National Park Service
Cultural Landscapes Inventory

2017

Pennsylvania Avenue, SE corridor
National Capital Parks-East - Capitol Hill Parks

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI) is an evaluated inventory of all significant landscapes in units of the national park system in which the National Park Service has, or plans to acquire any enforceable legal interest. Landscapes documented through the CLI are those that individually meet criteria set forth in the National Register of Historic Places such as historic sites, historic designed landscapes, and historic vernacular landscapes or those that are contributing elements of properties that meet the criteria. In addition, landscapes that are managed as cultural resources because of law, policy, or decisions reached through the park planning process even though they do not meet the National Register criteria, are also included in the CLI.

The CLI serves three major purposes. First, it provides the means to describe cultural landscapes on an individual or collective basis at the park, regional, or service-wide level. Secondly, it provides a platform to share information about cultural landscapes across programmatic areas and concerns and to integrate related data about these resources into park management. Thirdly, it provides an analytical tool to judge accomplishment and accountability.

The legislative, regulatory, and policy direction for conducting the CLI include:

National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish…a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places…of historic properties…

Executive Order 13287: Preserve America, 2003. Sec. 3(a)…Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA…No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior… (c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying… historic properties in its ownership and make the report available to the Council and the Secretary…

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A)

Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories…about cultural resources in units of the national park system…Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,… and historic sites…

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Responding to the Call to Action:

The year 2016 marks the 100th anniversary of the National Park Service. A five-year action plan entitled, "*A Call to Action: Preparing for a Second Century of Stewardship and Engagement*" charts a path toward that second century vision by asking Service employees and partners to commit to concrete actions that advance the agency's mission. The heart of the plan includes four broad themes supported by specific goals and measurable actions. These themes are: Connecting People to Parks, Advancing the NPS Education Mission, Preserving America's Special Places, and Enhancing Professional and Organizational Excellence. The Cultural Landscape Inventory relates to three of these themes:

Connect People to Parks. Help communities protect what is special to them, highlight their history, and retain or rebuild their economic and environmental sustainability.

Advance the Education Mission. Strengthen the National Park Service's role as an educational force based on core American values, historical and scientific scholarship, and unbiased translation of the complexities of the American experience.

Preserve America's Special Places. Be a leader in extending the benefits of conservation across physical, social, political, and international boundaries in partnership with others.

The national CLI effort directly relates to #3, Preserve America's Special Places, and specifically to Action #28, "Park Pulse." Each CLI documents the existing condition of park resources and identifies impacts, threats, and measures to improve condition. This information can be used to improve park priority setting and communicate complex park condition information to the public.

Responding to the Cultural Resources Challenge:

The Cultural Resources Challenge (CRC) is a NPS strategic plan that identifies our most critical priorities. The primary objective is to "*Achieve a standard of excellence for the stewardship of the resources that form the historical and cultural foundations of the nation, commit at all levels to a common set of goals, and articulate a common vision for the next century.*" The CLI contributes to the fulfillment of all five goals of the CRC:

1) Provide leadership support, and advocacy for the stewardship, protection, interpretation, and management of the nation's heritage through scholarly research, science and effective management;

2) Recommit to the spirit and letter of the landmark legislation underpinning the NPS

3) Connect all Americans to their heritage resources in a manner that resonates with their lives, legacies, and dreams, and tells the stories that make up America's diverse national identity;
4) Integrate the values of heritage stewardship into major initiatives and issues such as renewable energy, climate change, community assistance and revitalization, and sustainability, while cultivating excellence in science and technical preservation as a foundation for resource protection, management, and rehabilitation; and
5) Attract, support, and retain a highly skilled and diverse workforce, and support the development of leadership and expertise within the National Park Service.

Scope of the CLI

CLI data is gathered from existing secondary sources found in park libraries, archives and at NPS regional offices and centers, as well as through on-site reconnaissance. The baseline information describes the historical development and significance of the landscape, placing it in the context of the landscape's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit and generates spatial data for Geographic Information Systems (GIS). The CLI also identifies stabilization needs to prevent further deterioration of the landscape and provides data for the Facility Management Software System

Inventory Unit Description:

Pennsylvania Avenue, SE Corridor is a cultural landscape located in the southeast quadrant of Washington, DC. The segment of the avenue included in this cultural landscape inventory runs diagonally, northwest to southeast, for 1.3 miles from Second Street, SE to Barney Circle. The Pennsylvania Avenue, SE Corridor cultural landscape is comprised of National Park Service reservations 037 – 043, 044A, 047A, 047B and 050 - 054. These reservations include the 16 traffic medians that run down the center of the avenue and 13 surrounding triangle parks.
HISTORICAL OVERVIEW
Located in the heart of the historic Capitol Hill neighborhood, Pennsylvania Avenue, SE Corridor has served as a local commercial route since the mid-19th century. The avenue was first laid out as part of Pierre L'Enfant's plan for the city of Washington, in 1791. Despite its proximity to the Capitol building, the surrounding neighborhood remained largely undeveloped until after the Civil War. Pennsylvania Avenue, SE was unpaved until the 1870s, though the blocks immediately southeast of the Capitol building were graveled in 1858. Installation of the city's first streetcar line in 1862 stimulated increased commercial investment along the avenue and citywide improvements to infrastructure led to the eventual paving of the avenue between Capitol Hill and 11th Street SE in the 1870s. The city installed sewers under the street at this time, streetlights installed and trees planted along sidewalks and traffic medians. In the 1880s, the triangle parks surrounding the avenue were delineated and improved with landscaping.

Streetcars ran through the center of the Pennsylvania Avenue, SE Corridor for 100 years before bus service replaced this mode of transportation in 1962. The Pennsylvania Avenue, SE Corridor streetcar

line was the last line in operation in the 1960s. The tracks were pulled up, sodded, and planted over with turf grass, flowering trees, and shrubs as part of Phase I of Lady Bird Johnson's Beautification Project. In the 1970s, many of the squares along Pennsylvania Avenue, SE Corridor were excavated during construction of the city's Metrorail. The Eastern Market and Potomac Avenue Metro Stations opened below Pennsylvania Avenue, SE Corridor in 1977. Reservations surrounding the Eastern Market Metro Station were transferred to Washington, DC in the 1970s. In 2001, squares and parks along Pennsylvania Avenue, SE Corridor, were identified as potential sites of future memorials in the National Capital Planning Commission's Comprehensive Plan.

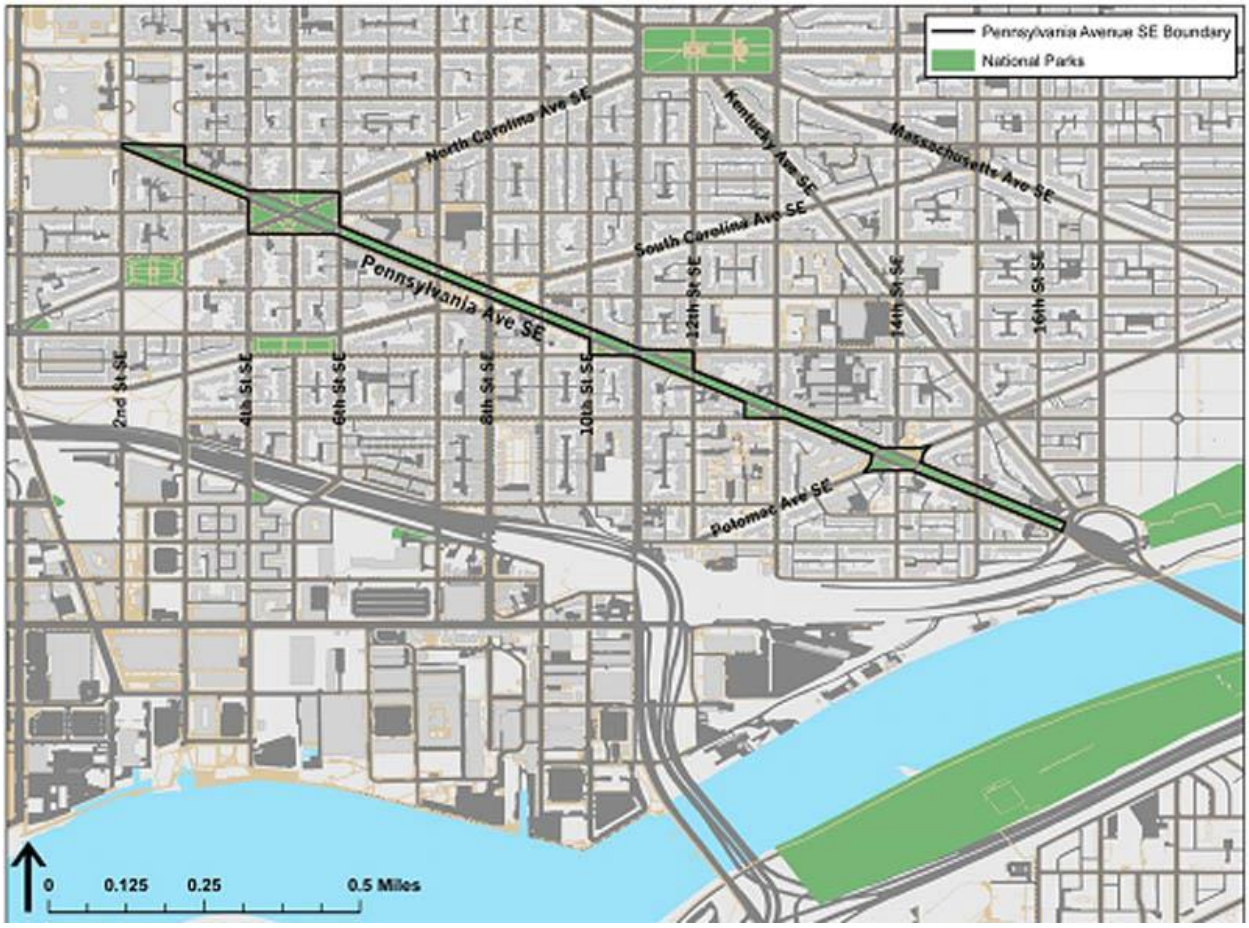
SIGNIFICANCE SUMMARY

Pennsylvania Avenue, SE Corridor is listed on the National Register as part of the 1997 National Register Nomination for the L'Enfant Plan of Washington, DC. The National Register lists the period of significance as 1791-1942. The landscape is listed in the following areas of significance: community planning and development; landscape architecture; politics and government; and transportation. Pennsylvania Avenue, SE Corridor is also listed as part of the Capitol Hill Historic District, which was added to the National Register in 1976. The period of significance for the historic district is listed as 1791-1901. The areas of significance are listed as: architecture; community planning; military; and local neighborhood history. This CLI maintains that Pennsylvania Avenue, SE Corridor is eligible under National Register Criteria A and C, and recommends adding two additional periods of significance: 1862-1962 and 1965-1968. These periods of significance will recognize the role of Pennsylvania Avenue, SE Corridor in the development of public transportation in Washington, DC, and the improvement and beautification of urban recreational areas along the avenue.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

This CLI finds that Pennsylvania Avenue, SE Corridor retains integrity from all three periods of significance: the L'Enfant Plan (1791-1792), the streetcar era (1862-1962) and the Lady Bird Beautification Project (1965-1968). Pennsylvania Avenue, SE Corridor has retained many of its landscape characteristics and features and displays many of the seven aspects that determine integrity as defined by the National Register of Historic Places including: location, design, setting, feeling and association.

