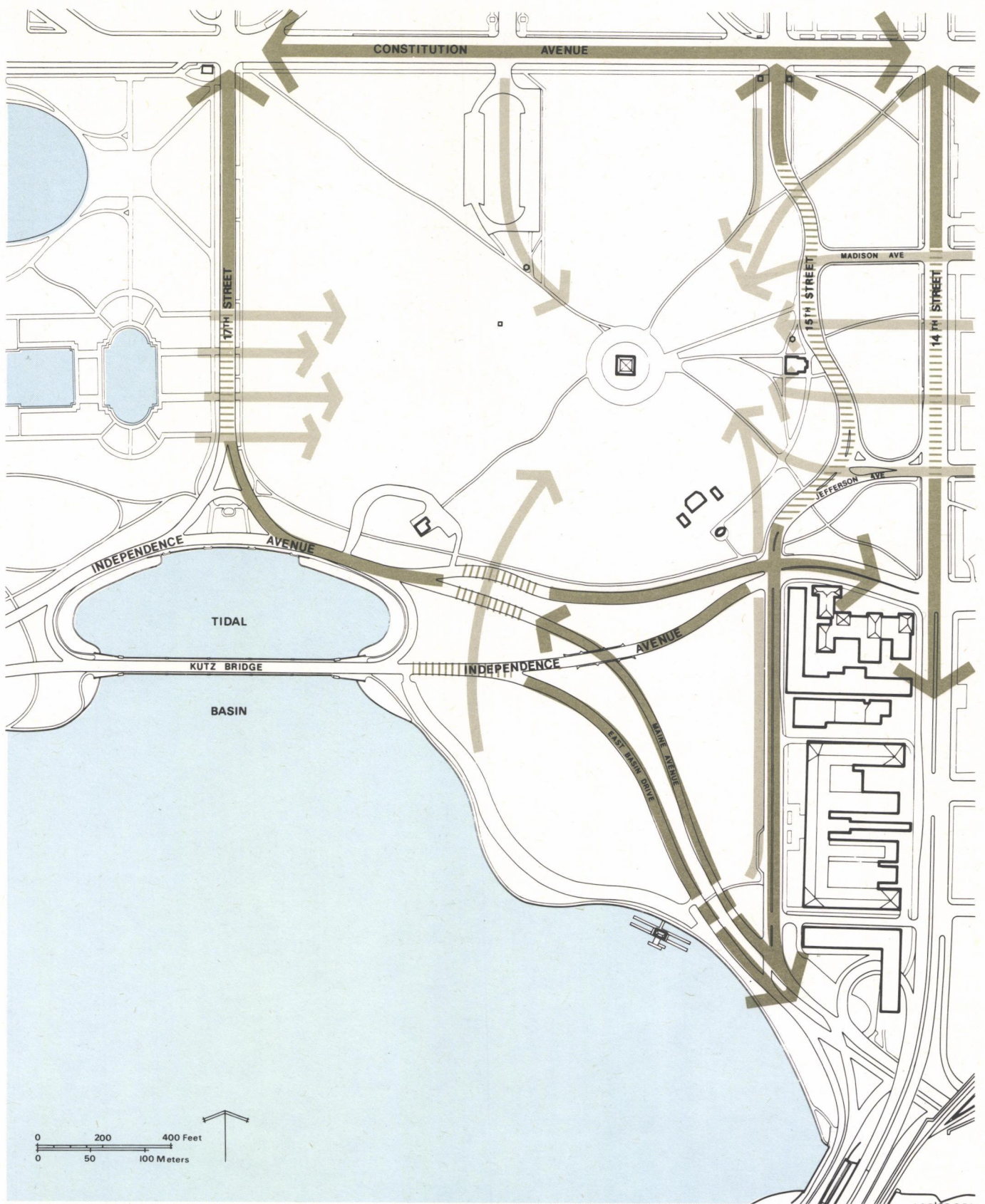
Over the years use patterns have become established on the monument grounds. The Visitor Use map shows the primary activities, many of which require relatively large areas of open space. Some activities like festivals and demonstrations are sponsored or officially sanctioned, others like picnicking and sunbathing occur spontaneously. Most uses take place in spring, summer, and fall. Jogging is a year-round activity. The use of the Sylvan Theater for stage productions and speeches has been a tradition since 1927.

CIRCULATION

The ebb and flow of vehicular and pedestrian traffic through the monument grounds significantly affects planning for this area. High volumes of vehicles and people on foot cross at right angles to each other at several locations, increasing the potential for accidents or serious traffic congestion (see Circulation map).



Visitor Use

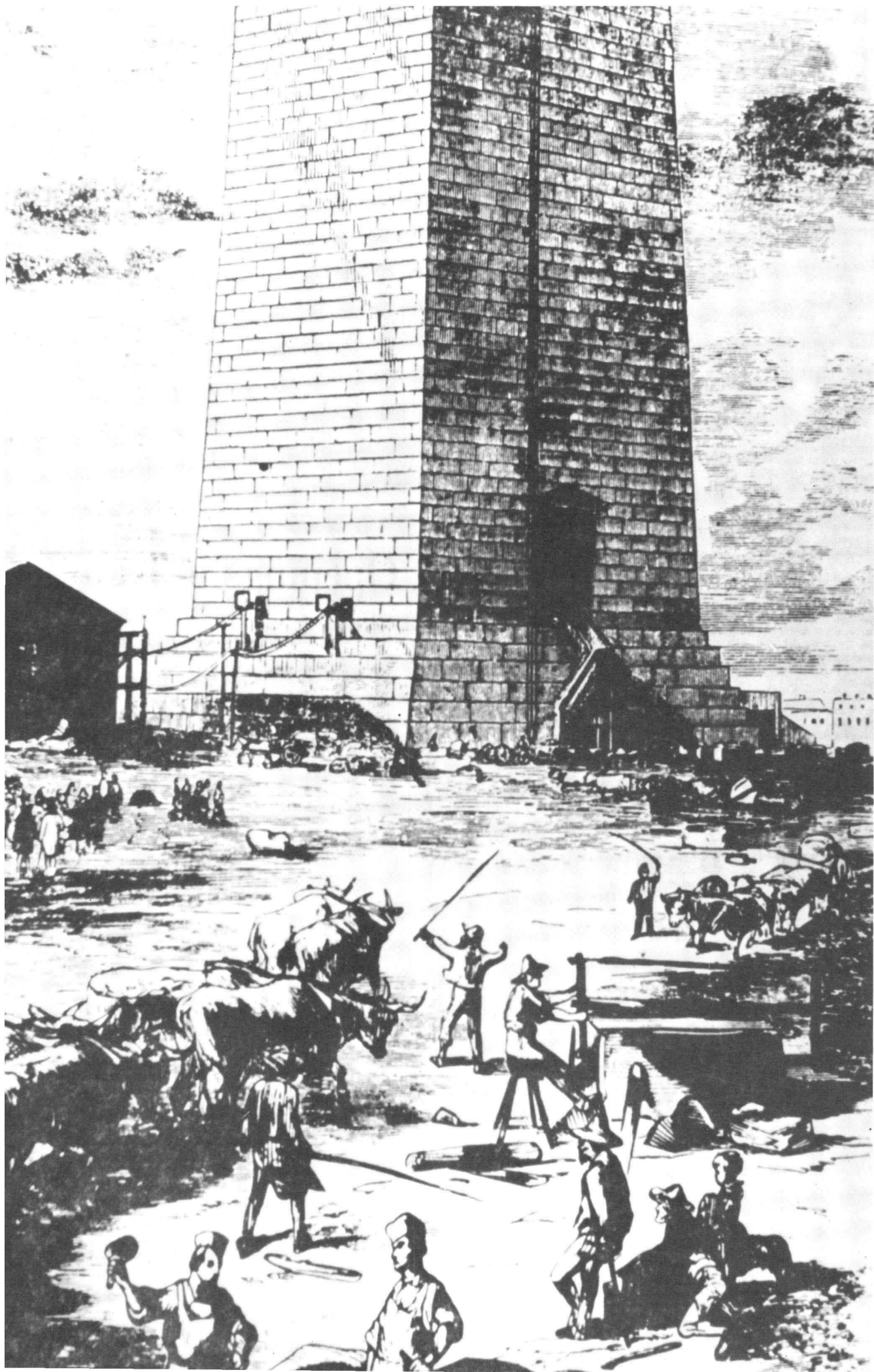


0 200 400 Feet
0 50 100 Meters

- Vehicle Movement
- Pedestrian Movement
- ||||| Dangerous Crossing

Pedestrian / Vehicle
Circulation

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Planning Concerns

VISTAS AND VISUAL QUALITY

Issue

- Unplanned paths and poorly located trees, buildings, and parking areas on the monument grounds interrupt the formal order of the monumental core, particularly within its two axial vistas; "temporary" facilities and landscape elements lend an unfinished appearance.

The Washington Monument and grounds lie at the center of the monumental core. Traditionally important vistas east and west from the monument and across the monument grounds between the White House and Jefferson Memorial are degraded because of the following conditions:

Most of the paths on the monument grounds are unsightly and poorly aligned. There are two kinds of paths: paved walks located by design or expediency or converted from former roadways, and "cowpaths" that have been worn in the grass. Many of the asphalt walks appear tentatively placed, and their shabby condition and minimal width suggest that they were never meant to be permanent. The "cowpath" that has developed between the monument and the 17th Street crosswalk is particularly intrusive. This path bisects and interrupts the Lincoln Memorial/Washington Monument vista.

The parking lot on the monument grounds was placed so that the view of the Jefferson Memorial from the White House would not be diminished by the presence of automobiles, but other views are disturbed by its location.

Pedestrians entering the monument grounds at 16th Street see a corral full of cars as part of the foreground of both the Jefferson Memorial and the Washington Monument. This is also the visual effect when people cross Constitution Avenue and wind their way through the parking lot toward the monument. The parking lot is obvious from the base and the top of the monument.

The Monument Lodge is in the center foreground and tends to dominate the view toward the Capitol as one leaves the Washington Monument. The modern-era additions to the lodge add more distracting visual clutter. Several large trees planted within the east-west axis at 14th and 15th streets also interrupt this important vista. Removal of the Monument Lodge was recommended specifically in the 1966 and 1973 SOM plans and by omission in the McMillan, Olmstead-Hubbard, and Delano plans. It is important to note that at the time the lodge was built (1888) there was no Mall and hence no vista to be disturbed. It wasn't until after the McMillan Commission reestablished the east-west axis that the location of the Monument Lodge became an issue.

The lighting fixtures that emerge from the ground at nightfall--particularly the fixture located on the Capitol side of the monument--block significant views and create an eerie indirect light effect around the monument plaza.

Other structures and landscape elements that are remnants of former uses or the result of "temporary" measures lend an unplanned, unfinished quality to the monument grounds. The plaza surrounding the monument, for instance, is flat, circular, and devoid of relief because it was once a roadway. Comfort facilities are housed in trailers that are obvious from many areas on the grounds.

Objective

- To enhance and preserve important vistas and to ensure harmony and continuity with other areas of the monumental core

The primary goal here is to remove or relocate structures, facilities, and landscape elements that block or interrupt views along the major axes and to eliminate or realign paths and roadways that disturb the symmetry and formal order of the Mall. Important functions provided in existing facilities (information, food services, and lighting) should be moved to areas that are out of the axial vistas but still convenient to visitors. "Temporary" structures and landscape elements (comfort station trailers, asphalt walks) should be removed from the grounds and replaced with permanent facilities. To promote a sense of unity and continuity along the dominant east-west axis, new site furnishings (benches, lights, signs) and plant and construction materials (trees, shrubs, path and curb materials) for the monument grounds should be consistent in style and scale with those in established areas.

MONUMENT BOUNDARIES

Issue

- Because the actual and perceived boundaries of the Washington Monument are poorly defined, the significance of entering and moving through the grounds is diminished.

Although unity among the attractions in the monumental core is a primary design criterion, each unit must also possess its own identity. All but the Washington Monument do so. Each of the others has a finished, refined appearance, with boundaries or edges that are apparent on the ground because they are vertically as well as horizontally defined by plant materials. All but the monument have visual subunits created by landscape elements. Landscaping of the monument grounds appears unplanned, spotty, and incomplete, and the borders of this portion of the monumental core are ill-defined. With few exceptions, tree groupings are too sparse to be strong, site-defining elements.

Objective

- To correct the borderless appearance of the monument grounds and to heighten the significance of entering the site

The visual boundaries of the monument grounds can be strengthened by well-placed peripheral plantings that enclose but do not confine the site. Plantings should be located to permit uninterrupted views along the axes, but they should also define the site and direct movement to and from the monument itself. Along the east and west edges, especially on the grassy island between 14th and 15th streets, vegetation can be used to tie the monument to other units and provide a visual transition. Plantings along the periphery of the grounds will also aid in reducing the disruptive effects of surrounding streets and traffic. Because the grounds are frequently used by large crowds for special events, demonstrations, and spontaneous sports, the central open spaces should be retained.

Monument subunits should also be established, each with a separate identity, and thresholds should be marked by gateways or transition areas. Paths should direct people through the sequence of gateways, focusing attention on the monument.

The diversity of tree species on the monument grounds is good protection against devastating epidemics. With limited exceptions--where other important values are threatened--existing plant materials should not be removed.

PATH LOCATIONS

Issue

- Paths on the monument grounds are not located to facilitate movement to and from the monument or to other areas in the core. Many paths lead to uncontrolled and dangerous midblock crossing spots on adjacent streets.

Apart from their shabby condition, many paths on the monument grounds are poorly located for pedestrian access and circulation. Paths leading east from the monument plaza to the tourmobile plaza encourage dangerous midblock crossings at 14th and 15th streets between Madison and Jefferson. The "cowpath" extending west from the monument leads to an uncontrolled midblock crosswalk on 17th Street. This path has developed because the crosswalk and the paved walks between 17th Street and the Rainbow Pool act as targets for pedestrians going toward the Lincoln Memorial. It is the most direct line and path of least resistance because egress from the monument plaza is not confined to designated walks by placement of landscape elements or physical structure. To some degree, this is true of all paths on the grounds.

Objective

- To provide convenient access between the Washington Monument and other attractions in the monumental core and to extend the formal order of the National Mall in path designs

Walking behavior and design aesthetics do not always coincide. In a situation where both must be satisfied, it is essential to understand how people move from place to place and to determine how to guide their

movement without the use of coercive devices. On the monument grounds the challenge is to locate walkways to provide easy access to other attractions while still maintaining the balance and formal lines of the central corridor of the Mall.

To establish a natural flow that people will voluntarily follow in either direction, points of interest should be established that will serve as intermediate goals within the field of view of more distant landmarks, and paths should be laid out to connect intermediate goals and destination points. (Where possible, intermediate goals should not be more than a few hundred feet apart.) The formal order of the Mall should be carried through in design, but routes should be easy to follow and convenient to major street crossings. Gentle curves should be used to indicate changes in direction. Plantings and other design elements should be located to encourage people to stay on established paths.

PEDESTRIAN CROSSINGS

Issue

- The Washington Monument grounds are surrounded by a moatlike channel of traffic that makes access for pedestrians, joggers, and bicyclers difficult and dangerous from every direction.

Vehicle/pedestrian conflicts around the Washington Monument grounds result from the combined effects of

- the large volume of traffic on surrounding roadways
- extremely wide two-way roads (four or more traffic lanes)
- the relatively high speed of vehicles, usually in excess of posted limits
- walks leading to midblock, uncontrolled crossings
- tourists who are unaware of dangers and expect vehicles to yield the right-of-way in crosswalks
- jaywalking and jayjogging

The wide two-way roads are particularly hazardous. At the speeds vehicles travel, constant monitoring in one direction is required to walk across two lanes. It is virtually impossible to negotiate more than two lanes without experiencing a close encounter with a motor vehicle during most times of the day (between 7 a.m. and midnight) on any of the streets surrounding the Washington Monument.

Objective

- To provide safe and convenient road crossings for people visiting the monument

Heavily traveled roads can only be crossed safely and without fear if pedestrians and vehicles are physically separated by bridges or tunnels. At-grade crossings controlled by traffic signals or stop signs provide some measure of safety but do not completely eliminate the threat.

Establishing pedestrian rights-of-way by painting or paving crosswalks differently than the roadway does not measurably improve crossing safety, particularly at midblock crossings where cars are often in the process of accelerating after an intersection. All pedestrian crossings need high visibility. Sight distance is a function of vehicle speed and walking speed and is affected by light and weather conditions as well as the mental state of drivers and walkers. To increase pedestrian visibility, Alexander (1977) suggests elevating the crosswalk 6 to 12 inches, with the roadway sloping up to it at a slope of 1 in 6 or less. This slight grade tends to slow vehicles down but not as violently as "speed bumps" do.

To ensure safe crossings on streets surrounding the monument grounds, pedestrians should be directed along paths and walkways (both on and to the site) that lead to controlled intersections and crosswalks. The roadways at crosswalks should be redesigned to slope up to the crossings (1 in 6 maximum), and the surface texture of the roads should be changed to alert drivers of the approach. Changes in road surfacing should occur approximately one car length on either side of the crossing--not on the crossing itself--so drivers receive a visual/tactile message before entering the crosswalk.

JOGGING

Issue

- The monumental core, including the Washington Monument grounds, is heavily used for jogging. The problems associated with this activity are similar to those of walking, except that they tend to be more extreme.

The monument grounds are crossed and circled by hundreds of joggers every day. Street crossings are the most difficult and dangerous situation runners encounter, but undesirable erosion ("cowpaths") and occasional jogger/walker collisions also result from this use. Because runners are also pedestrians, where their needs overlap with those of walkers they should be resolved jointly--as with the issue of street crossings. However, where the needs of joggers and walkers conflict, some separation is desirable. The two activities do not mix well in areas of concentrated human activity like plazas or bus stops where paths are too narrow or congested for uninterrupted movement.

Objective

- To reflect the needs of joggers in designs for the monument grounds

Jogging should be accommodated in a manner that is consistent with other planning objectives and guidelines for the monument grounds. Separate paths for runners are not recommended. However, this use can be greatly enhanced by laying out a system of pedestrian paths that go around rather than over steep slopes. Runners prefer paths with long, gradual curves and are unlikely to take shortcuts if they are the steeper choice of possible routes or if they require negotiating stairs. Ground

surface conditions (texture, compaction, cross slope) are also critical. Routes are usually selected for continuity and durability of surfaces. The surfaces of monument paths should be durable and relatively consistent in different kinds of weather. Drastic changes in surface conditions, which can impair traction and alter the amount of impact that the foot must absorb, should be avoided. These conditions will benefit all pedestrians--walkers, joggers, and the physically handicapped.

All paths that are used by walkers and joggers should be wide enough to accommodate both activities (12'-15'). To prevent excessive wear, wide curbs (8"-12" high and 18"-36" wide) should be installed along the edges of walks that carry heavy pedestrian traffic. These curbs can be used as passing lanes for getting around congested places, as "high places" for waiting out of the flow, and as "equalizers" for shorter people, especially children. Paths without curbs may be as wide as 20 feet.

MONUMENT PLAZA

Issue

- The plaza area at the base of the Washington Monument is a barren and inhospitable place. It provides neither a dignified setting nor a comfortable waiting area for visitors.

The area referred to as the monument plaza is a flat, circular, paved surface that surrounds the monument. It was built for use as a drive and parking area for motor vehicles early in the 20th century. Although this use has long since been discontinued, the encircling pavement remains and the area still resembles a parking lot. The frequent sight of service vehicles parked there bears witness to this fact.

Objective

- To convert the monument plaza to a dignified and comfortable place

The plaza is the central gathering area for visitors to the monument and, as such, should have distinct boundaries and entry thresholds as well as comfortable places to wait, to acquire information, and to relax and view the other attractions in the monumental core. A partially enclosed space should be established with well-defined entry and exit points. Seasonal shade should be provided, either by planting deciduous trees or placing canopies over selected areas. Sittable places should be built into architectural features.

"ENTRANCE ROOM"

Issue

- Arriving at a national symbol should be a notable experience, and a special setting should mark the event. At present the experience of arriving at and entering the Washington Monument is neither momentous nor inspirational.

The Washington Monument entrance room is essentially an entryway to the elevator that takes visitors to the top of the monument. The room provides little space for establishing a reception area, particularly for the numbers of people who are visiting. The monument plaza, on the other hand, has more than adequate space for such an area and would offer the added benefit of creating a sense of arrival and anticipation for visitors before they enter the structure.

Objective

- To highlight the sense of arrival at the monument and to support the reception function

Limited modifications may be made to the interior entrance room to enhance a visit to the monument, but an entry area should be established on the outside as well. Arrival, greeting, and reception can be supported here.

Based on the elevator's capacity of 30 passengers (at 5-minute intervals), a waiting area with seating and shelter for about 60 people would be appropriate. The area could be slightly above or below other parts of the plaza. Seats should be placed around the edges (but with a view of the monument) so that the passageway in and out of the monument is kept open. Waiting in this area would heighten the sense of anticipation and make the moment of entry special.

15TH STREET TOURMOBILE PLAZA

Issue

- The tourmobile plaza on 15th Street is a major stopping point for tourist vehicles (tourmobiles, taxis, private tour vehicles, and visitor autos) and visitors on foot. Many functions overlap here, creating congestion and competition for space.

The 15th Street tourmobile plaza is at the center point of the figure-8 tourmobile bus route. It is just north of the east-west axis of the Mall and faces the entry side of the Washington Monument, which is also the side with the gentlest grades for walkways. The site has long been recognized as a visitor focal point. Former proposals to locate major facilities in this vicinity attest to the fact that it occupies a key location for information and services.

The competition between approved and unauthorized uses of the tourmobile plaza currently creates traffic congestion and significant annoyances for vehicle operators, passengers, and pedestrians. Taxis, gypsy tour vehicles, and private cars all use the tourmobile drop-off area illegally to discharge and collect passengers, and this need cannot be met as effectively at any other spot. The site is also frequently used as a drive-up phone booth. People waiting in lines for tourmobiles block the sidewalks for people passing through, causing congestion and conflicts.

Two kinds of information are currently provided at two separate kiosks. The NPS kiosk is intended to disperse information about programs and activities throughout the Mall and monument area, to give directions, and so forth. The tourmobile kiosk is intended to answer questions about tourmobile routes and schedules. However, visitors do not make this distinction, and the same kinds of questions are asked at both kiosks.

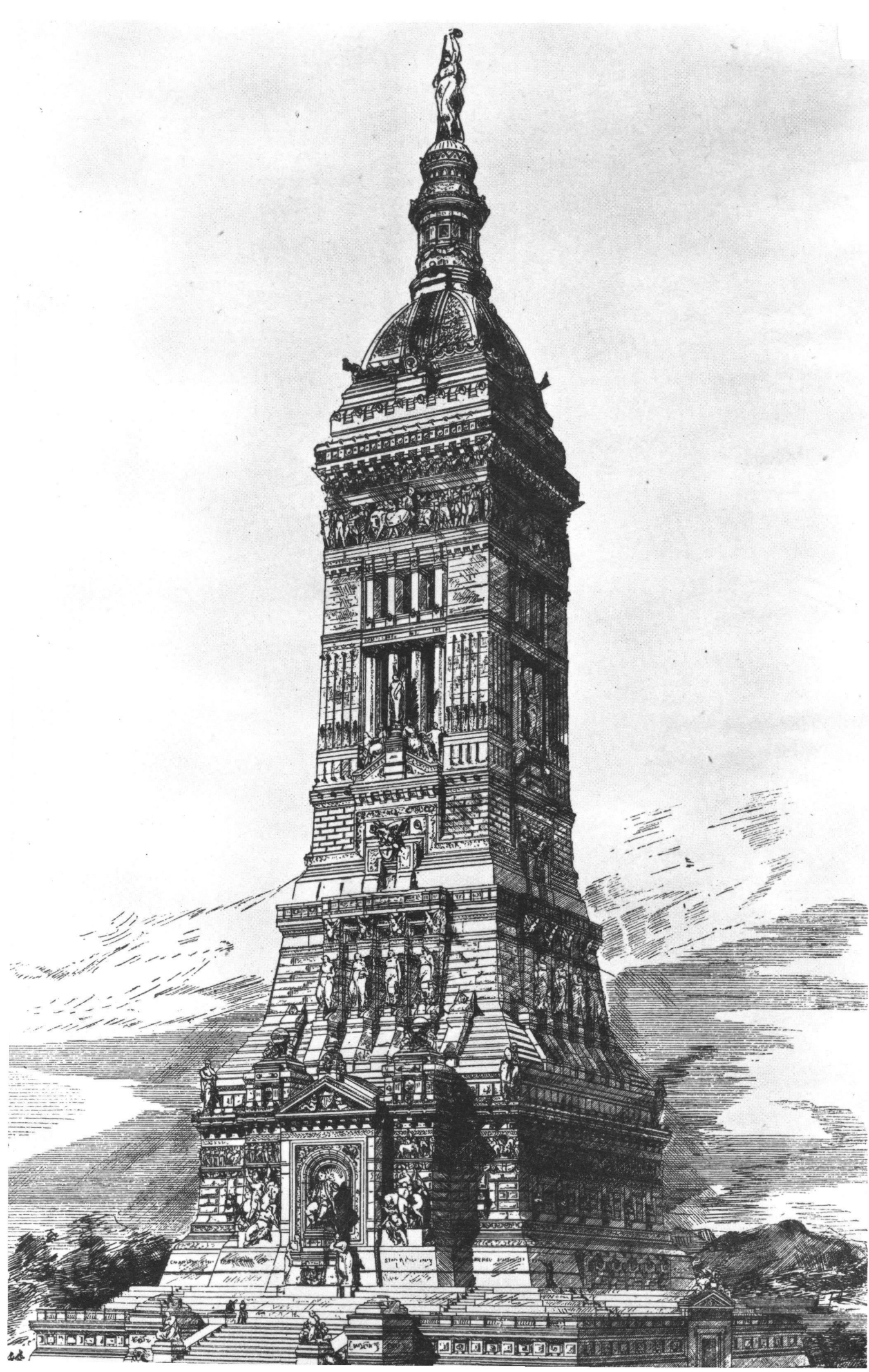
The snack bar in the Monument Lodge provides neither nutritious food nor pleasant, comfortable surroundings for consuming it.