Site Plan



Pennsylvania Avenue, SE Corridor is approximately 6.8 acres of landscaped traffic medians and small parks located along a 1.3 mile stretch of Pennsylvania Avenue, SE Corridor, between Second Street, SE and Barney Circle.

Property Level and CLI Numbers

Inventory Unit Name:	Pennsylvania Avenue, SE corridor
Property Level:	Component Landscape
CLI Identification Number:	600102
Parent Landscape:	600071

Park Information

Park Name and Alpha Code:	National Capital Parks-East - Capitol Hill Parks -NACE
Park Organization Code:	3563
Subunit/District Name Alpha Code:	National Capital Parks-East - Capitol Hill Parks - NACE
Park Administrative Unit:	National Capital Parks-East

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

This Cultural Landscape Inventory was researched and written by Shannon Garrison, Research Associate, University of Pennsylvania. Primary and secondary source material from within the National Park Service and local repositories were used to complete the inventory and are listed in the bibliography. Research and editorial assistance was provided by: Martha Temkin and Danny Schaible, Cultural Resource Specialists, National Capital Parks Region, National Park Service; Maureen Joseph, Regional Historical Landscape Architect, National Capital Parks Region, National Park Service; Randall Mason, Associate Professor and Chair, Historic Preservation, University of Pennsylvania; Molly Lester and Collette Kinane, Research Associates, University of Pennsylvania.

Concurrence Status:

Park Superintendent Concurrence: No

Park Superintendent Date of Concurrence: 06/13/2017

National Register Concurrence: Eligible -- SHPO Consensus Determination

Date of Concurrence Determination: 12/22/2016

National Register Concurrence Narrative:

The Historic Preservation Officer for the District of Columbia concurred with the findings of the Pennsylvania Avenue, SE Corridor CLI on December 22, 2016, in accordance with Section 110 of the National Historic Preservation Act. It should be noted that the Date of Eligibility Determination refers to this Section 110 Concurrence and not the date of National Register Eligibility, since that is not the purview of the Cultural Landscapes Inventory.

Concurrence Graphic Information:

Statement of Concurrence
Pennsylvania Avenue SE Corridor Cultural Landscape Inventory

The preparation of this CLI for the Pennsylvania Avenue, SE Corridor – (Second Street SE through Barney Circle) is part of the National Park Service's efforts to update cultural resource inventories, as required by Section 110(a)(1) of the National Historic Preservation Act.

- I, David Maloney, District of Columbia State Historic Preservation Officer, concur with the findings of the Pennsylvania Avenue, SE Corridor – (Second Street SE to Barney Circle) cultural landscape inventory. In addition, I concur that the enumerated cultural landscape resources of the Pennsylvania Avenue, SE Corridor (Second Street SE to Barney Circle), retain integrity to the site's periods of significance; 1791-1792, 1862-1962, 1965-1968 and contribute to its historic character.

David Maloney
District of Columbia Historic Preservation Officer

Date 12/22/2016

Please email signed PDF copy to Martha Temkin, NCR CLI Coordinator at Martha_temkin@nps.gov

SHPO Concurrence

United States Department of the Interior

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

IN REPLY REFER TO

Memorandum

To: Regional Landscape Architect, National Capital Region

From: Superintendent, National Capital Parks – East

Subject: Statement of Concurrence, Pennsylvania Avenue, South East Corridor Cultural Landscape Inventory

I, Tara Morrison, Superintendent of NACE, concur with the findings of the Pennsylvania Avenue, South East Corridor Cultural Landscape Inventory for, including the following specific components:

MANAGEMENT CATEGORY: Must be Preserved and Maintained

CONDITION ASSESSMENT: Fair

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscapes Inventory for the Pennsylvania Avenue, South East Corridor is hereby approved and accepted.

Superintendent, National Capital Parks – East — June 13, 2016 Date

Superintendent Concurrence

Geographic Information & Location Map

Inventory Unit Boundary Description:

The Pennsylvania Avenue SE Corridor Cultural Landscape is located in southeast Washington, DC. It is comprised of NPS reservations 037 – 043, 044A, 047A, 047B and 050 – 054. The traffic medians and triangle parks that make up the landscape are all located along the 1.3 mile stretch of Pennsylvania Avenue SE between Second Street SE and Barney Circle. The street itself, and the sidewalks surrounding it, are not owned by the NPS and are therefore outside the scope of this CLI.

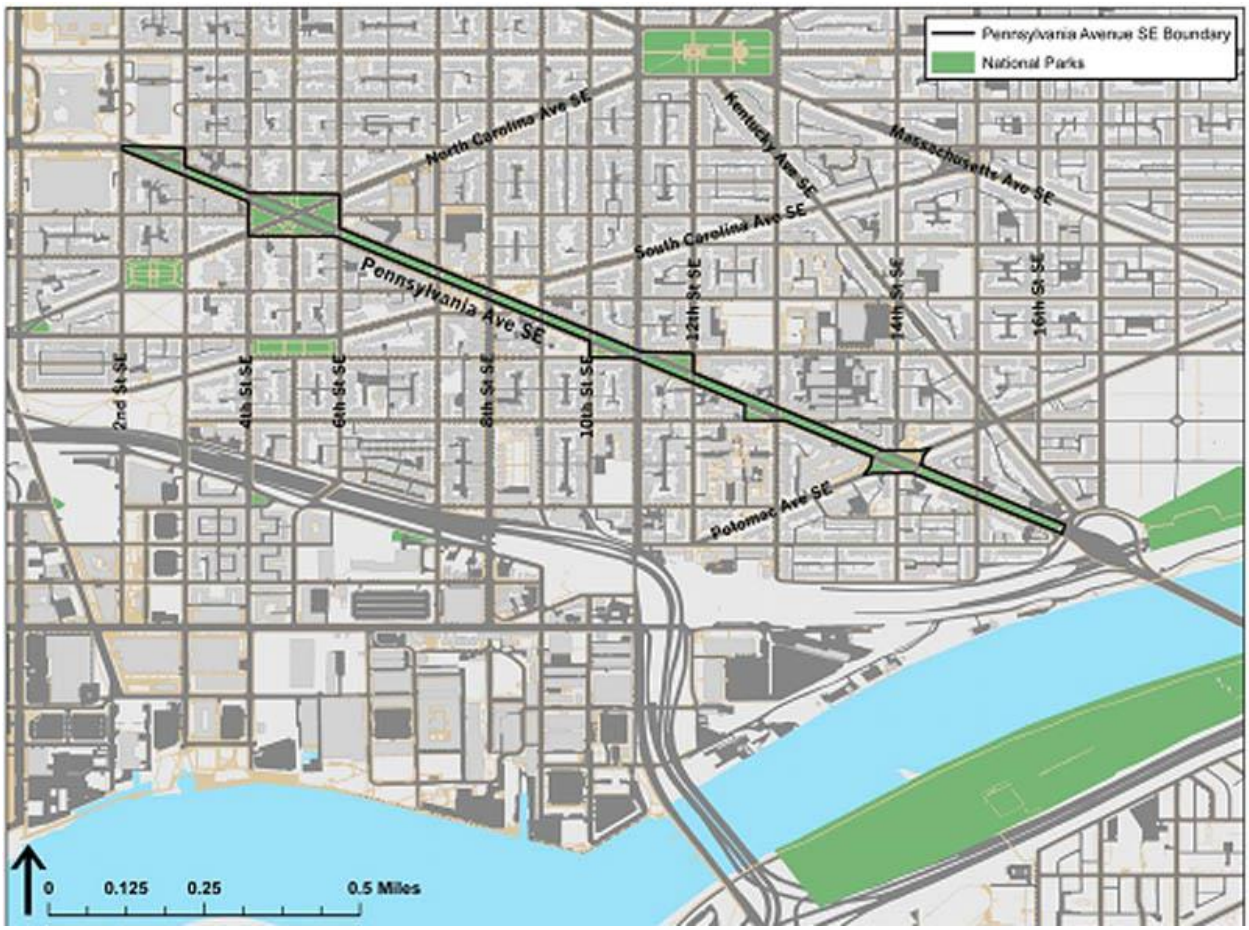
State and County:

State: DC

County: District of Columbia

Size (Acres): 6.83

Location Map:



Location Map

Management Unit: National Capital Parks East

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 06/13/2017

Management Category Explanatory Narrative:

Pennsylvania Avenue, SE Corridor is listed in the National Register of Historic Places as part of the L'Enfant Plan and the Capitol Hill Historic District. It was designed as one of the main ceremonial approaches to the capital, as part of L'Enfant's plan for Washington, DC. Since the mid-19th century, it has also served the surrounding neighborhood as an important commercial and transportation route.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Unrestricted

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Adjacent lands outside of the boundaries of the park include the streets and sidewalks along Pennsylvania Avenue, SE Corridor and the surrounding triangle parks. These are owned and managed by the District of Columbia. The Eastern Market Metro Square, located between Seventh and Ninth Streets SE, was originally part of the larger Pennsylvania Avenue, SE Corridor landscape, but was transferred to the District of Columbia in the 1970s. Other contributing adjacent lands include surrounding lands listed as part of the L'Enfant Plan National Register nomination and the Capitol Hill Historic District.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered Inadequately Documented

National Register Explanatory Narrative:

Pennsylvania Avenue, SE Corridor is listed as a contributing structure on the National Register as part of the 1997 L'Enfant Plan of Washington, DC National Register Nomination. The National Register lists the period of significance as 1791-1942. The cultural landscape is listed in the following areas of significance: community planning and development; landscape architecture; politics and government; and transportation. Pennsylvania Avenue, SE Corridor (the portion from 2rd Street to 12th Street) is also listed as part of the Capitol Hill Historic District National Register Nomination (the section from 2rd Street to 12th Street), which was entered into the National Register in 1976. The period of significance for the historic district is listed as 1791-1901. The areas of significance are listed as architecture, community planning, military and local neighborhood history.

According to research conducted for this CLI and the categories of National Register documentation outlined in the "CLI Professional Procedures Guide," the Pennsylvania Avenue, SE Corridor landscape is inadequately documented based on the existing National Register documentation. This CLI maintains that Pennsylvania Avenue, SE Corridor is eligible under National Register Criteria A and C and recommends adding additional periods of significance: 1862-1962 and 1965-1968. These periods of significance will recognize the avenue's role in the development of public transportation in Washington, DC and the improvement and beautification of urban recreational areas throughout DC due to Lady Bird Johnson's Beautification Program.

The recommended 1862-1962 period of significance falls within the dates and scope of the 2006 Historic Streetcar and Bus Resources of Washington, DC Multiple Property Documentation Form (MPDF). This National Register MPDF provides and important context by which to evaluate historic streetcar and bus-related resources for listing in the National Register of Historic Places, and emphasizes the importance of streetcars in the development of the city between 1862 and 1962.