Objective

- To eliminate the congestion and competition for space without removing any of the functions that the tourmobile plaza serves

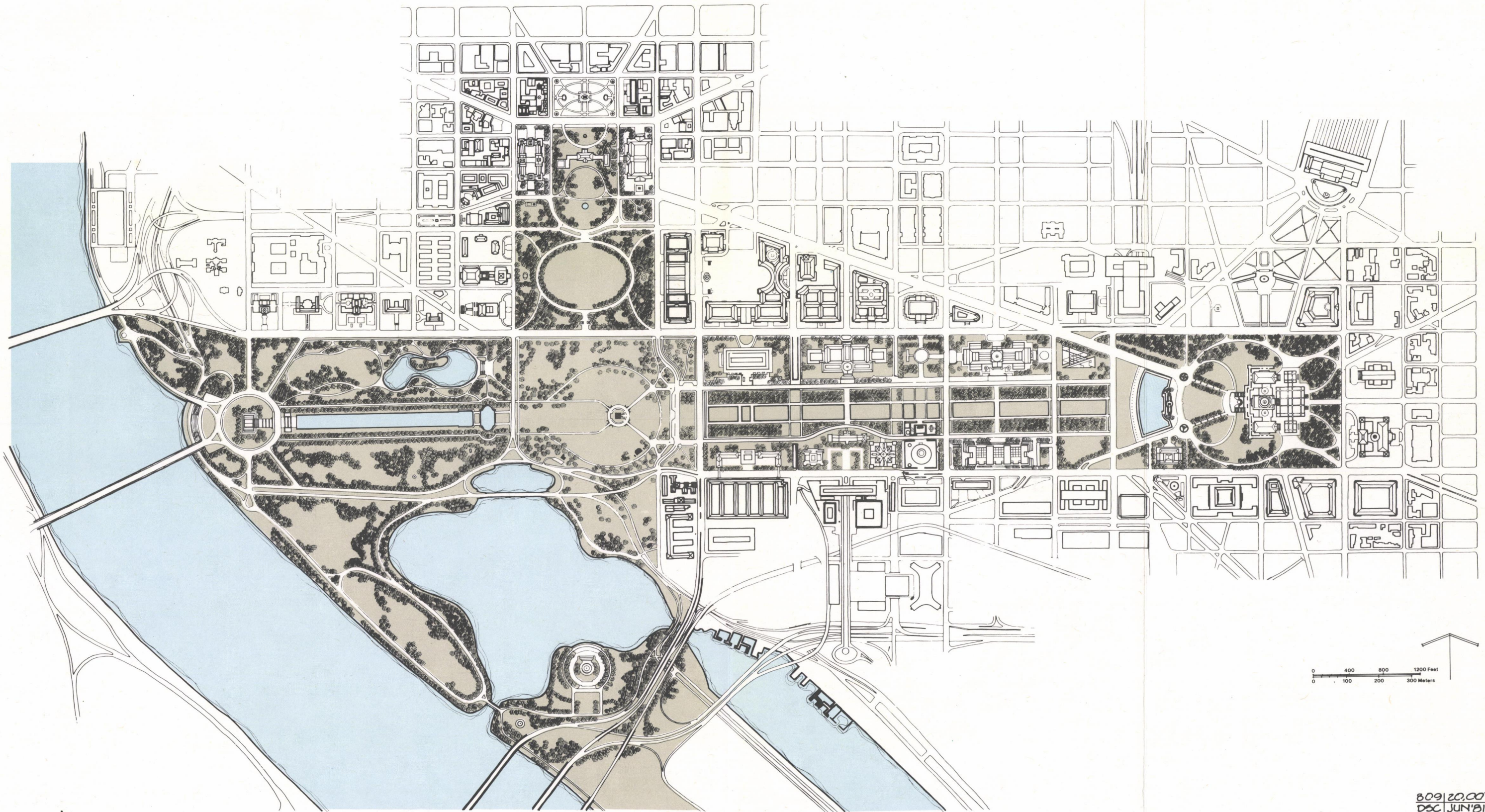
The tourmobile plaza area should be redesigned to separate drop-off/collection points for taxis and private vehicles from tourmobile stops. Telephones should be available nearby. Tourmobile waiting areas should be separated from the main flow of pedestrian traffic and should be oriented toward arriving buses. To solve the information duplication dilemma, the tourmobile ticket booth should be incorporated into the physical structure of the bus stops, and the NPS information kiosk should be placed along the major pathway from the Mall (adjacent to Madison Avenue).

Food service at the 15th Street plaza should be designed to meet the needs of people who are waiting, that is, it should be quick and convenient. A small sheltered year-round facility should be established, and seasonal extensions (booths, tents, pushcarts, or other prefabricated "nomadic" structures) added during periods of high visitation. Places to sit should be built around the plaza and movable chairs and tables should be provided. Trash receptacles would reduce any litter problems.



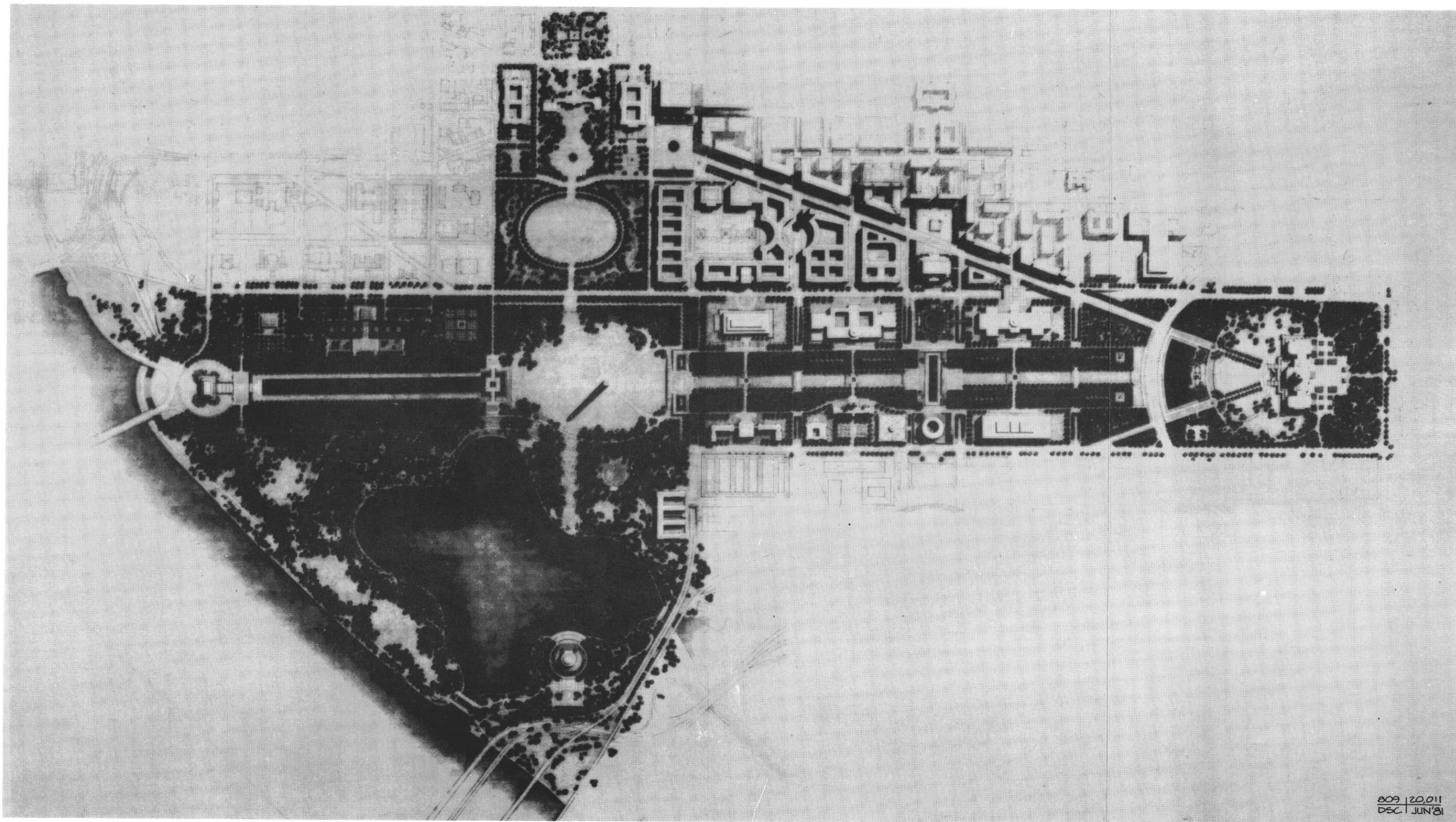
Alternatives and Consequences

The following tables describe the alternatives for development of the Washington Monument grounds and their potential consequences. Alternatives are grouped on an issue-by-issue basis, and sites are identified under each issue to indicate the scope or focus of alternative actions. The plans preceding the tables illustrate the four major alternatives (for some issues, additional options have been included): the proposed development concept, the 1966 and 1976 development plans by Skidmore, Owings, and Merrill, and the existing conditions, which would remain under no action. Details of the SOM plans are contained in The Washington Mall Master Plan (1966) and The Washington Mall - Circulation Systems (1973).

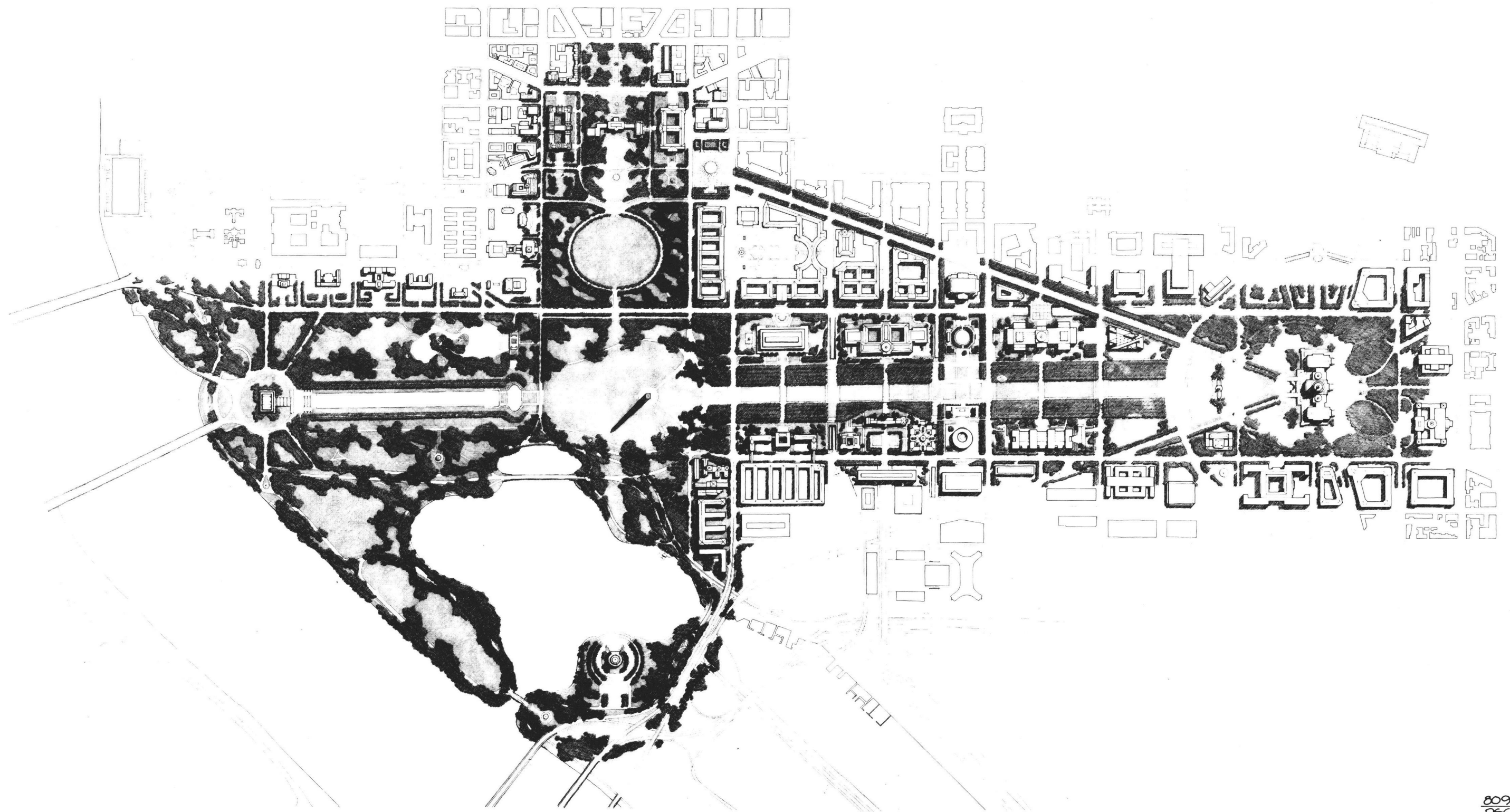


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DSC JUN '81

Proposed Development Concept - 1981



Washington Mall - 1966 Development Plan



809 | 20,012
05C | JUN '81

Washington Mall - 1976 Development Plan



VISTAS AND VISUAL QUALITY

Objective: To enhance and preserve important vistas and to ensure harmony and continuity with other areas of the monumental core