Existing NRIS Information:

NRIS Number:	97000332
Primary Certification Date:	03/12/1997
Other Names:	76002127 Cap Hill Historic Dis
Primary Certification Date:	08/27/1976

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Contributing
National Register Classification:	Multiple Property
Significance Level:	National
Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	CE 1791 - 1792
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	The Early National Period
Time Period:	CE 1862 - 1962
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Urban Transport (Trolleys, Streetcars And Subways)
Time Period:	CE 1965 - 1968
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Recreation
Facet:	General Recreation

Area of Significance:

Area of Significance Category:	Community Planning and Deve
Area of Significance Category:	Transportation

Statement of Significance:

PERIODS OF SIGNIFICANCE: 1791-1792, 1862-1962, 1965-1968

This CLI finds that the Pennsylvania Avenue, SE Corridor Cultural Landscape is eligible for listing in the National Register under Criteria A and C. Under Criterion A, a property is considered eligible if there is an association with events that have made a significant contribution to the broad patterns of our history. Pennsylvania Avenue, SE Corridor derives national significance as a component of the major public avenues envisioned in Pierre Charles L'Enfant's 1791 Plan of the City of Washington. It is also eligible under Criterion A for its local significance as the location of Washington DC's first streetcar line, which began service in 1862 and ran from Georgetown to the Navy Yard. Under Criterion C, the Pennsylvania Avenue, SE Corridor has local significance as a designed public landscape intended for passive recreational use. In 1965, the center medians along the corridor were landscaped to emphasize views toward the Capitol building, part of phase I of Lady Bird Johnson's Beautification Program. Pennsylvania Avenue, SE Corridor is also eligible under Criterion C, as the property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master. The Pennsylvania Avenue SE Corridor is an important expression of Baroque city planning and is part of the masterwork of Pierre L'Enfant.

The proposed periods of significance for Pennsylvania Avenue, SE Corridor are 1791-1792, which encompasses Pierre L'Enfant's design and survey work associated with the 1791 Plan of Washington, 1862-1962, which includes the development, operational expansion of the city's first streetcar line and the subsequent improvement to squares and parklets along the avenue for recreational purposes, and 1965-1968, during which period the center medians along the avenue were landscaped as part of Lady Bird Johnson's Beautification Program.

Pennsylvania Avenue, SE Corridor (is currently listed on the National Register of Historic Places as part of the 1976 Capitol Hill Historic District (the section from 2rd Street to 12th Street) and the 1997 National Register Nomination for the L'Enfant Plan of Washington, DC. The entries into the National Register lists the periods of significance as 1791-1901 and 1791-1942, respectively.

CRITERION A

National

Under Criterion A, Pennsylvania Avenue, SE Corridor is nationally significant within the historic theme of Community Planning and Development, as a prominent thoroughfare in Pierre L'Enfant's 1791 plan for the development of the United States capital. L'Enfant plotted a series of diagonal avenues, named after states, and superimposed on a grid of regularly occurring orthogonal streets. L'Enfant designated 15 large squares throughout the city, including Seward Square. The intent of these spaces were to provide sites for future monuments. L'Enfant used the design concept of axial relationships to symbolically and visually link prominent public buildings, intended memorials, and planned squares throughout the city. Andrew Ellicott officially mapped the streets and squares after L'Enfant's design in 1792, and the plan was gradually realized over the next century. The federal government acquired the area for Pennsylvania Avenue, SE Corridor, Seward Square, and additional open spaces in 1791. However, the street and its surrounding spaces remained largely undeveloped until after the Civil War.

Local

Under Criterion A, Pennsylvania Avenue, SE Corridor is also eligible for local significance in the area

of Transportation. The first streetcar line in Washington, DC ran down Pennsylvania Avenue, SE Corridor beginning in 1862. The earliest streetcars were pulled by horses on tracks that ran from Georgetown, along Pennsylvania Avenue to Eighth Street SE, where they turned south and connected to the Navy Yard. The streetcar line spurred investment throughout the Capitol Hill neighborhood, which had been slow to develop in the early and mid-19th century. As transportation continued to improve, Pennsylvania Avenue SE Corridor emerged as the neighborhood's main commercial route, with shops, schools and churches lining the street by the turn of the 20th century. In 1901, streetcar tracks were extended east to Barney Circle, encouraging further development along the avenue. Streetcars continued to serve the neighborhood until 1962, when the city replaced them with buses.

Under Criterion A, the Pennsylvania Avenue, SE Corridor is also eligible for local significance in the area of Entertainment/Recreation as part of the 19th and 20th century development of passive urban recreational areas, in the small open spaces and parkletts created as a result of the L'Enfant Plan. The development of these spaces occurred between 1871 and 1913, and reflected the popular belief that park development would not only improve the appearance of the city, but could lead to societal reform.

Between 1965 and 1968, the medians along Pennsylvania Avenue SE Corridor were included as part of Phase I of Lady Bird Johnson's Beautification Program for the city of Washington. This program was part of President Johnson's considerable attention to the advancement of environmental issues. Lady Bird Johnson became the foremost public face of the environmental interests associated with the Johnson administration.

The Beautification Program was part of Lady Bird's larger advocacy on behalf of environmental protection. Lady Bird hoped to restore natural beauty to America's roadways, beginning with those in the nation's capital. Phase I of the program involved the installation of massed flowering plants at monuments, tourist areas and entrance roads to the city. Lady Bird sought concrete results through her Beautification Program: "My criteria of a project is that it receive the fullest human use – that it be well cared for – and a third ingredient – that the desire for it emanate from the neighborhood and the users." (Quoted in Gould 1988, p. 103). The beautification initiative enjoyed the active support of Secretary of the Interior Stewart L. Udall. Udall first suggested that Lady Bird "transform Washington D.C. into 'a garden city' whose floral displays and plantings would make it a handsome model for America." (Gould 1999, pp. 46-47).
The Lady Bird Johnson landscape plan for Pennsylvania Avenue, SE was designed to enhance views toward the Capitol Building. The efforts reemphasized the axis designed by L'Enfant. The design consisted of the planting of rows of flowering trees and shrubs in the street's wide center medians. In the fall of 1965, approximately 400 saucer magnolias and 1400 white azaleas were planted along the corridor, in what was described as "the first thrust in the long range program to make the Nation's Capital more beautiful, meaningful and livable" (National Park Service Press Release, October 25, 1965, City Beautiful Files).

CRITERION C
National
The Plan for Washington, DC is the comprehensive Baroque plan design masterwork of Pierre

L'Enfant. As the capital of a new nation, it was intended as a model for American city planning and a symbol of governmental power. L'Enfant was influenced by the designs of several European cities and 18th century gardens, as well as the political system of the new United States. The result was a system of orthogonal streets with intersecting diagonal avenues radiating from the two most significant building sites, to be occupied by edifices for Congress and the president. The commemorative and symbolic location of buildings, streets and vistas collectively establish the historic Federal City as the singular American example of an urban core that, from inception, has physically expressed its political role as a designed national capital. L'Enfant's plan has influenced the design of other capital cities, including Canberra, Australia and New Delhi, India (Leach 1997: VIII.7-8).

State Register Information

Date Listed: 11/08/1964

Name: The Plan of Washigton (L"Enfant Plan; L'Efant-McMillian Plan)

Explanatory Narrative:

Major elements designated 01/19/1971; Expanded 01/23/1997

The Plan of the City of Washington:
"The Plan of the City of Washington is the sole American example of a comprehensive Baroque city plan with a coordinated system of radiating avenues, parks, and vistas overlaid upon an orthogonal grid of streets. It defines the physical character of the national capital, through a symbolic and commemorative arrangement of buildings, structures and views. The plan was intimately related to the establishment of the United States and the creation of a symbolic and innovative capital city for the Federal republic. It was embellished through 19th century public works and building regulations, and magnified and expanded through the urban improvements of the Senate Park Commission of 1901 (the McMillan Commission), resulting in the most elegant example of City Beautiful tenants in the nation. The plan is the acknowledged masterpiece of architect-engineer Pierre Charles L'Enfant and the McMillan Commission. It is also significant to the work of numerous other persons and groups important to the landscape architecture, urban design, civil engineering, and planning of the city. It has served continuously as the setting for national political expression and nationally significant events, and has influenced subsequent American city planning and other planned national capitals" (DC Inventory of Historic Sites Alphabetical Edition 2009: http://planning.dc.gov/page/dc-inventory-historic-sites).

Date Listed: 06/19/1973

Name: Capitol Hill historic District (the section from 2nd Street to 12th Street)

Explanatory Narrative:

Boundary expansion 01/20/ 1976

Capitol Hill Historic District
Roughly bounded by the Capitol precinct on the west, F Street NE on the north, 13th and 14th Streets on the east and the Southeast Freeway on the south. The majority of Pennsylvania Avenue, SE Corridor (the section from 2rd Street to 12th Street) was included in the 1976 boundary expansion of the original 1973 historic district. The area between 14th Street SE and Barney Circle was included in a proposed district expansion in June 2015. The District of Columbia Inventory of Historic Sites describes the Capitol Hill Historic District as follows:
"One of the oldest and most architecturally diverse communities in the city, Capitol Hill reflects the social diversity and economic growth of the early capital. It includes early residential development clustered near the Capitol and Navy Yard and, and much late-19th
and early-20th century housing for mostly middle class workers. There is great variety of housing types, with elaborate ornamental pressed-brick structures adjacent to simple, unadorned frame buildings and small apartment houses. Many row houses were built either in long uninterrupted blocks or in small groups whose imaginative facades reflect the aspirations of the builders and residents. There are many

fine commercial buildings, particularly along 8th Street and Pennsylvania Avenue, and notable religious and institutional structures. The predominant architectural styles include Federal, Italianate, Second Empire, Romanesque, Queen Anne, and Classical Revival. There are approximately 8,000 primary contributing buildings dating from circa 1791-1945."

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Current and Historic Use/Function:

Primary Historic Function: Vehicular Circulation

Primary Current Use: Streetscape

Other Use/Function	Other Type of Use or Function
Rail-Related-Other	Historic
Pedestrian Circulation	Both Current And Historic

Current and Historic Names:

Name	Type of Name
Pennsylvania Avenue, SE Corridor	Both Current And Historic

Ethnographic Study Conducted: No Survey Conducted

Chronology:

Year	Event	Annotation
CE 1608	Explored	Captain John Smith is first English settler to explore and map the Potomac River and its Eastern Branch.
CE 1612	Platted	Captain John Smith publishes General Historie of Virginia, which maps his explorations along the Potomac River.
CE 1662 - 1649	Platted	Lord Baltimore grants first patent in the region that is now the District of Columbia to George Thompson.
CE 1670 - 1719	Land Transfer	Thompson grants a 1,000-year lease on his land to Thomas Notely.

CE 1686		The "Houp Yard," comprising most of modern day Pennsylvania Avenue SE, is patented to Walter Houp.
CE 1790	Established	The Residence Act of 1790 establishes the District of Columbia. Pierre L`Enfant lays out the new federal city, sited between the Potomac and Anacostia Rivers.
CE 1791	Land Transfer	Daniel Carroll, Notely Young, William Prout, Abraham Young and George Walker grant portions of their lands as part of the new capital, including land ceeded to the government to construct Pennsylvania Avenue SE Corridor.
	Platted	Andrew Ellicott and Benjamin Banneker survey and mark the future site for the city of Washington, DC.
	Designed	Pierre Charles L'Enfant develops a plan for the city of Washington, based on baroque principals and colonial traditions.
CE 1792	Designed	Andrew Ellicott replaces L'Enfant as principal designer of the city of Washington and makes minor changes to L'Enfant's original design.
CE 1793	Built	Construction begins on the Capitol building.
CE 1799	Established	Navy Yard opens, south of Pennsylvania Avenue SE.
CE 1801	Built	Marine Barracks constructed at 8th Street SE.
CE 1804	Built	Wooden toll bridge built across Anacostia at Pennsylvania Ave. SE.
CE 1830 - 1848	Developed	Private omnibus drivers begin operation along Pennsylvania Avenue. SE.
CE 1848 - 1851	Established	Gilbert Vanderwerken`s omnibus line established. Runs from Georgetown to the Navy Yard, along Pennsylvania Avenue, SE Corridor.

CE 1855	Urbanized	$8000 requested to cover the offensive and dangerous sewers along Pennsylvania Avenue, SE Corridor, immediately east of the Capitol grounds.
CE 1861 - 1865	Damaged	Military use of roads to move supplies and troops through the city during the Civil War results in major damage to Washington`s streets.
CE 1862	Engineered	Washington and Georgetown Railroad Company lays streetcar tracks along Pennsylvania Avenue, from Georgetown to 8th Street SE. Cobblestones installed between track lines.
CE 1871	Paved	Pennsylvania Avenue paved with wood blocks from Rock Creek to 8th Street, SE.
CE 1872	Engineered	Sewers laid under Pennsylvania Avenue SE, between 2nd and 11th Streets SE.
CE 1874	Paved	Pennsylvania Avenue SE paved with asphalt and concrete to 8th Street SE.
CE 1871 - 1880	Built	Medians installed down the center of Pennsylvania Avenue SE, between Second and 8th Streets SE.
	Planted	Rows of Maples and miscellaneous shade trees planted along Pennsylvania Avenue SE Corridor. Streetlamps and water mains installed.
	Planted	Rows of Maples and miscellaneous shade trees planted along Pennsylvania Avenue SE Corridor. Streetlamps and water mains installed.
CE 1880 - 1881	Developed	Many of the triangular-shaped open spaces created by the intersection of Pennsylvania Avenue SE and north/south streets enclosed with fencing and embellished with ornamental plantings.
	Developed	Many of the triangular-shaped open spaces created by the intersection of Pennsylvania Avenue SE and north/south streets enclosed with fencing and embellished with ornamental plantings.
CE 1892	Engineered	Cable installed under Pennsylvania Avenue SE Corridor. Cable cars replace horse drawn streetcars.

	Engineered	Cable installed under Pennsylvania Avenue SE Corridor. Cable cars replace horse drawn streetcars.
CE 1898	Engineered	Underground wiring for electric streetcars replaces cable underneath Pennsylvania Avenue SE.
	Engineered	Underground wiring for electric streetcars replaces cable underneath Pennsylvania Avenue SE.
CE 1901	Expanded	Extension of trolley tracks east of Eighth Street SE Street to present day Barney Circle. Medians installed down center of Pennsylvania Avenue SE between 8th Street SE and Barney Circle.
	Expanded	Extension of trolley tracks east of Eighth Street SE Street to present day Barney Circle. Medians installed down center of Pennsylvania Avenue SE between 8th Street SE and Barney Circle.
CE 1903	Memorialized	Congress officially names reservation 38-43 Seward Square
	Memorialized	Congress officially names reservation 38-43 Seward Square
CE 1901 - 1913	Developed	Reservations east of 11th Street SE physically delineated and improved. Street curb placed around north and east sides, area brought to finished grade with sod. Grass planted and iron fences erected.
CE 1933		The National Park Service takes over the management of federally owned parkland in Washington, DC.
CE 1955	Established	Capitol Hill Restoration Society founded to help preserve and protect the Capitol Hill neighborhood's architectural and residential character.
CE 1962	Removed	Streetcars replaced with buses, streetcar tracks removed.
CE 1963	Planted	Portions of 5th Street SE closed to traffic, sodded and incorporated into Seward Square park.

CE 1965 - 1968	Planted	Comprehensive plan developed for Pennsylvania Avenue, SE Corridor, from Second Street SE to Barney Circle as part of Lady Bird Johnson's Beautification Plan for Washington, D.C. Beautification Task Force replaces 82 existing trees with 377 saucer magnolia trees and 1400 white azaleas along median strips.
CE 1973	Preserved	Capitol Hill neighborhood designated as a local historic district.'
CE 1976	Preserved	Capitol Hill neighborhood west of 14th Street SE listed on the National Register of Historic Places.
CE 1970 - 1977	Excavated	Areas of Pennsylvania excavated during construction of Metrorail line. Eastern Market and Potomac Ave. Metro Stations open below Pennsylvania Ave SE on July, 1, 1977. Intersection of Potomac and Pennsylvania Avenues reconfigured. Median strip portion of Reservation 54 shortened and rounded on both ends. Seward Square redesigned-landscaped. Planted with formal hedges and holly trees. Circular seating area installed.
CE 1997	Planted	Magnolias removed from center median of Pennylvania Avenue SE. Replaced with flowering crabapples.
CE 2004	Designed	Squares and parks along Pennsylvania Ave. SE identified as potential sites of future memorials in the National Capital Planning Commission`s updated Comprehensive Plan for the National Capital.

Physical History:

PRECOLONIAL HISTORY AND NATIVE AMERICAN SETTLEMENT, 15,000 BC to 1608 AD

Archeological and historical evidence suggests that humans have inhabited the area around Washington, DC since 15,000 BC. Recent finds suggest the earliest occupation of the region may date even earlier, to the Wisconsin glacial period of the late Pleistocene era, more than 20,000 years ago. These finds are still controversial and more evidence is needed to confirm these findings (Berger 2015: 6-8).

From 11,000 to 9600 BC (the Paleo-Indian Period) humans survived in small, highly mobile bands of hunter-gatherers. Large, fluted lanceolate projectile points are the most distinctive artifacts of this period. Subsistence evidence is limited in the Middle Atlantic region, but suggests seasonal migrations followed game such as elk, caribou and deer, supplemented by fishing and foraging in the conifer-dominated forest environments that characterized this period (Berger 2015: 11-13).

During the Early Archaic Period, which lasted from 9600 to 7600 BC, warming climates and rising sea levels forced native populations to adapt. They developed new technologies for hunting, fishing and food preparation. Fluted points disappeared from site assemblages and were replaced by a diverse set of corner-notched and side-notched point types (Berger 2015: 13). Corner-notched Palmer and Kirk points dating to this period have been recovered from excavation sites throughout DC, including the Anacostia. Population density remained low. A recent study suggests that the territory of a single band of perhaps 150 to 250 people might have stretched from the Chesapeake Bay to the Blue Ridge, covering as much as half the state of Virginia (Custer 1990; Berger 2015:15). Native population growth during the Middle Archaic Period (7600 to 3800 BC) lead to settlement in previously ignored settings and development of new tools designed for woodworking, seed grinding and nut-cracking (Gardner 1987; Berger 2015:15).

A series of thriving cultures developed throughout eastern North America in the Late Archaic Period (3800 to 2400 BC). These cultures had higher population densities and were experts in exploiting a changing forest environment. Sometime between 4000 and 3500 BC, as the climate grew warmer and drier, oak and hickory trees began to replace hemlock and pines in the Middle Atlantic forests. In the mountains, chestnuts multiplied. The effect of the drier climate and the changed forests on humans may have been profound. Historic-period Indians made great use of forest nuts, and their game animals (deer and turkeys) also relied on nuts to sustain them through winter. The appearance of the Halifax culture around present day Washington, DC coincided with the development of oak-hickory and oak-chestnut forests. The Halifax people ranged widely across the landscape, using readily available quartz to fashion weapons (Berger 2015:13)

The establishment of larger, more permanent settlements along the Coastal Plain characterizes the Terminal Archaic Period (2400 to 1400 BC). The pattern of sites suggests that people were spending much of the year in riverside base camps and moving much less often, frequently by

canoe (Berger 2015:15-17).

As the size and permanency of tribal populations grew throughout the Early Woodland Period (1400 to 700 BC), local resource exploitation increased and new social hierarchies emerged. Native Americans began to experiment with ceramic technology, and pottery dating from this period has been recovered in quantity from sites around present day Barney Circle. (Berger 2015: 18).

Trade networks expanded out of the Middle Atlantic region during the Middle Woodland Period (700 BC to AD 1000). Sustained cultural contact with tribes in the Ohio Valley has been demonstrated by massive caches of artifacts found in cremation burials on Maryland's Western shore (Berger 2015:20-22). These developments continued through the Late Woodland Period (AD 1000 to 1607) as Native Americans began to experiment with farming, cultivating crops such as maize as early as AD 1000. A dramatic increase in the number of sites coincides with the onset of agriculture. Late Woodland sites feature evidence of diverse activities and substantial dwellings, including small permanent hamlets. During this period, ranked societies emerged, which developed into the complex tribes and chiefdoms encountered by the Europeans in the late sixteenth and early seventeenth centuries. Fortified villages began to appear around AD 1200 to 1300 (Berger 2015:22)

In the years preceding European settlement Eastern Algonquin tribes inhabited the area around present day Washington. These people lived by combining agriculture with older traditions of hunting, fishing and gathering. Their agricultural mainstay was corn, grown along with beans and squash, all plants imported originally from Mexico. Most of the tribes were centered on a single community of village. By 1607, the tribes were coalescing into larger entities led by powerful chiefs, notably Powhatan who ruled in southeastern Virginia and the Piscataway Tayac, or Emperor, who dominated eastern Maryland.

John Smith, who explored the entire Chesapeake in 1608, recorded information related to a village near the mouth of the Anacostia River that he called Nacotchtank, or Nacotchtant. Smith referred to the inhabitants as Necosts and estimated the Indians' strength in warriors at 80 men, indicating a total population of 200 to 300 (Berger 2015:24). From their base in the central Nacotchtank village, inhabitants of the area were ideally situated to take advantage of trade routes and various resources found along the rivers. The inner coastal plain of the Potomac River attracted a wide range of species, including herring, shad, salmon and sturgeon, which local tribes relied on. Subsistence among Algonquin-speaking people also included hunting, foraging, and slash-and-burn agriculture. Corn, beans, gourds, pumpkins and other crops were cultivated. These practices continued before and after European contact.