PROPOSAL/ALTERNATIVES

CONSEQUENCES

Site - East-west axis between the Washington Monument and 17th Street

Proposed Action

Sod and cover the "cowpath" that has been worn along this axis (see Path Locations for related proposals)

Combined with other actions designed to direct movement between the monument plaza and 17th Street, this action will reduce foot traffic along the line of the "cowpath" and make it possible to successfully replant the area.

Alternatives

1966 master plan recommendation - Renovate grassy areas as part of the regular maintenance program

Continued attempts to renovate the "cowpath" by regular maintenance have failed to eliminate the problem. Thus, the visual intrusion would likely remain under this proposal.

1973 master plan recommendation - Same as 1966 proposal

Same as 1966 proposal

Pave the cowpath

Paving the path would increase the visual intrusion.

No action

Same as 1966 proposal

Site - North-south axis between the White House and Jefferson Memorial

Proposed Action

Remove the parking lot from the Washington Monument grounds and regrade and sod the area; establish informal tree plantings to enframe the north-south axis

A major visual intrusion will be eliminated from the grounds, making it possible to regrade the area in a more symmetrical form. The 127 onsite parking spaces will be eliminated.

Alternatives

1966 master plan recommendation -
Same as proposed action

Same as proposed action

1973 master plan recommendation -
Same as proposed action

Same as proposed action

No action - Retain parking lot

The lot would continue to be a visual intrusion on the site. Convenient parking for a small number of monument visitors would continue to be available.

Site - East-west axis between 14th Street and the Washington Monument

Proposed Action

Remove 13 trees and the concession building (Monument Lodge) from the axis

Views and visual quality will improve between the Washington Monument and the Capitol

Removal of the Monument Lodge will be accompanied by professionally designed salvage of information and remains and a professionally acceptable report. Recordings will be accomplished according to Historic American Building Survey (HABS) standards, which include measured drawings, maps, and photographs.

Alternatives

1966 master plan recommendation -
Same as proposed action

Same as proposed action

1973 master plan recommendation -
Same as proposed action

Same as proposed action

Remove seven trees from the axis; remove only the modern-era additions to the Monument Lodge and restore the exterior to its original appearance

Views within the east-west axis would continue to be interrupted. Restoration of the original facade of the lodge would eliminate the visual impact of the incongruous modern additions, fixtures, and signs on the building.

No action

Existing problems would remain unresolved.

Site - East-west axis between the Capitol and Washington Monument

Proposed Action

Relocate the lighting fixtures at the edge of the monument plaza to areas out of the east-west axis. This action would be done in conjunction with a complete restudy of the lighting and illumination system for the monument.

This action will permit uninterrupted views east and west from the monument after dark.

Alternatives

(No similar actions were proposed in the 1966 and 1973 master plans because of differences in overall design recommendations.)

No action - Leave the lighting fixtures where they are

The fixtures would continue to block views east and west of the monument.

Site - 15th Street between Constitution Avenue and Independence Avenue

Proposed Action

Realign 15th Street so that it is symmetrical to the east-west axis; retain the curvilinear alignment

This action will enhance the design symmetry of the Mall. Automobile traffic will still disrupt views east and west.

Alternatives

1966 master plan recommendation - Realign and underground 15th Street between Madison and Jefferson streets

The visual continuity of the Mall and Washington Monument grounds would be greatly enhanced.

1973 master plan recommendation - Realign 15th Street so that it is symmetrical to the east-west axis (minor variation from proposed action alignment)

Same as proposed action

No action - Maintain the existing alignment of 15th Street

15th Street would continue to be an asymmetrical element in the Mall/monument design.

For proposals concerning "temporary" facilities and landscape elements, see Path Locations, Monument Plaza, and Tourmobile Plaza.

MONUMENT BOUNDARIES

Objective: To correct the borderless appearance of the monument grounds and to heighten the significance of entering the site

PROPOSAL/ALTERNATIVES

CONSEQUENCES

Site - Monument grounds (between 14th Street, 17th Street, Constitution Avenue, and the Tidal Basin)

Proposed Action

Establish peripheral plantings on the monument grounds, retaining the central open spaces and vistas along the major axes as illustrated on the Monument Grounds Concept map; maintain an open pastoral arrangement and include large deciduous trees to provide shade; continue the formal tree rows at the western end of the Mall and the eastern end of the Lincoln Memorial onto the monument grounds, making a gradual transition to the more pastoral setting of the monument; plant double rows of trees (on each side of the sidewalk) along Constitution and Independence avenues as recommended in "Independence Avenue and Constitution Avenue Special Street Plan: Phase I Study" (EDAW, Inc. 1980)

The significance of entering and moving through the site will be enhanced. Visual order will be improved by adding stronger definition to the site and its subunits.

Alternatives

1966 master plan recommendation -
Same as proposed action

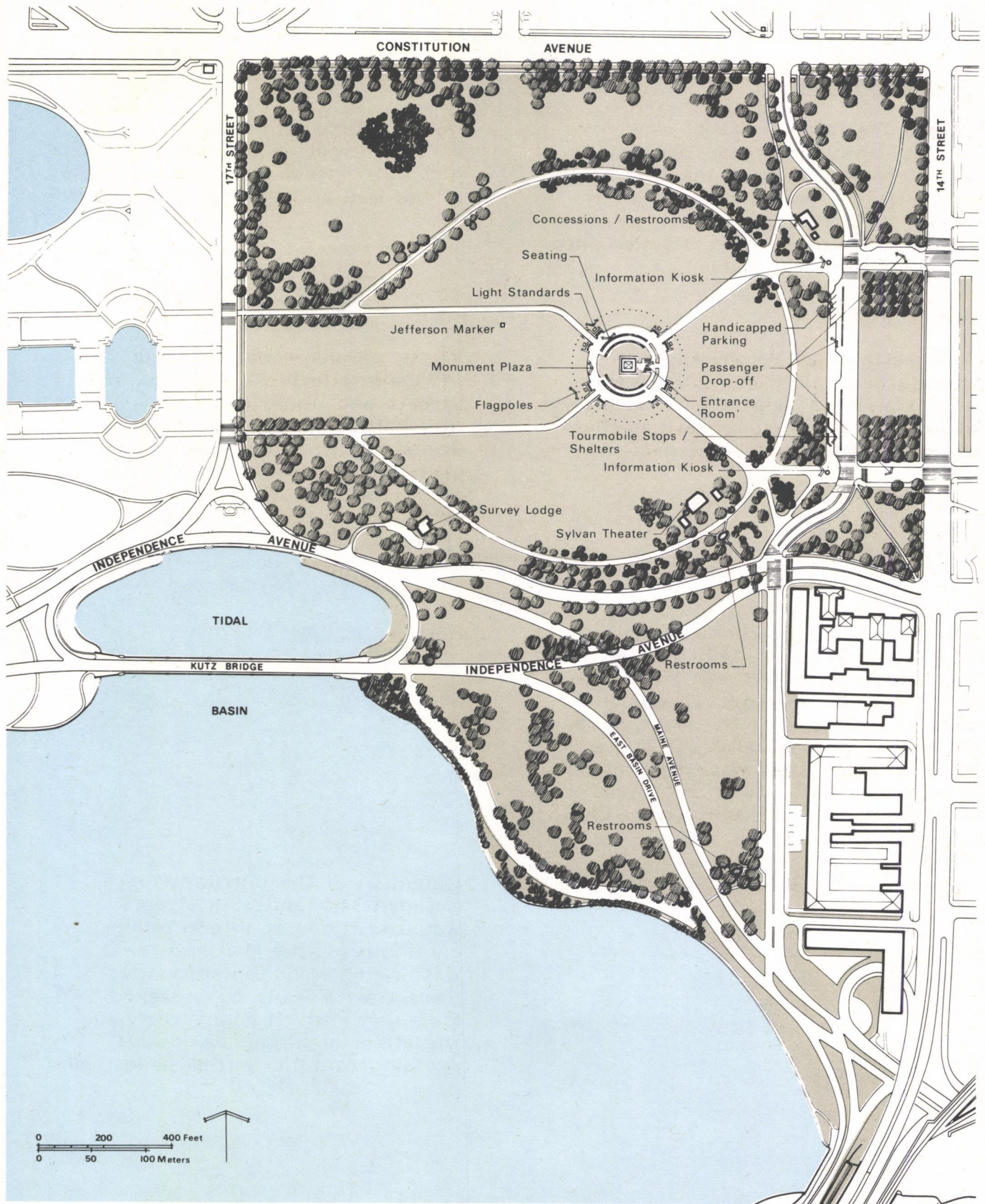
Same as proposed action

1973 master plan recommendation -
Same as proposed action

Same as proposed action

No action - Retain existing plantings

The site would continue to be poorly defined and monotonous. Distance and scale would continue to be distorted because of the lack of visual references.



Monument Grounds Concept

Site - Grassy panel between 14th and 15th, Madison and Jefferson

Proposed Action

Extend the formal rows of elms from the Mall onto the grassy panel and level the area between the tree bosks by terracing the north-south slope; leave 14th Street at present grade (see the Profile of Area Between 14th and 15th Streets graphic)

These actions will reduce the impact of 14th Street as a perceptual "edge" and will improve the design continuity of the Mall and the monument grounds.