COLONIAL HISTORY AND SETTLEMENT, 1608 to 1790

In 1608, Captain John Smith led the first European exploration of the area around the Potomac River and initiated contact with local tribes. His maps and writings document encounters with the Nacotchtanks, and European settlers quickly formed trade relationships with the tribe, dealing in furs, metal and eventually firearms. In the fertile soil between the Anacostia and Potomac rivers, settlers adopted Algonquin methods of cultivation, planting crops like corn and

tobacco.

As European settlement increased during the 17th century, local Native American settlements were either abandoned or taken by force. Hostilities between tribes contributed to Native American displacement during the period, but by the 18th century many of these had subsided and the English emerged as the clearest threat to indigenous populations. Native forests were cleared to make way for agriculture, as subsistence farmers began to plant for profit. Thus by the early eighteenth century, the great majority of modern day Washington was planted with a single crop: tobacco (Donaldson War Memorial CLI 2009:28; Bushong 1990:12, 16).

In 1662, Lord Baltimore granted the first patent in the region that is now the District of Columbia to George Thompson, a clerk of the Charles County Court. Thompson's total holdings were composed of three properties: the 1,000-acre "Duddington Manor," 500 acre "New Troy" and 300 acre "Duddington Pasture." Thompson granted a 1,000-year lease on the land to Thomas Notley on November 9, 1670. Notley passed the property on to his godson, Notley Rozier, and it remained in the Rozier family throughout most of the 18th century. Daniel Carroll and Notley Young, the great grandsons of Notley Rozier, were the last manorial owners of the area that is now Capitol Hill. Much of modern day Pennsylvania Avenue, SE Corridor was part of the "Houp Yard," a 500 acre property patented by Walter Houp in 1686 (Gahn 1936:29-30).

FOUNDING THE FEDERAL CAPITAL, 1791 to 1792

In 1790, the Residence Act authorized President Washington to select the location for the permanent capital of the United States of America. On January 24, 1791, Washington announced the capital would be built on a ten-mile tract at the confluence of the Potomac and Eastern Branch (Anacostia) rivers. President Washington appointed three commissioners to survey the city and to oversee the construction of government buildings. Andrew Ellicott and Benjamin Banneker surveyed a diamond-shaped area measuring ten miles on each side and encompassed the forks of the Potomac River and its Eastern Branch. Forty boundary stones, laid at one-mile intervals, established the boundaries. The boundary was based on celestial calculations by Banneker, a self-taught astronomer of African descent, and one of the few free blacks living in the vicinity of the future capital. Within this 100-square-mile diamond, which would become the District of Columbia, a smaller area was laid out as the City of Washington (Leach 1997:VIII:7).

Major Pierre Charles L'Enfant, a French artist and engineer who had formed a friendship with George Washington while serving in the Revolutionary War, requested the honor of designing a plan encompassing approximately 6,111 acres for the national capital. This was more than twice as large geographically as colonial Boston, New York and Philadelphia combined. A census of Prince George's County shows that the area which became the City of Washington was previously occupied by twenty households consisting of 720 persons: thirty-seven free white males older than 16, thirty five free white males under 16, fifty-three white females, four other free persons, and 591 slaves. The fact that the area was largely undeveloped gave the city's founders the unique opportunity to create an entirely new capital city (Leach 1997:VIII:7)

After surveying the site, L'Enfant developed a baroque plan that featured ceremonial spaces

and grand radial avenues, while respecting the natural contours of the land in the manner of picturesque English garden design. L'Enfant's plan drew on both European and colonial traditions, boldly transforming the practicality of the ubiquitous American grid through a more profound native understanding of the European Baroque style (NPS L'Enfant Plan National Historic Landmark Draft, 47). The result was a system of orthogonal streets with intersecting diagonal avenues radiating from the two most significant buildings sites: the Capitol, to be occupied by edifices for Congress, and the White House, to be inhabited by the president. L'Enfant specified in notes accompanying the plan that these avenues were to be wide, grand and lined with trees. The diagonals would provide sweeping vistas of monuments and significant buildings, while the intersection of the streets and the avenues would create opportunities for ornamented green spaces filled with fountains, obelisks or statues dedicated to military and political heroes (Leach 1997:VIII:7).

On paper, L'Enfant shaded and numbered fifteen large open spaces at the intersections of these avenues, including the future site of Seward Square, numbered 14 on L'Enfant's plan, and Reservation 54, numbered one. He indicated that these squares were to be "divided among the several States in the Union, for each of them to improve, or subscribe a sum additional to the value of the land for that purpose." The plan of the capital reflected the nation it represented. The squares, named for the states, would be separate unto themselves, yet "most advantageously and reciprocally seen from each other…connected by spacious Avenues round the grand Federal Improvements…," much like the United States themselves bound together by the Constitution. L'Enfant specified that each reservation would feature statues and memorials. The urban landscape could thereby embody and perpetuate accepted values and ideals, as long as these national idols presided over the city from their pedestals. For L'Enfant, the open spaces were as integral to the capital as the buildings to be erected around them (Leach 1997: VIII:8).

In L'Enfant's Plan of 1791, Pennsylvania Avenue stood out as the city's most important thoroughfare. The mile-long central portion of the street physically and symbolically connected the President's House with "Congress's House," the headquarters of the newly established democratic government (Wiebenson 2003: 64). From the Capitol building, Pennsylvania Avenue continued southeast for approximately one mile, terminating at the Anacostia River. This portion of the avenue was designed to provide those entering the city from the east a grand view of the U.S. Capitol.

In order to build the capital city L'Enfant and Washington envisioned, large swathes of land in what was then Prince George's County, Maryland were acquired from private landowners. President Washington and Secretary of State Thomas Jefferson oversaw the real estate transactions necessary to finance the city's physical development. At the suggestion of Georgetown businessman, George Walker, they used a unique scheme for obtaining the land from original proprietors, with transactions contingent upon the yet-unfinished city plan. The government would purchase land designated for federal buildings at approximately $67 an acre. The proprietors would donate to the government land set aside for streets and avenues. The remaining acreage would be divided into city blocks, and each block would be further subdivided into lots. The lots in each block would be distributed evenly between the government

and the original owners. Anticipating that the value of the land would increase significantly, the original proprietors retained only 16 percent of their original holdings, turning over 84 percent of it to the federal government. Proceeds form the sale of the federally owned lots would fund the construction of government buildings and the improvement of parks (Leach 1997:VIII:8-9).

At the time, much of the modern day Pennsylvania Avenue, SE Corridor was part of the, "Houp Yard," a 500 acre property patented by Walter Houp in 1686 (Gahn 1936 :29-30). A 1991 map compiled by Priscilla McNeil shows ownership for all tracts of land in Prince George's County, Maryland that were conveyed for the federal city on June 28 & 29, 1791. In addition to the "Houp Yard," Pennsylvania Avenue, SE Corridor was built on a property named, "Houp's Addition," both presumably owned by heirs of Walter Houp. However, a map published in 1893,entitled, "Sketch of Washington in Embryo: viz., previous to its survey by Major L'Enfant, 1792," lists the property owners of land associated with the future site of Pennsylvania Avenue, SE as William Prout (between modern day Seward Square and Eastern Market Metro), Abraham Young and George Walker (east of Eastern Market Metro to the Anacostia). Daniel Carrol owned the western most section, the land between the Capitol building and 3rd Street, SE, associated with Pennsylvania Avenue, SE Corridor. This land was part of Thomas Notley's original property, New Troy (Patricia McNeil Map Showing Tracts of Land in Prince George's County, Maryland Conveyed for the Federal City & Ownership of Land on June 28, & 29, 1791, when the first Trust Deeds were signed, 1991).

Believing the premature sale of lots would hinder the city's development, L'Enfant refused to furnish his map to the commissioners in time for the first sale in October 1791. The sale was a resounding failure, with only thirty-five of the 10,000 potential lots sold. Commissioners pressured President Washington to relieve L'Enfant of his position – and Andrew Ellicott was retained to produce a plan based on the original concept. Ellicott's map closely follows the L'Enfant Plan, with several minor changes. Ellicot eliminated L'Enfant's notes concerning cascades, columns and statues, as well as his fifteen yellow-shaded reservations, thereby abandoning any comprehensive plan for the treatment of the city's open spaces, except his predecessor's directive to divide the avenues into, " footways, walks of trees and a carriage way." Streets and avenue names first appeared on Ellicott's plan, although they were probably conceived by L'Enfant. The wide, axial avenues were named after the fifteen states that then comprised the new nation. The avenues south of the Capitol were named after southern states. The central states, including Pennsylvania, were centrally located on the plan. And the northern avenues in the city were named after northern states (Leach 1997:VIII:9-10).

In 1792, Andrew Ellicott and Benjamin Bannecker set to work implementing the final plan, focusing on the city's monumental core. Growth was slow in the early decades of the 19th century and the lack of funds left much of L'Enfant's plan unrealized. Construction of the Capitol building began in 1793, but it would be another 60 years before major improvements were made to the area east of Capitol Hill. Initially, lots east of the Capitol building sold quickly, and at high prices. Investors anticipated the Anacostia River would drive commercial development between the Capitol and the waterfront. In 1794, William Tunnicliff opened a tavern in the Eastern Branch Hotel, located along Pennsylvania Avenue SE Corridor, between Eighth and Ninth Streets SE. A small row of two story houses was also built around this time.

Closer to the Capitol, seven or eight boardinghouses and a handful of business were clustered between the Capitol building and Second Street SE. Outside these small pockets of commercial activity, eastern Washington was occupied by a few large manors, farmhouses and fields that stood fallow in anticipation of future development. However, as the 18th century ended, cheaper prices in western Washington attracted investment and construction in that part of the capital, a trend that would continue throughout the 19th century (Silver 2007:40-43; Clark 1904:125).