Alternatives

1966 master plan recommendation -
Underground 14th and 15th streets and establish a large visitor facility beneath an elevated formal belvedere overlooking the monument grounds

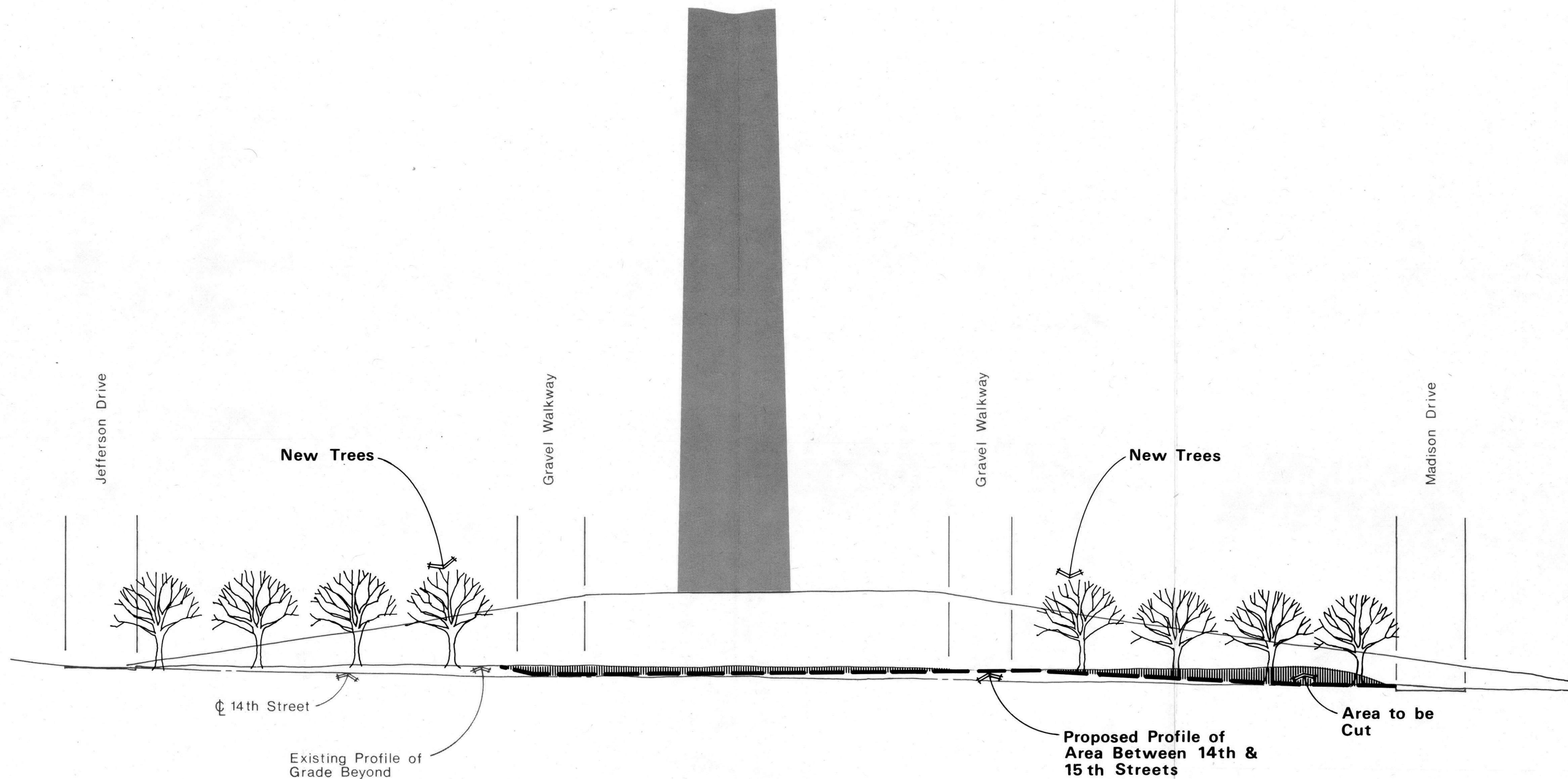
These actions would eliminate the intrusive effects of 14th and 15th streets and would establish a formal link between the Mall and the monument grounds. Views of the Mall and monument grounds from automobiles would be eliminated in this block. Passenger drop-off and collection along 15th Street would be impossible. Some mature elms would have to be removed.

1973 master plan recommendation -
Modify the grade of 14th Street and the grassy panel between Washington and Adams drives (gravel walks) to parallel the plane of the Mall; increase the slope between Jefferson and Adams drives and between Washington and Madison drives; extend the formal rows of elms across 14th Street onto the grassy panel

Same as proposed action

No action - Retain existing arrangement

Retention of the unnatural berm between 14th and 15th streets would continue to interrupt the continuity of the Mall and the Washington Monument grounds. Some traffic would be screened from view, which might also have the effect of hiding dangerous crossing conditions from pedestrians.



1" = 50"

(Looking West)

Profile of Area Between 14th & 15th Streets

809122.010
DSC JUN 01

PATH LOCATIONS

Objective: To provide convenient access between the Washington Monument and other attractions in the monumental core and to extend the formal order of the National Mall in path designs

PROPOSAL/ALTERNATIVES

Site - Washington Monument grounds

Proposed Action

Remove the existing asphalt walks on the monument grounds and replace with the walkway system shown on the Monument Grounds Concept map

Alternatives

1966 master plan recommendation - Approximately the same as the proposed action, except that the westbound paths leading toward the Lincoln Memorial would not be provided; instead, two paths curving symmetrically from the summit of the monument hill would lead to Constitution and Independence avenues.

1973 master plan recommendation - Same as 1966 proposal

No action - Retain existing pathways

CONSEQUENCES

This action will improve access to and through the monument grounds by directing pedestrian traffic to connecting routes and major attractions. The new path system will lend a sense of permanence to the site and will establish symmetry and formal order in the central corridor along the east-west axis. Walks providing direct connections between the monument plaza and the Lincoln Memorial will eliminate the need for pedestrian traffic along the "cowpath."

Same as proposed action, except that the lack of direct connection to the Lincoln Memorial would encourage continued use of the "cowpath" route.

Same as 1966 proposal

The path system would continue to provide poor connection to linking routes and attractions. The monument grounds would continue to project a haphazard, temporary appearance.

PEDESTRIAN CROSSINGS

Objective: To provide safe and convenient road crossings for people visiting the Washington Monument

PROPOSAL/ALTERNATIVES

CONSEQUENCES

Site - 14th and 15th streets (see the Federal Highway Administration's "15th Street Concept Study" for a more detailed account of alternatives studied)

Proposed Action

Eliminate midblock crossings by redirecting pedestrians to signal-controlled crosswalks along 14th and 15th at Madison and Jefferson drives; terminate Washington and Adams drives (gravel walks) at an overlook terrace (two or three landscaped steps) about 50 feet east of 14th and extend the plane of the Mall to the overlook; establish paths from the overlook to the crosswalks at Jefferson and Madison; install pedestrian-activated signals and crosswalks on 15th at Madison and Jefferson, and establish walks leading from the monument to these crossings; slope the roadways (1 in 6 maximum) and change the road surface texture for approximately one car length (20 feet) on both sides of all crossing zones

This action will ensure safe pedestrian crossings at 14th and 15th streets by eliminating existing midblock crossings and replacing them with controlled crosswalks. The raised crossings and textural treatment will increase the visibility of crosswalks and people using them. The extension of the Mall as a level plane will require replacement of six mature elm trees. Views west from the Mall toward the monument will be improved.

Alternatives

1966 master plan recommendation - Separate pedestrians from motor vehicles by undergrounding 14th and 15th streets

Tunneling 14th and 15th streets would eliminate pedestrian/vehicle conflicts and permit unencumbered pedestrian movement

1973 master plan recommendation - Provide modular paving on the midblock crossings at either end of the proposed flattened portion of 14th (between Washington and Adams drives); continue to allow uncontrolled crossings, but adjust the signals at Madison and Jefferson streets to allow the crossings to be cleared between traffic movements

The combined effects of leveling and installing modular pavement would alert motorists that they were entering a pedestrian zone. However, even with these aids midblock crossings would continue to be unsafe. Adjusting the traffic signals to clear the crossings would create unacceptable traffic loading on 14th.

FHWA study, concept A - Same as 1973 proposal except that traffic signals would be installed where Washington and Adams drives meet 14th Street

Although this action would improve pedestrian safety, the installation of two additional traffic signals on this block of 14th Street would create difficulty in achieving proper signal progression. The visual qualities of the Mall would be diminished because of the traffic lights within the axis.

No action

Jaywalking and hazardous midblock crossings would continue to occur.

JOGGING

Objective: To reflect the needs of joggers in designs for the monument grounds

PROPOSAL/ALTERNATIVES

CONSEQUENCES

Site - Monument grounds between the Mall and 17th Street

Proposed Action

Establish 15-foot-wide paths of compacted crushed gravel around the base of the monument hill and connecting with the walks along Jefferson and Madison drives and north and south of the Reflecting Pool at the Lincoln Memorial

This action will make running safer and more enjoyable within the monument grounds, and it will provide a continuous path linking the Mall and the Lincoln Memorial.

Other Alternatives

1966 master plan recommendation -
Similar to proposed action

Same as proposed action

1973 master plan recommendation -
Same as 1966 proposal

Same as proposed action

No action

Erosion along the edges of existing narrow walks would continue to be a problem, and "cowpaths" would still be a visual blight. Collisions between runners and walkers would continue to occur.

MONUMENT PLAZA

Objective: To convert the monument plaza to a dignified and comfortable place, to highlight the feeling of arrival at the monument, and to support the reception function

PROPOSAL/ALTERNATIVES

CONSEQUENCES

Site - Plaza area at the base of the Washington Monument.

Proposed Action

Partially enclose the monument plaza by establishing two surrounding berms 2'-3' high; to maintain access from all directions, provide breaks in the berms at the points where approach walks intersect the plaza; maintain the circular form of the plaza to reflect the graceful elegance of the obelisk and permit freedom of approach; reduce the size of the roadway to 20 feet and plant grass or ground cover from the inner berm area up to the base of the monument to visually anchor the monument; provide an area designed to hold two groups of 30 people near the entrance to the monument, and build in terraced seating to create an amphitheater effect; locate seating for other visitors in two rows of built-in benches on the north and south sides of the monument; plant two rows of medium-sized deciduous trees (Globe European hornbeam recommended) adjacent to the fixed seating areas north and south of the monument; move the flagpoles surrounding the plaza outside the outer berm (about 10 feet), spacing them equally around the monument (see Monument Plaza Design Concept map)

These actions will establish a dignified setting as well as a pleasant environment for people waiting to visit the monument. Seating for 300 more visitors will be provided. The small trees will offer seasonal shade; because of the surrounding berm, only their foliage will be noticeable from the bottom of the hill. The entry area will provide a site suitable for orientation and interpretive talks. Because the minor regrading required to construct the plaza will be symmetrical (uniform slope and terracing around the monument), it will not affect the stability of the structure.

Alternatives

(The 1966 and 1973 master plans did not include proposals for the monument plaza.)

No action

The plaza would continue to be a barren and inhospitable place with minimal provisions for visitor needs.

15TH STREET TOURMOBILE PLAZA

Objective: To eliminate the congestion and competition for space without eliminating the functions the plaza serves

PROPOSAL/ALTERNATIVES

Site - Tourmobile terminal at 15th Street

Proposed Action

Establish a tourmobile waiting area on 15th Street south of the east-west axis, and provide sheltered seating; develop a separate handicapped parking area and passenger drop-off (for taxis and private vehicles) on 15th adjacent to the main approach walk (Madison Drive); locate the food service, restroom, and information functions now associated with the tourmobile area in the bosk of trees north of the main approach and just west of 15th

Alternatives

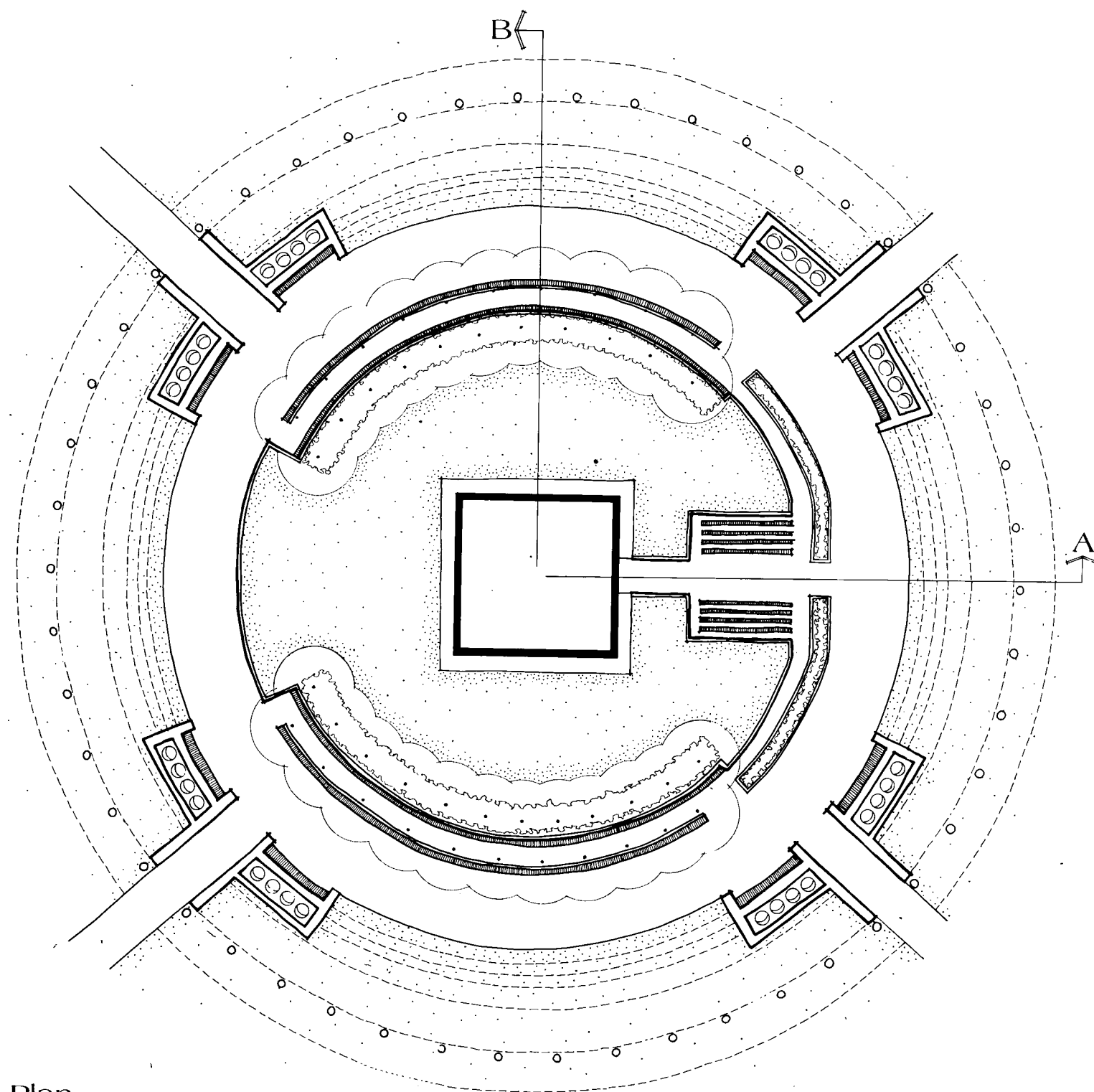
(Since the 1966 master plan dealt with a different system, it will not be considered as an alternative for this issue.)