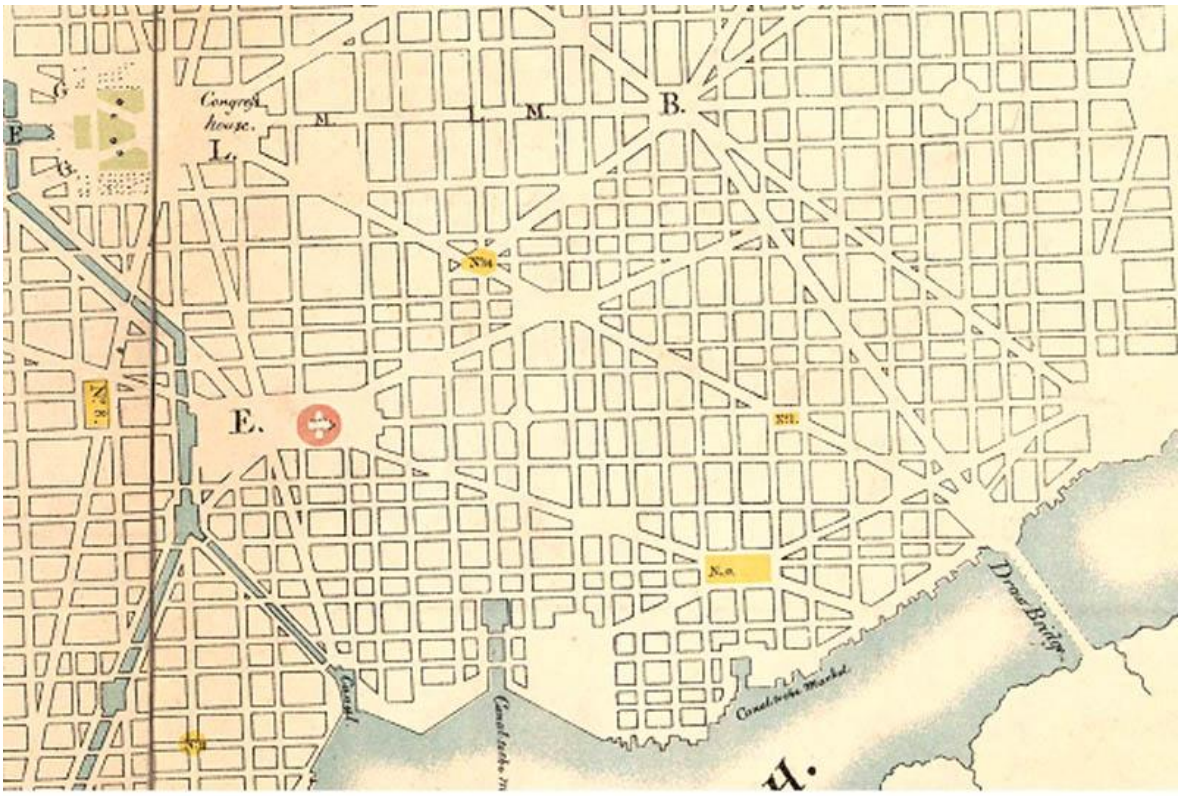


Figure 1: Detail of the L'Enfant Plan showing Pennsylvania Avenue, SE Corridor. Pierre Charles L'Enfant, "Plan of the city intended for the permanent seat of the government of the United Stated…," 1791. Library of Congress Prints and Photographs Division.

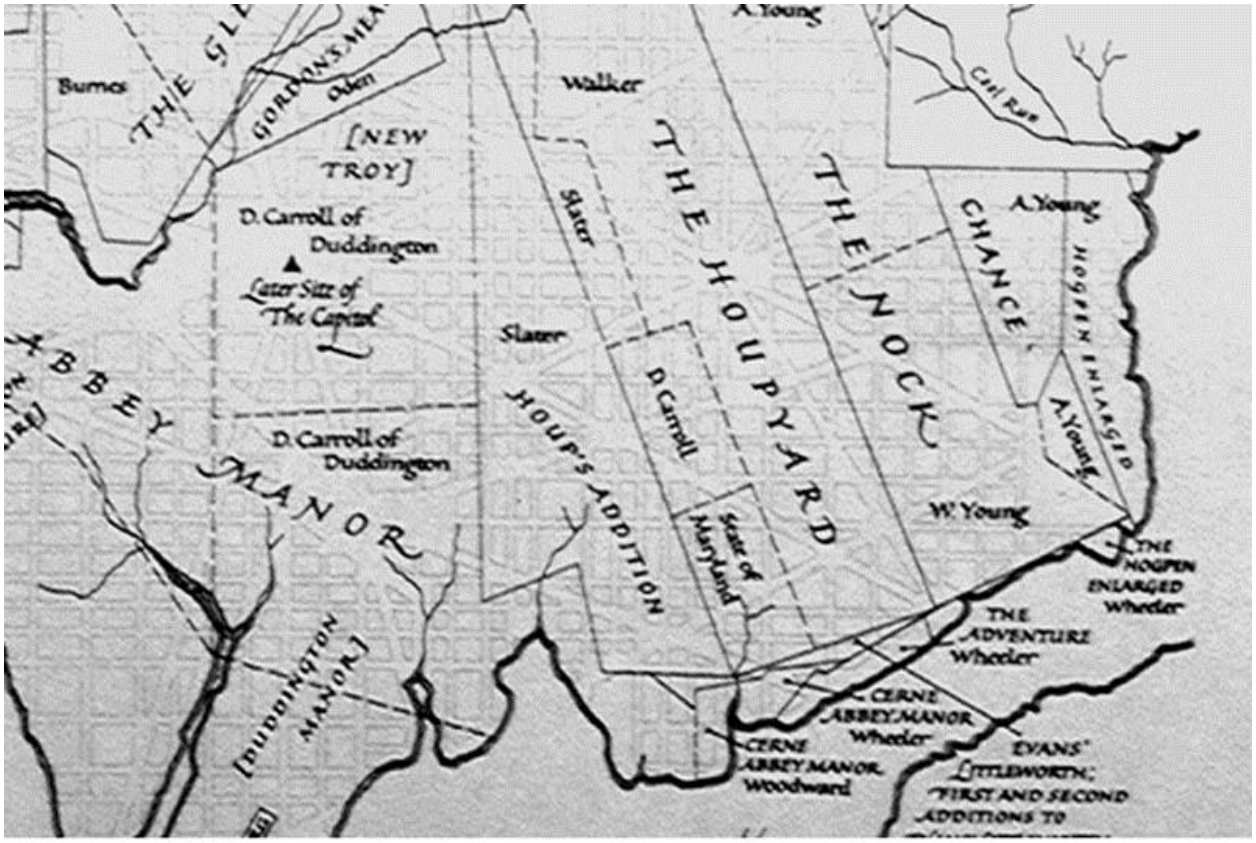


Figure 2: Priscilla W. McNeil , "Map Showing Tracts of Land in Prince George's County, Maryland Conveyed for the Federal City & Ownership of Land on June 28, & 29, 1791, when the first Trust Deeds were signed," February 1991. Washington History: Magazine

EMERGING CAPITAL CITY, 1801 to 1861

The federal government officially moved from Philadelphia, Pennsylvania to Washington, DC in 1800. While scattered buildings were erected around the new president's house, much of the city remained rural or heavily forested. "The capital at this time was described more as 'a scattered village than a city" with houses that were "plain, half finished, and widely dispersed" (NPS 2007: 103).

The federal government made modest attempts to improve a few of the most heavily used avenues, including Pennsylvania Avenue, NW, but generally, efforts to implement L'Enfant's plan were limited to the areas immediately surrounding federal buildings. The result was a capital city without paved streets, piped water or sewer systems. The only streets constructed from the city's budget during this early period included Pennsylvania Avenue from the Capitol to Georgetown, F Street, NW from 7th to 15th Streets and the eastern section of Maryland Avenue where the post road entered the city. These streets were graded and paved in 1803 (Bishop 2015:23-24; Leach 1997:VIII.13-14).

A lack of infrastructure hindered the development of neighborhoods outside the monumental core, where most activity centered on the public buildings that lined Pennsylvania Avenue, NW. The small boarding house community surrounding the Capitol building, along First and Second Streets SE, was less fashionable than the neighborhood immediately west. Along the Pennsylvania Avenue, SE Corridor, development remained limited to the blocks west of Third Street, SE, where theaters, bars, gambling halls and brothels served the working class population that settled in the environs of the Navy Yard (Gutheim 2006:81-82; Ganschinietz 1976:VIII.2).

The Navy Yard, founded in 1799, at Eighth Street, SE and the Anacostia, and the Marine Barracks, constructed in 1801 at Eighth Street, SE and I Street, SE, drew skilled and unskilled workers to southeast Washington, in search of jobs. Soon a mixed community of American-born, working-class whites, immigrants, free blacks and slaves emerged. Those with the financial means began to buy or construct modest homes, causing development to radiate north from the shipyards as far north as the Pennsylvania Avenue, SE Corridor (Williams 2003:7-11). Rebuilding of the Capitol and Navy Yard, after the British invasion of Washington in 1814, spurred further growth in Capitol Hill, and many of the neighborhood's earliest institutions were established during this time. In 1827, an African-American congregation founded Ebenezer Methodist Church one block from Seward Square, at 4th and D Streets, SE. Census records show many free blacks began to settle in the area around the church, and by the 1850s, an especially heavy concentration lived along Pennsylvania Avenue, SE between 3rd and 4th Streets, SE (Williams 2003:7-11; Ganschinietz 1976:VIII.5).

Connecting central Washington to the growing military complex in the area of the Navy Yard proved important in the development of infrastructure along Pennsylvania Avenue SE. Beginning in the 1830s, individual omnibus drivers began to operate along the Pennsylvania Avenue, SE Corridor, offering service to and from the Navy Yard via Eighth Street. The omnibus was a horse-drawn passenger vehicle—an urban version of the stagecoach. Gilbert Vanderwerken, who founded an omnibus company in Newark, New Jersey, first introduced it in 1826. After his Newark venture went bankrupt in 1837, Vanderwerken relocated to Washington, DC, where he began buying out individual omnibus owners and introduced the city's first successful omnibus company, The Vanderwerken Company. The company's main line, established between 1848-1850, traveled from Georgetown, via M Street, then south along Pennsylvania Avenue and Eighth Street, SE, terminating at the Navy Yard. A Vanderwerken's omnibus seated twelve passengers at a one-way fare of 12 ½ cents each. New technology would soon replace the omnibus, but Vanderwerken's original route through the city would

remain essentially unchanged over the next 100 years (Bryan 1914: 361-362).

Vanderwerken's line brought increased traffic to Pennsylvania Avenue SE, but the Capitol Hill area developed at a relatively slow rate compared to other parts of the capital. The Boschke Map from 1857 shows development in Washington DC was still centered along Pennsylvania Avenue, NW, radiating north as far as O Street. Between Pennsylvania Avenue, SE and the future site of Barney Circle, the map shows approximately fifty buildings, most of which are concentrated in the blocks between the Capitol building and Sixth Street, SE. Nearly all of the buildings are detached structures, spaced fairly far apart. This is in sharp contrast with the dense development west of the Capitol building, where over 350 attached structures lined the stretch of Pennsylvania Avenue, NW between the Capitol and the White House.

Street paving was extended to other parts of the city beginning in the 1840s, though Pennsylvania Avenue SE Corridor remained unpaved. During wet weather, the street was muddy and impassable. In drier months, dust kicked up by the horse-drawn omnibus made it equally unpleasant, and open sewers lined the street. Domestic animals such as chickens, cows and pigs often wandered freely from private areas into the streets and open spaces. Local residents used some of the undeveloped triangle parks along Pennsylvania Avenue, SE as pasture for their animals (Trieschmann 2006:VIII.14). The blocks directly east of the Capitol building were partially graveled in 1858, but the lack of improvement to the avenue hindered development in the years between 1800-1860 (Historical Landscape Brief:1).

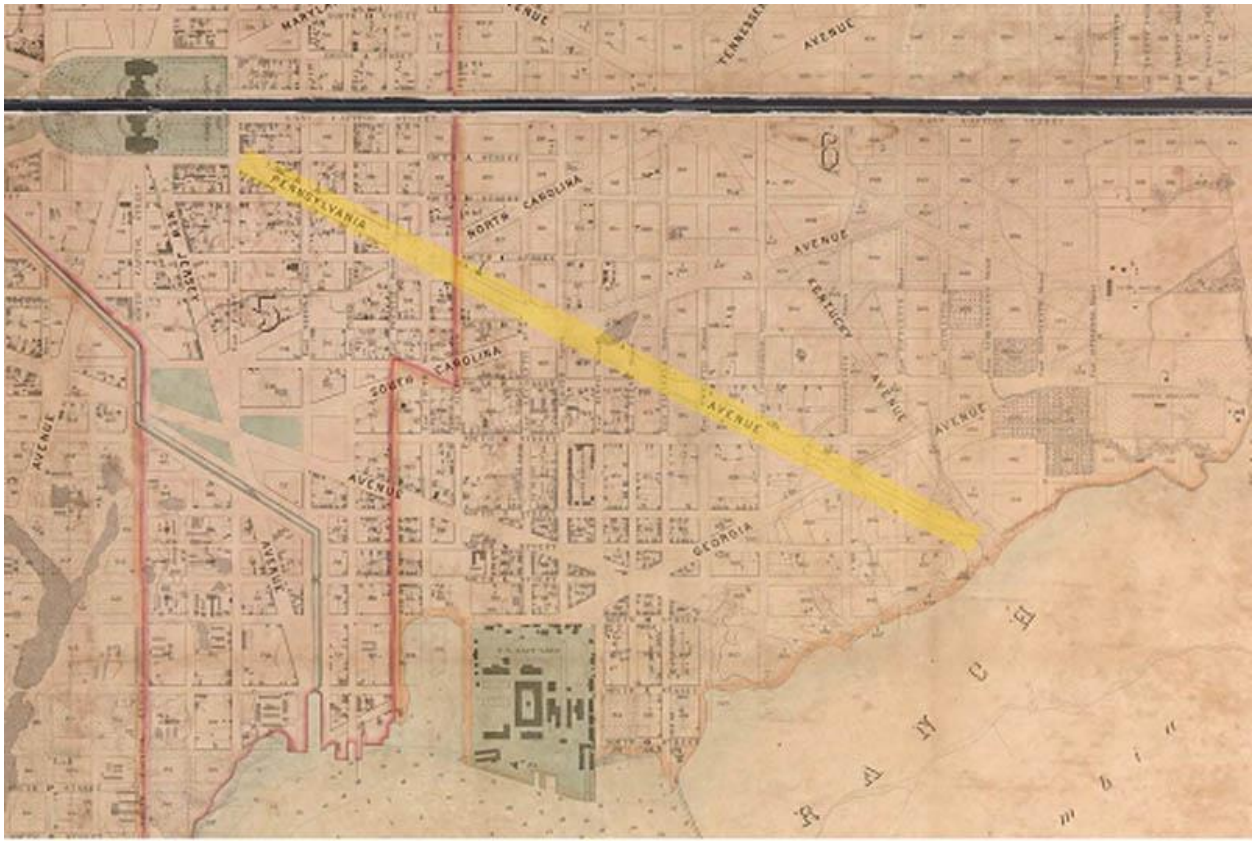


Figure 3: Development along Pennsylvania Avenue, SE Corridor prior to the Civil War. Albert Boschke, "Topographical Map of the District of Columbia, Surveyed in the Years 1856 '57 '58 and '59," 1861 Library of Congress Prints and Photographs Division.

CIVIL WAR WASHINGTON, 1861 to 1865

During the Civil War, Washington's population exploded due to an influx of military personnel, government workers, and vast numbers of displaced African-Americans, who came from the ravaged South seeking refuge and work. Troop movements displaced everyday commerce, and made physical improvements to infrastructure difficult. Many public works projects, such as the street paving, came to a halt, as did most orderly development of the city (Trieschmann 2006:VIII.19).

Although citizens of the nation's capital ultimately benefited from the amenities established by

the federal government during this time—including the laying of streetcar tracks along Pennsylvania Avenue SE and the construction of a new Naval Hospital between Ninth and Tenth Streets SE—major damage was done to the streets in the first years of the war (Ganschinietz 1976:VIII.5). As recounted in Washington: A History of the Capital, 1800-1905, "heavily laden wagon trains jolting through the city and the hooves of thousands of horses, mules and cattle thudding by toward the Army corrals and slaughter houses cut the avenues and streets to ribbons; teamsters and cavalrymen riding on the sidewalks to avoid the muck in the roads demolished the footways too" (Trieschmann 2006:VIII.9-10).

The newly formed local government for the District of Columbia was forced to attend to the poor conditions of the roads and sidewalks, all the while appealing unsuccessfully to Congress for financial assistance. They undertook early street improvements, after establishing a charter for the city's first street railway company, the Washington and Georgetown Railroad Co. (W&G) on May 17, 1862. Tracks were laid down the center of Pennsylvania Avenue, SE Corridor, along Gilbert Vanderwerken's original omnibus route (Trieschmann 2006: VIII.12). The tracks bisected two of L'Enfant's original squares, modern day Seward Square and Eastern Market Square, reshaping them into triangular open spaces.

Congress, aware that the new railway company would improve Washington's streets and aid in the war effort, established the streetcar track's gauge to correspond with the gauge of the Baltimore and Ohio Railroad, which was overburdened transporting war supplies throughout the capital. The original railway charter further provided that the new streetcar corporation "shall, on demand of the President of the United States, Secretary of War, or Secretary of the Navy, cause to be transported over said railway any freight cars laden with freight for the use of the United States" (Trieschmann 2006: VIII.12).

Although regulated by Congress, the city's first horse-drawn streetcar lines, and those introduced over the next quarter century, were all privately initiated and owned. Horse-drawn streetcars offered significant advantages over the traditional modes of transportation such as the horse-drawn coaches and free-wheel omnibuses. Streetcar companies established regular service along set routes, with large capacity vehicles traveling along smoother riding metal rails. The interiors of the cars measured approximately seven to nine feet wide with longitudinal seats capable of accommodating twenty to twenty-four passengers. Operation of the horse-drawn streetcars provided jobs for local residents, as the larger vehicles required a conductor and a driver, utilizing six to seven men per day. The new streetcar routes improved accessibility from the inner core to the city's new northern suburbs, but the effect of railways on outward expansion was initially limited by the relatively slow speeds (4-mph) of horse-drawn vehicles and their inability to surmount the hills that bordered the city to the north beyond Florida Avenue (Trieschmann 2006:VIII.13).

The Washington and Georgetown Railroad Company (W&GRC) broke ground on the installation of the city's first metal rails near the Capitol building, on June 12, 1862. The company was an immediate success. The service was regular and reliable with just a five-minute headway between cars on each line. LeRoy O. King, Jr. recounts in 100 Years of Capital Traction, that "typical wages were $8 a week for drivers, $500 a year for timers and

$600 a year for conductors. Fare was five cents with free transfer." The company's first line, the Georgetown-Navy Yard line, remained its busiest. W&GRC operated 28 cars back and forth along Pennsylvania Avenue SE. The line served the major business and commercial districts in the city, passing the White House, the Treasury, Center Market, the Capitol and Navy Yard. Three additional lines were completed in 1863; by 1865, the W&GRC provided public transportation service for more than 8,651,223 passengers on a network of about fourteen miles. The Washington & Georgetown Railroad Company's well-established, centralized lines served as the backbone of the street railway system in Washington, DC throughout the horse-drawn era, a period that extended from 1862 to 1900 (Trieschmann 2006:VIII.15).

By the end of the Civil War, infrastructure was in place that allowed for the rapid expansion of public transportation, specifically by streetcar, throughout the city. The laying of rails along Pennsylvania Avenue SE precipitated this growth, but the street itself was desperately in need of improvements following its intensive use during the Civil War.

BIRTH OF A MODERN CAPITAL, 1870 to 1900

Washington's population more than tripled as a result of the war, from 61,000 in 1860 to 200,000 in 1864 (Leach 1997: VIII.19). Northern businessmen began to buy Washington real estate at rapidly mounting prices, quickly erecting new stores, hotels and speculative row houses along the city's main thoroughfares, including Pennsylvania Avenue, SE. As private investment grew, so did the need for general amenities such as sewers and streetlights. Anticipating postwar growth, Congress passed an act in June 1864 to clear the streets and parks of squatters' shacks and other unauthorized structures (Leach 1997:VIII.19).
In 1867, Lt. Nathaniel Michler was appointed officer in charge of the Office of Public Buildings and Grounds. Michler advocated landscaping L'Enfant's wide avenues as elegant boulevards, after the fashion set in Europe. In his 1868 annual report, he included several sketches showing different manners of dividing the avenues into carriageways, sidewalks and rows of trees as well as illustrations comparing cross-sections of the Champs Elysees in Paris and Unter Den Linden in Berlin. These elegant schemes were extravagant considering the District's constant shortage of funds and the fact most streets were still unpaved (Leach 1997: VIII:20). While the lack of money put a permanent hold on Michler's plans for improving Washington's avenues, his treatment of the city's parks and parklets proved influential. Prior to Michler, the small triangular shaped areas created by L'Enfant's road system and the larger planned squares were ignored by the city. Private citizens used the spaces for pasturing animals, small-scale farming or personal storage. Some even had structures erected on them. In 1868, Michler recommended the development of these parks and open spaces, particularly emphasizing the area east of the Capitol, which he described as "A hitherto much neglected portion of the city" (Leach 1997:VIII.20-21).

Michler's reports reflected the contemporary belief that park development could lead to societal reform. Parks would not only improve the appearance of the city, but would "largely contribute to the health, pleasure and recreation of its inhabitance." Additionally the improvement and maintenance of both the parks and the roads would provide much-needed employment in the war-ravaged capital. "Public works should be, in more sense than one, public benefactors," he

wrote, and recommended that the city's innumerable indigent freed slaves be hired as laborers to grade and pave streets and improve the parks, and disabled veterans be employed as watchmen and gatekeepers in the public reservations" (Leach 1997:VIII.21).

Congress responded in 1870s with large allocations for urban improvements. An act passed on April 6, 1870, formed the Parking Commission that effectively allowed private encroachment upon many of L'Enfant's wide streets and avenues under a system that remains in effect today. The 1870 legislation enabled a large percentage of the right-of-way to be maintained and improved by the owners or occupants of the abutting properties, effectively narrowing the width of the street area requiring federally funded improvement (Leach 1997:VIII.22).

Additionally, the Territorial Government, formed by Congressional Act in 1871, engaged in an ambitious project to expand services throughout the city. Under the leadership of Andrew Shepherd, the head of the Board of Public Works, a comprehensive plan for improving the city's neglected infrastructure was put into place. Shepherd called for grading and paving streets, laying sewer and drainage systems and planting trees in "parkings," the landscaped strips along the streets and avenues (Leach 1997:VIII.22).