1973 master plan recommendation - Locate the tourmobile plaza between 14th and 15th streets under the proposed tree bosks; develop a large plaza on the axis to provide a vantage point for viewing the monument; conceal new restrooms in the tree bosks

CONSEQUENCES

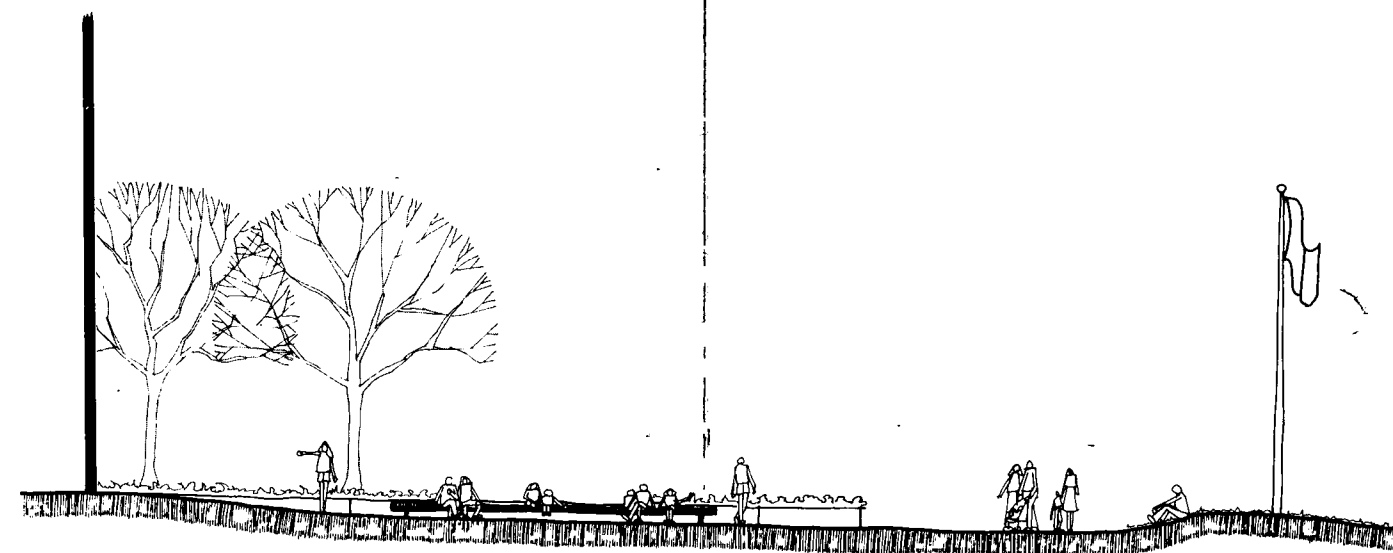
These actions will improve traffic safety and public access to the Washington Monument. Both vehicle and pedestrian congestion will be relieved. Visitor services will be improved by the provision of convenient new facilities, and handicapped access will be mainstreamed.

Same as proposed action except that visitors would have to cross 15th street and walk farther to reach the monument.

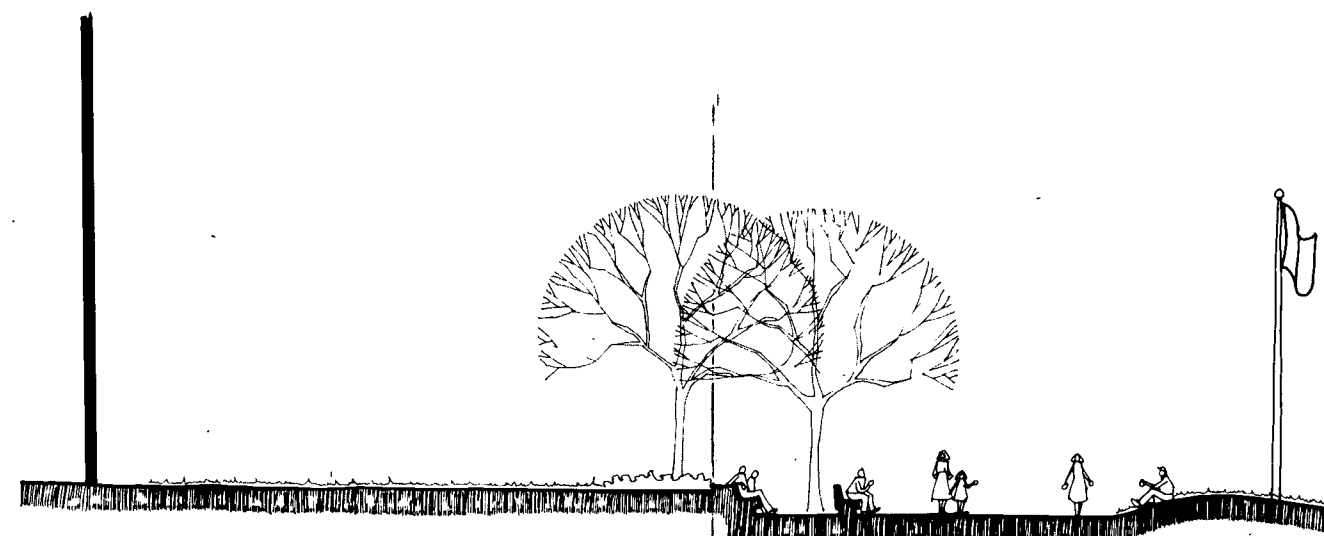


Plan
1" = 20'

Seating
Light Fixture



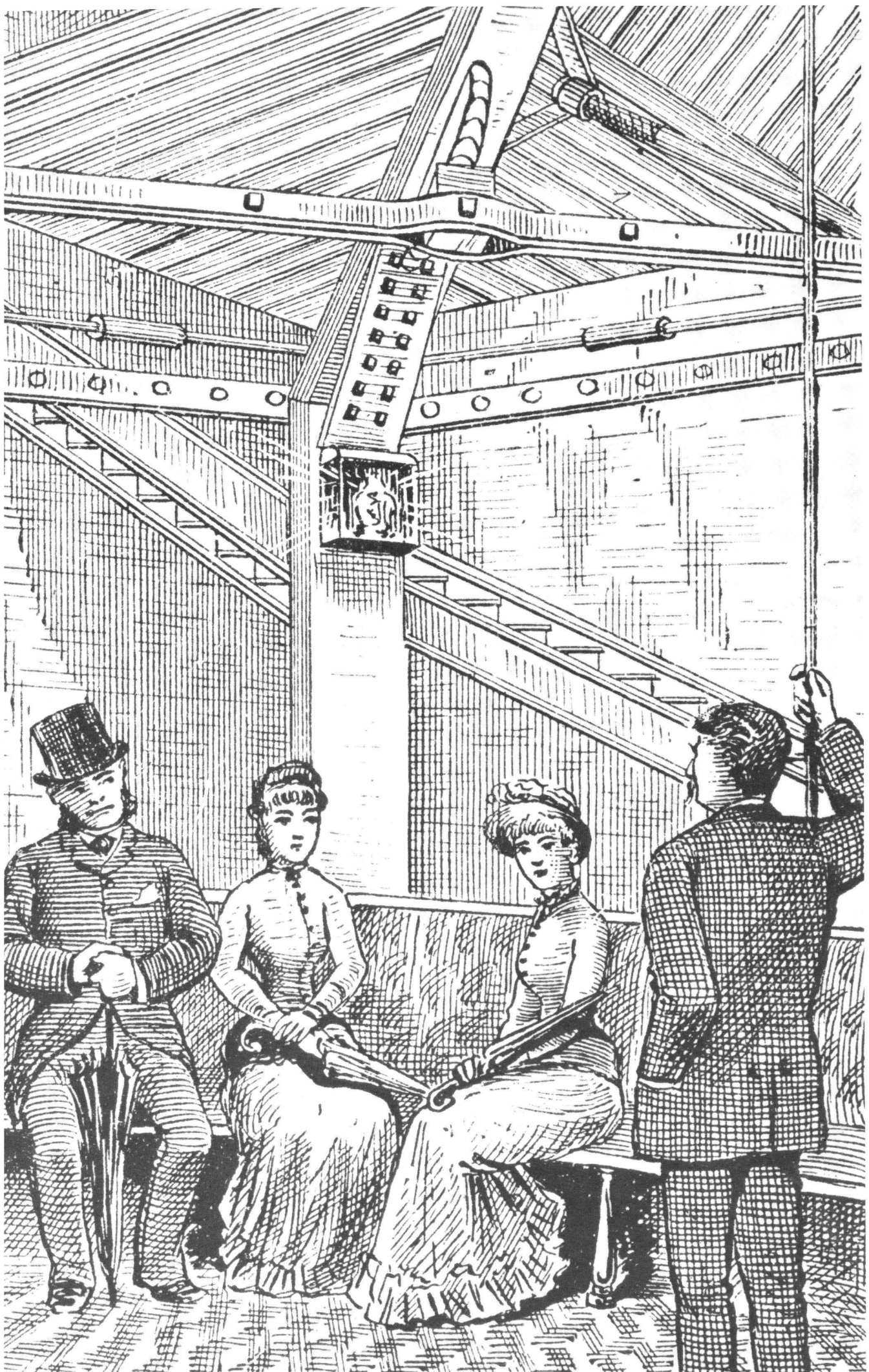
Section A
1/8" = 1'-0"



Section B
1/8" = 1'-0"

809/20.008
DSC/JUN/01

Monument Plaza Design Concept



Consultation and Coordination

The following agencies, institutions, and organizations have been consulted during the preparation of this document. The National Park Service is grateful for their cooperation and significant contributions to this planning effort.

Bureau of Occupational and Institutional Hygiene, District of Columbia

Commission of Fine Arts

District of Columbia Department of Highways and Traffic

EDAW, Inc.

Federal Highway Administration, Region 15

Government Services, Inc.

Harpers Ferry Center, National Park Service

Landmark Services, Inc.

National Capital Planning Commission

Pennsylvania Avenue Development Corporation

Project for Public Spaces, Inc.

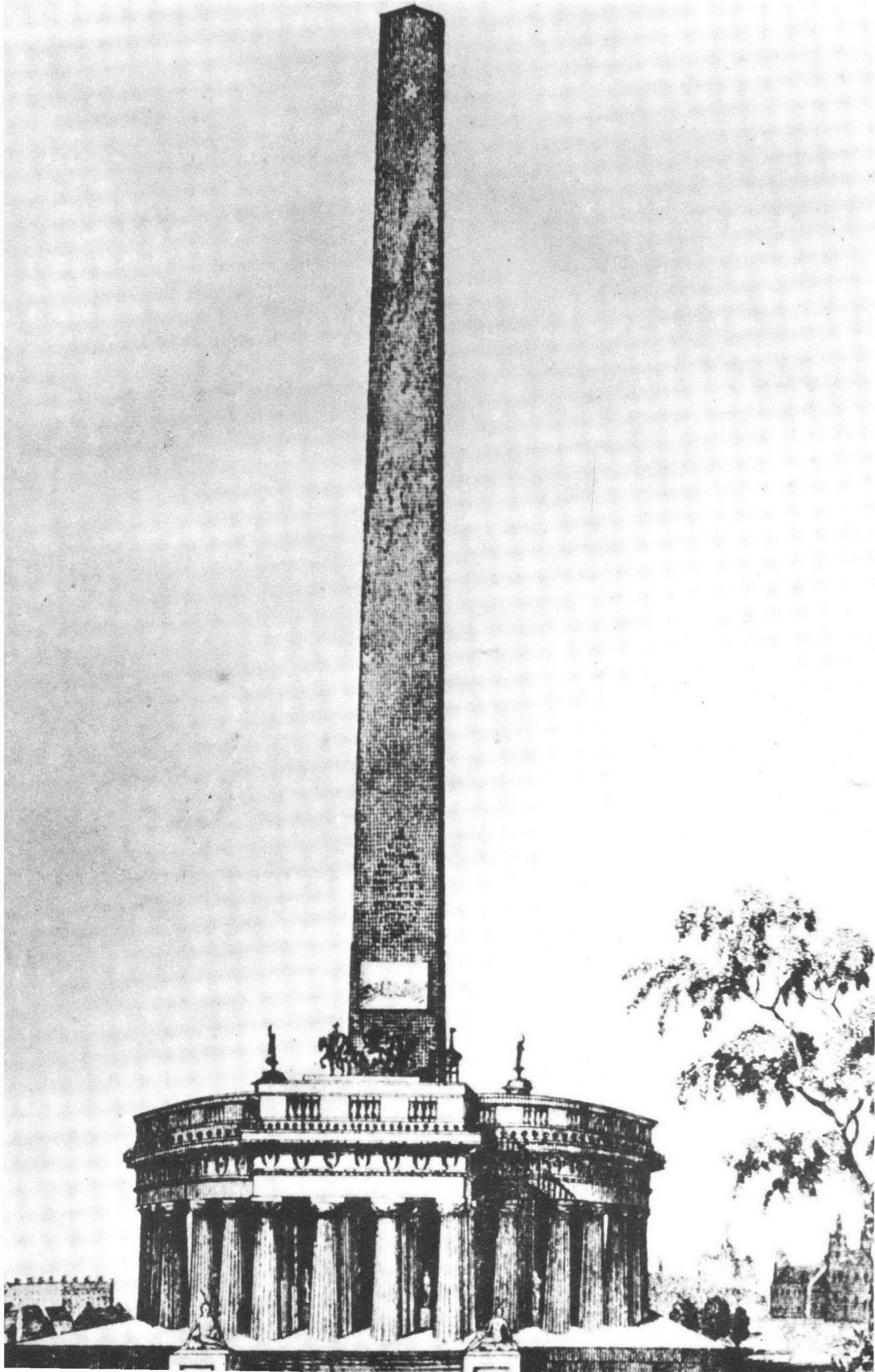
Skidmore, Owings, and Merrill

Smithsonian Institution

State Historic Preservation Officer, District of Columbia

United States Park Police

Washington Monument Society



Appendix / Bibliography / Planning Team

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Washington Monument

AND/OR COMMON

2 LOCATION

STREET & NUMBER

15th St. W. between Constitution & Independence Aves.

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Washington

VICINITY OF

STATE

CODE

COUNTY

CODE

D.C.

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☐ BUILDING(S)
☒ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☒ PUBLIC
☐ PRIVATE
☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☒ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☐ YES RESTRICTED
☒ YES UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE
☐ COMMERCIAL
☐ EDUCATIONAL
☐ ENTERTAINMENT
☐ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☒ PARK
☐ PRIVATE RESIDENCE
☐ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☒ OTHER commemoration

4 AGENCY

REGIONAL HEADQUARTERS (If applicable)

National Capital Region, National Park Service

STREET & NUMBER

1100 Ohio Drive, S.W.

CITY, TOWN

Washington

STATE

D.C. 20242

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Buildings Survey (DC-349)

DATE

1971

☒ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Library of Congress

CITY, TOWN

Washington

STATE

D.C.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Washington Monument stands in open parkland located at the western end of the National Mall, enclosed by Constitution Avenue on the north, 14th and 15th streets on the east, the Tidal Basin on the south, and 17th Street on the west. Appearing on the grounds are a number of other structures, including: the Survey Lodge, Memorial Lodge, Jefferson Pier Marker, Sylvan Theater, an encirclement of American flags, a parking lot, and various paths. All are described below.

The Washington Monument

The Washington Monument was built between 1848 and 1884 as a memorial to George Washington. Its construction took place in two major phases, 1848-56 and 1876-84, war and a lack of funds causing the intermittent hiatus. Robert Mills originally designed a neoclassical plan which provided for a nearly-flat-topped obelisk surrounded by a circular colonnade. However when the project was resumed in 1876, Mills' successor, Lt. Col. Thomas L. Casey, redesigned the monument to resemble an unadorned Egyptian obelisk with a pointed pyramidion in accordance with the suggestions of George Perkins Marsh. Casey's design is essentially what appears today. L'Enfant's plan for the city called for the monument to Washington to be built at the intersection of the east-west axis through the Capitol and the north-south axis through the Executive Mansion, but soil conditions caused it to be constructed 351.6' east and 123.17' south of that point.

The Washington Monument stands 555' 5-1/8" tall, 500 of these feet forming the shaft while the remainder constitute the capping pyramidion. The shaft tapers from a base width of 55' 1-1/2" to a width of 34' 5-1/2" at the 500' level. The walls of the monument range in thickness from 15' at the base to 18" at the upper shaft. They are composed of white marble from Maryland and Massachusetts, underlain by granite, the whole supported by interior ironwork. A slight color change is perceptible at the 152' level.

A flight of 899 steps rises to the observation area in the pyramidion. 198 commemorative stones donated by various countries, states, and private groups are set in the outer walls along the stairway. The elaborate carvings of many have been damaged; some have been restored. The stairs surround a central elevator shaft. The elevator, the normal means of visitor access to the top, was originally steam powered; the present system is electric.

The viewing area contains eight windows, two to a side. Those on the east were made somewhat taller for exterior access. The openings were originally unglazed and could be closed by interior shutters which swung flush with the exterior surface, rendering the openings nearly invisible in accordance

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

with Marsh's expressed intent. In the 1920s screens of metal bars were hinged above each window on the interior; two horizontal bars projected like towel racks from the north, west, and south openings and three from the taller east openings. At about the same time, gabled rain gutters resembling peaked eyebrows were fastened to the exterior above each window.

In 1961 the openings were glazed with safety glass. The vertical glass panels are flush with the sloping exterior masonry at the sills but project at the heads of the openings. Under certain lighting conditions shadows from these projections reinforce their presence, making the windows appear larger than they are. The glazing did permit removal of the obtrusive bars and gutters. The interior shutters remained in place until 1975, when the installation of a protective glass wainscoting on the interior walls necessitated their removal.

Two protective features accompany the windows on the pyramidion. The first, dating from 1885, is a system of lightning conductors extending down from the engraved 100-ounce aluminum capstone at the tip of the monument. The second is a set of red lights used to alert aircraft to the position of the obelisk, installed in 1958. There are eight of these lights, one above each of the windows.

Supporting the entire 81,120-ton edifice is a 36,912-ton foundation of Portland cement which goes to a depth of 36' 10" and covers an area of 16,002 square feet.

The Washington Monument sits atop a grassy knoll with land gently sloping to every side. Though it appears natural, this aesthetic hillock is the result of a landscaping project which was done in the years immediately following the monument's construction. The monument itself plays a key role in the city's design. The L'Enfant Plan placed it at the juncture of the Mall running west from the Capitol, and the President's Park extending south from the White House. Later, after the land south and west of it had been reclaimed from the Potomac River, the Washington Monument, in accordance with the McMillan Plan of 1901, became the approximate center point of the cross formed by the Capitol, White House, Lincoln Memorial, and Jefferson Memorial.

The Survey Lodge

Located approximately 750' southwest of the Washington Monument is the Survey Lodge, formerly known as the Boiler Room. It is a small, one-story structure, roughly square in plan, which was built by contractor William Bradley in 1886. The five-step main entrance is found on the west end of the north side of the building under a shallow projection with a gabled peak. Two feet from the

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gabled end and set back a bit are two windows. This pattern of two windows and a gabled entrance is repeated on the east side of the building; however, this side includes a large closed-off opening beside the door. The western wall has four windows but no entrances, while the southern wall is void of both windows and entrances. The latter wall is entirely of concrete except for a tapering marble chimney which stands in the southwest corner of the house. The interior of the building, which now houses the National Park Service Headquarters for Mall Operations, has been partitioned into various small offices. The basement, once housing the boilers, is now used entirely for storage. Entrance to the steam tunnels running between the monument and the Survey Lodge can be found in the basement as well.

The Survey Lodge is made of refuse marble and granite left over from the monument's construction. The walls, with the exception of the cement south wall, are made of marble in rusticated random ashlar masonry. In contrast are the lintels and sills of the windows and doors which are made of smooth granite.

Memorial Lodge

Just 480' east of the Washington Monument is a small, flat-roofed, one-story building with a partial basement. It is basically rectangular in plan, measuring 43' X 24' with a polygonal bay centered on the west side. On the east side is a central porch, 21' long, extending 2½' out from the wall. This porch is recessed into the front wall and faced with yellow brick and is screened by two marble Doric columns in-antis. There are two windows on either side of the central porch and one on each end along with restroom entrances. These casement windows are placed high in the wall above plain stone panels which are now concealed by shrubbery. This foliage also conceals the decorative pilasters applied to the center mullions and side sashes. The original structure is constructed of marble laid in rusticated courses of random ashlar. It was built by Poindexter and Company in 1888 and was remodeled in 1931 and 1942.

In 1963, a large cinderblock addition was added to the west wall. It is lower than the original section and is in a basic lean-to form, partially concealing the polygonal bay. An extension of aluminum awning is added to the lean-to structure in the summer to provide shade.

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Jefferson Pier Marker

The Jefferson Pier Marker is a small monument, 371.6' west and 123.17' north of the Washington Monument, lying on the spot where the east-west axis of the Capitol intersects the north-south axis of the White House. The original stone, placed in 1804, was later leveled and forgotten. In 1890, another stone was erected over the foundation of the earlier marker. This second stone, a 2' X 2' block of granite 3'3" tall, has inscribed on its western face the following:

POSITION OF JEFFERSON
PIER ERECTED DEC 18, 1804.
RECOVERED AND RE-ERECTED
DEC 2, 1889
DISTRICT OF COLUMBIA

The Sylvan Theater

The Sylvan Theater is located 150 yards south-southeast of the Washington Monument in a small depression near Independence Avenue. The first theatrical structure built on the site was constructed prior to 1944. The present theater is an open-air structure, approximately 60' long, 40' wide and 40' tall. The stage itself is basically of a rectangular design. It stands 4' above ground level and can be reached in the front only by use of steps at the edge of the stage. The theater facade is carved wood of a dark brown color. The interior of the stage, also of wood, is painted black. Shrubbery serves as the backdrop. Iron girders support the edifice from the inside.

Framing the stagefront is a large green light boom. The lights and the sound are operated in the control booth, a small, brown 10' X 18' windowless structure just north of the stage.

Four auxiliary buildings are adjacent to the theater at its sides. All four of these buildings are brown, tin, flat-roofed structures. They are void of windows, having instead vents along the upper portions of the wall which admit air and light. Of these four structures, two are small and two are large. The larger structures, which border the stage on either side, are the dressing rooms. They are identical in design, both being about 35' X 15' in size and 10' tall. Both have one entrance on the south side and two on the side facing the stage.

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Nestled between these buildings and the theater are the two smaller buildings. The smallest, an 8' X 10' shed, is the electrical center. The other, slightly larger, is a storage room.

Rounding out the Sylvan Theater complex are two sizeable, modern comfort stations. The largest, located just to the rear of the theater, is a permanent building of circular shape. The other restroom, about 100' west of the theater, is a green, metal, mobile structure opened only on special occasions. All of the Sylvan Theater auxiliary buildings were built after 1966.

Washington Monument Flags

Surrounding the Washington Monument in a circular colonnade are 50 aluminum flagpoles displaying American flags. They were constructed in 1959 to replace 48 temporary wooden staffs first erected in 1937. The aluminum poles are grounded in concrete and stand approximately 24' high.

The Grounds

The grounds surrounding the Washington Monument have been significantly altered since the time the monument was built. When the monument was dedicated in 1884, it was bordered on the south and west by a marshland. The site which Charles Pierre L'Enfant had set aside for the monument was then at the edge of the Potomac River. Today this spot is designated by the Jefferson Pier Marker.

In the years following the dedication, thought was given to the terracing of the grounds. Plans were accepted, including one for an ornamental marble retaining wall at the monument connected to an elaborately-tiled esplanade by way of two broad double stairways. This plan was abandoned on economic grounds in favor of a simpler landscaping project. This project called for the deposition of 250,000 cubic yards of fill around the monument, fashioned so that the earth sloped gradually away from the monument on all sides. Trees and shrubs were then planted and paths laid out, completing the look. This entire landscaping project, completed in December 1888, cost \$82,500 compared to the \$528,000 tab of its counterpart.

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As the Washington Monument landscaping project neared completion, a larger landscaping project was just beginning. To the south and west, land which had been previously dampened or inundated by the Potomac River was being reclaimed. In accordance with the McMillan Plan of 1901, this land was reserved for public enjoyment and now comprises East and West Potomac Parks and the portion of the Washington Monument grounds west of the Jefferson Pier Marker.

Since 1901 the grounds have undergone continuous change. Baseball diamonds and tennis courts which earlier in the century covered portions of the grounds have been removed as have temporary military installations built during World War II on the land west of the monument. Roads and paths to the monument have been in a state of constant flux. Today paved pathways between four and 12 feet in width radiate from the monument to the northwest, southwest, northeast, southeast, and east. By mid-century, western extensions of Independence and Main Avenues were constructed across the southern portion of the grounds and a large Park Service maintenance and greenhouse complex in this area (across 15th Street west of the Bureau of Engraving and Printing) was removed. East Basin Drive, bordering the Tidal Basin, affords parking for the paddle boat concession on the Basin and for the floral displays along Maine Avenue.

Those who come to the monument in a car may park in the designated parking area northwest of the obelisk. The oval-shaped lot is entered from Constitution Avenue. It covers an area of approximately one and one half acres and can accommodate 135 cars at one time. Like the pathways, it is surfaced with asphalt.

A gatepost designed by Charles Bulfinch for the U.S. Capitol grounds stands near the northeast corner of the monument grounds. It is included in a separate National Register nomination.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) commemoration
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES	1848-1889	BUILDER/ARCHITECT	Robert Mills, George Perkins Marsh, Thomas L. Casey
----------------	-----------	-------------------	---

STATEMENT OF SIGNIFICANCE

The Washington Monument is significant as the nation's foremost memorial to her first president, George Washington, as a major example of 19th century Egyptian Revival architecture, and as a notable accomplishment in structural engineering for its period. It and its landscaped grounds are literally central to the monumental core of the nation's capital.

Plans for a national monument began as early as 1783 when Major Pierre Charles L'Enfant proposed to Congress that an equestrian statue of General Washington be erected. Although the monument was authorized by Congress, no action was taken by the time Washington died in 1799. His death rekindled public aspiration for an appropriate memorial to him, and John Marshall proposed that a special sepulchre be erected for the General within the Capitol itself. Lack of funds postponed the construction of the tomb, causing the building of a memorial to falter once more.

Marshall was determined, however, and in 1833 he and James Madison formed the Washington National Monument Society. By 1836 the Society had raised over \$28,000 and advertised for competitive architectural designs. The winning architect was Robert Mills. His design called for a 600' tapering square shaft with a nearly flat top, surrounded by a circular colonnade on which would stand a statue of Washington in a chariot. Inside the colonnade statues of 30 prominent Revolutionary War heroes would be displayed. For this project, Congress in 1848 donated 37 acres of land--the same land on which L'Enfant had proposed to build an equestrian statue of Washington 57 years earlier.

In an elaborate Fourth of July ceremony in 1848, the cornerstone was laid. Construction continued until 1854 when funds became exhausted. In 1855, Congress voted to appropriate \$200,000 for continuance of the monument's construction. However these funds were rescinded when, in that same year, a political party known as the Know-Nothings seized control of the Washington Monument Society through an illegal election. The Know-Nothings retained control of the monument until 1858 when they returned all records to the original Society. While in control, the Know-Nothings did add 13 courses of masonry to the monument. Inferior marble was used, however, and the 18 courses were later removed. The hiatus in construction was extended through the 1860's by civil strife which diverted public attention and funds away from the monument. Only in 1876 with the arrival of the Centennial did the unfinished monument gain public attention once more. In that year, Congress passed a two million dollar bill to complete the monument, which had remained unfinished at 152' for twenty years. The

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construction was resumed in 1880 under the auspices of Lt. Col. Thomas L. Casey of the U.S. Army Corps of Engineers. On the advice of George Perkins Marsh, American minister to Italy, Casey altered the original plan of Mills and redesigned it so that the monument would resemble a colossal, unadorned Egyptian obelisk. With sufficient funding behind it, construction continued at a brisk pace. In four years it was completed, the capstone being placed on December 6, 1884, during an elaborate dedication ceremony.

The ceremony did not mark the end of construction though. From the leftover granite and marble rubble, two small utility buildings were raised on the monument grounds. The first of these was the Boiler Room (now known as the Survey Lodge), which was completed in 1886. This structure contained boilers that produced steam which, when piped underground, provided power for the Washington Monument elevator. Today this building serves as the Headquarters for Mall Operations of the National Park Service. The second building was the Memorial Lodge, a single-story structure completed in 1888. This building was to function as the home of the monument custodian, house the Washington National Monument Society records, and provide restroom facilities for visitors who were to meet there before walking up to the monument. Today the Lodge is used as a restroom/snackbar/souvenir shop for the monument.

Less noticeable but of equal interest is the Jefferson Pier Marker. Located 371.6' west and 123.17' north of the monument, this stone marks the spot where the Washington Monument was originally intended to stand according to the L'Enfant Plan. The exact location was first affixed in 1793 and a stone was set in 1804 during Jefferson's presidency. The marker was used as a bench mark for the monument and as a mooring post for the old canal until the stone was leveled to the ground and forgotten. In 1872 these stones and others were collected for the bed of a nearby road. Only 20 inches of foundation remained and this was infilled with dirt. In 1889, interest in the old marker was rekindled. The old site was rediscovered and a new pier marker was erected over the foundations of the original.

The monument grounds experienced much change in the 20th century. In 1917 the Sylvan Theater came into existence. The original theater was not a building but merely an earthen platform bordered by shrubbery. By 1944 an actual stage structure had been built on the site and by 1961 the stage resembled its present appearance. Various auxiliary buildings, such as dressing rooms, a storage room, an electrical room, a control booth and restrooms were erected after 1966. A major renovation of the theater complex took place in 1976. The extant facility cannot be considered historic.

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As early as 1937 flags were placed around the Washington Monument. On February 22 of that year, 48 flags--one for each state in the Union-- were placed around the monument in honor of George Washington's birthday. The original 1937 flagstaffs were made of wood and thus were not intended to be permanent features. They stood intermittently for 21 years until 1959 when they were replaced by the 50 aluminum poles which appear today.

With the coming of World War II, a number of temporary military installations were constructed on the western end of the monument grounds. These no longer stand, having been removed shortly after the termination of the war.

The most highly variant aspect of the grounds in this century has been the roads and pathways leading to and from the monument. In former years, cars were able to drive up to and park at the base of the monument. This practice has been discontinued. Presently, cars may use the parking lot located northwest of the monument, just off of Constitution Avenue. This lot was probably first constructed to serve the military installations located nearby in the early 1940's.

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10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 106.01

UTM REFERENCES

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	ZONE		EASTING		NORTHING				ZONE		EASTING		NORTHING		
C	1,8	3	2,3	1,0,0	4,3	0,6	0,7,0	D	1,8	3	2,3	1,1,0	4,3	0,6	5,4,0
	ZONE		EASTING		NORTHING				ZONE		EASTING		NORTHING		

VERBAL BOUNDARY DESCRIPTION

E 18/ 323190/ 4306550

(see continuation sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Donald C. Pfanz, Historian

ORGANIZATION

National Park Service, National Capital Region

DATE

December 2, 1980

STREET & NUMBER

1100 Ohio Drive, S.W.

TELEPHONE

202-426-6660

CITY OR TOWN

Washington, D.C. 20242

STATE

12 CERTIFICATION OF NOMINATION

NOT A NOMINATION--DOCUMENTATION OF
EXISTING NATIONAL REGISTER PROPERTY
STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES___

NO___

NONE___

N/A

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ___ National ___ State ___ Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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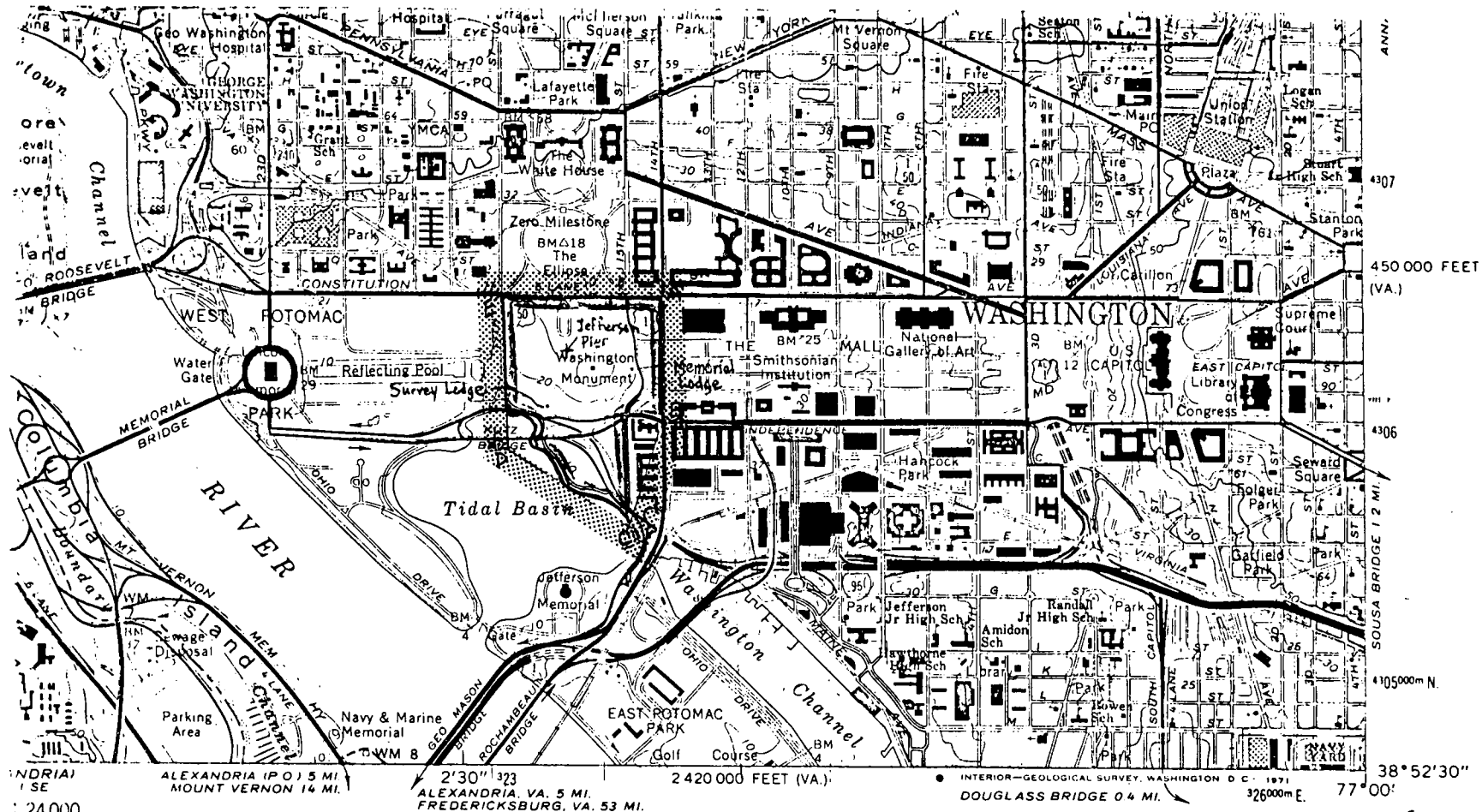
DATE ENTERED

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Verbal Boundary Description:

Beginning at the southwest corner of Constitution Avenue and 14th Street, N.W., thence southerly along the western side of 14th Street to its intersection with Independence Avenue, thence westerly along the north side of Independence Avenue to its intersection with 15th Street, thence southerly along the west side of 15th Street to the Tidal Basin, thence northwesterly along the shore of the Tidal Basin to its intersection with 17th Street, thence northerly along the east side of 17th Street to its intersection with Constitution Avenue, thence easterly along the south side of Constitution Avenue to the point of beginning.



24000

1 KILOMETER

0 1000 2000 3000 4000 5000 6000 7000 FEET

RVAL 10 FEET

4 SEA LEVEL

FEET—DAIUM IS MEAN LOW WATER

PROXIMATE LINE (V) MEAN HIGH WATER

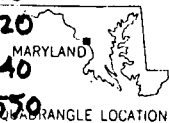
5 APPROXIMATELY 28 FEET

MAP ACCURACY STANDARDS

SURVEY, WASHINGTON, D. C. 20242

JRCES, CHARLOTTESVILLE, VIRGINIA 22903

3 AND SYMBOLS IS AVAILABLE ON REQUEST



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