Wood covered blocks were laid along Pennsylvania Avenue, SE to Eighth Street, SE in February of 1871. These were replaced with asphalt and concrete paving in 1874 (Leach 1997:VIII.22; Barthold 1993:3). Cobblestones, installed between streetcar tracks in the 1860s, were left in place, as W&GRC preferred these for their horses' footing (Bishop 2015). The paving of Pennsylvania Avenue SE officially cut the avenue's three original squares into individual triangles. More research is needed to determine when exactly streetlamps, water mains and sewer lines were installed along the avenue. However, engineering maps dated 1881 illustrates the presence of these landscape features between First and Eleventh Streets, SE. Between Eight Street, SE and Eleventh Street, SE, the Pennsylvania Avenue, SE Corridor was macadamized. East of Eleventh Street, SE, the avenue remained unpaved. Some sewage lines and water mains were installed between Tenth and Twelfth Streets, SE, near the site of the Naval Hospital and various types of trees were planted along traffic medians and sidewalks south to Eleventh Street (Greene, "City of Washington, statistical maps," 1880).

Despite the obvious progress of the Board of Public Works, the territorial administration was beset with corruption. A congressional investigation was initiated in 1872. Testimony indicated that improvements to the city were overly focused on areas where board members owned property, namely in the northwest quadrant, while areas such as Capitol Hill were ignored. The administration dissolved in 1874 (Leach 1997:VIII:24).

Though mired in debt and scandal, what Shepherd's Board of Public Works managed to accomplish in three years drastically changed the face and reputation of Washington, and inspired decades of growth, investment and improvement. Shepherd's program stimulated new construction in the district as a whole, including Capitol Hill. The large amount of undeveloped land east of the Capitol became attractive to modest contractors and builders, who constructed small groups of rowhouses along Pennsylvania Avenue, SE. In the 1880s, three city squares that flanked Pennsylvania Avenue, SE between Second and Third Streets, SE were selected as

the site for a new Library of Congress building. (Ganschinietz 1976:VIII: 6).

Another legacy of the territorial government's investment in infrastructure was the eventual improvement of the city's small triangular parks and L'Enfant's original squares. In 1864, Congress passed legislation mandating the reclamation of parklets by the federal government, but until the roadbeds were improved, their dimensions were difficult to calculate. Adjacent landowners used many of the parklets as gardens or refuse heaps, since no system had been devised to identify, manage, or protect these federal lands. The open spaces became more clearly defined as roadways were paved in the early 1870s. Several of the large circles and squares at major intersections were improved and named after Revolutionary War and Civil War heroes (Leach 1997: VIII:23).

In 1871, Nathaniel Michler's successor, Orville E. Babcock oversaw the first survey to locate the federally-owned spaces within the street rights-of-way, and published a set of eight sheets titled, "Plan of the City of Washington, District of Columbia, showing the Public Reservations." The compilation included most of the original reservations, as well as eighty parcels located at the street and avenue intersections. Lincoln Park was the first reservation within the Southeast quadrant to be improved; in 1871, it was enclosed with a picket fence. The parks along Pennsylvania Avenue SE remained undeveloped until the 1880s (Leach 1997: VIII.23-24).

Few of the triangular reservations along Pennsylvania Avenue SE Corridor were large enough for statues or extensive displays, but they were "tastefully laid out according to their size with simple lawns or flowerbeds" (Leach 1997: VIII: 28). First graded and laid with irrigation pipes, the parks were then sown and planted. Throughout the 1880s, cast-iron posts were placed around these smaller spaces, connected by either chains or pipes as a protective measure. As these smaller areas functioned more for decorative purposes than recreation, they were often referred to as the "breathing spaces" of the city, readily accessible to those unable to venture farther for relief (Leach 1997: VIII: 28). Open space east of Ninth Street, SE was not physically delineated or improved until sometime after 1901 (NPS: 1).

OPB&G Officer A.F. Rockwell requested $10,000 for improvements to modern day Seward Square, in 1883. It was referred to at this time as "Seward Place." Rockwell described the square as embracing about four acres "over two of which are at present time occupied by street surfaces, mainly on the lines of Pennsylvania and North Carolina Avenues." He proposed removing the streets, avenues and street railway tracks and improving and enclosing the park "in a manner similar to Stanton and Mount Vernon squares with walks through it on direct lines of travel for pedestrians only." These recommendations were not followed. In 1884, when the OPB&G published a list of federal reservations, six triangles were described at this intersection. By this time the fragments had been improved to some extent, and featured cast iron post-and pipe rail fences, grass and flower beds. An ornamental vase is listed as having been installed at reservation no. 43. In 1903, Congress officially named the square Seward Square (Barthold 1993: 3).

In 1883, the Army Corps of Engineers began publishing maps indicating the locations of parks under its jurisdiction, with numbers assigned for management purposes. This list was updated in

1887 and 1894. In 1898, Congress passed an act to clearly define the legal jurisdiction of the Office of Public Buildings & Grounds (OPB&G). The legislation determined that streets and street "parkings," (the landscaped strips along the streets and avenues), were the jurisdiction of the District Commissioners, while the park system, under the OPB&G, encompassed all those reservations delineated on the 1894 reservation map, as well as any additional spaces within the street rights-of-ways set aside by the Commissioners for park purposes. The 301 reservations defined on the 1894 map thereby became the official basis for the park system in Washington (Leach 1997:VIII:26-27).

As the OPB&G undertook improvements to Pennsylvania Avenue's open spaces, transportation along the street continued to evolve. Innovations and changing community needs led Congress, in 1889, to legislate the end to horse-drawn traction within the original boundaries of the Federal City. Although the overhead trolley was the most reliable and versatile form of electric power, and much less expensive than underground wire or steam-powered cables, Congress required companies operating horse railways in the District of Columbia to substitute "electric power by storage or independent electrical batteries or underground wire, or underground cables moved by steam power." On May 12, 1890, the District of Columbia's first cable car operation opened along the existing 7th Street line. Following that line's success, the W&G quickly converted its other two lines -- along Pennsylvania Avenue and 14th Street -- to cable operation. The Evening Star published detailed accounts of the railway company's operations in 1892. The articles recounted that the "public will be able to travel by streetcar from Georgetown to the Navy Yard in about forty minutes…. Serviced by the powerhouse at Pennsylvania Avenue (and 14th Street NW), the lines ran from Georgetown along Pennsylvania Avenue to the Navy Yard and from the Baltimore and Ohio Depot northwest of the Capitol to Mount Pleasant via Pennsylvania Avenue and 14th Street. The cars traveled at a speed of 9.33 miles per hour, which proved to be a substantial increase over the typical six miles per hour speed of the horse-drawn railway cars (Trieschmann 2006: VIII.49-52).

On the evening of September 29, 1897, the cable powerhouse at 14th Street and Pennsylvania Avenue, N.W. was destroyed by fire. This forced the Pennsylvania Avenue Line and the 14th Street Line to return to horse-drawn services as a temporary measure. With the fire providing the impetus for electrification, underground wiring for electric traction was installed along Pennsylvania Avenue, 7th, and 14th Streets in May 1898. The installation used recent advances in technology to provide electric traction without overhead wires. By the turn of the 20th century, public transportation in central Washington had been converted entirely to underground electric traction systems (Trieschmann 2006: VIII.49-52).

Between 1870 and 1900, the growth of Washington, DC necessitated a huge program of public improvement, which brought much needed utilities to the Capitol Hill neighborhood. Between 1871 and 1880, much of Pennsylvania Avenue, SE was paved. Streetlights, sewers, and telephone lines were installed underneath and along route of the avenue and trees planted to provide shade and beautify what had previously been a dusty, dirty street. Water lines were installed in Capital Hill in 1882 (Hanousek, et al. 2009:45). An ordinance banning horse drawn streetcars passed in 1890 (DeFerrari 2015 :64). Squares and triangle parks west of Eleventh Street, SE were delineated with curbs and sidewalks, sodded and fenced in. (Leach 1997: VIII:

28; NPS:1)

East of 11th Street, residents clamored for extensions of services, particularly the streetcar. This section of the avenue remained unpaved and underserved. Residents referred to the area beyond Twelfth Street SE as "The Commons." Empty lots and opens space made the area ideal for hiking and sledding. The unimproved strip of land in the center of the avenue was primarily used as a park (Leukhardt 1974:13).

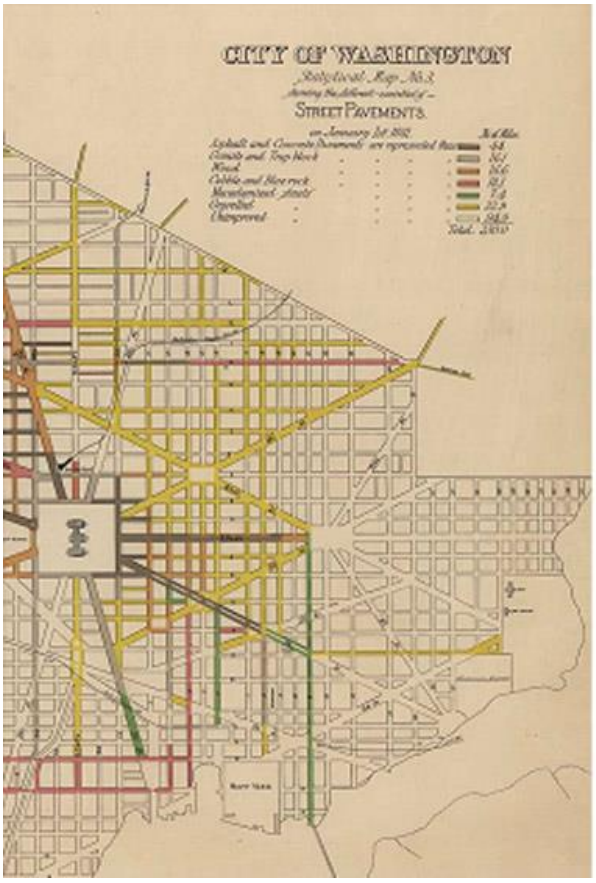


Figure 4 (left): Engineering map showing street paving and gas lamps along Pennsylvania Avenue, SE Corridor in 1880. F.V. Greene, "City of Washington, statistical maps," 1880. Library of Congress Prints and Photographs Division. Figure 5 (right): Engineer

EXPANSION AND BEAUTIFICATION, 1900 to 1968

In 1901, the McMillan commission extended the L'Enfant plan beyond the original boundaries of the city. Pennsylvania Avenue, SE was officially extended across the Anacostia River, though the street had served that area unofficially since the opening of the Pennsylvania Avenue Bridge in 1890.

With the expansion of the city to the east, development along the avenue increased. The span past Eleventh Street, SE was built up in the early 20th century with a mix of residential, commercial and industrial structures. Residents' appeals to extend the streetcar tracks as far as the Anacostia River were met in 1901, when the line was extended to modern day Barney Circle (Hanousek, et al 2009:25). Medians were built on either side of the tracks between Eleventh Street SE and the Barney Circle turnaround. The triangle parks between Eleventh and Anacostia were delineated around 1913, and received their first improvements at that same time. The DC government graded and placed street curbs around the reservations, which were then sodded and sown with rye and grass seed. Post and chain fences matching those along the rest of Pennsylvania Ave, SE were installed along the perimeter of each reservation (Schoenfeld 2014:121; NPS undated material:1).

To manage the city's original 301 reservations and the new ones added to the system, the OPB&P undertook a program of surveying and photographing each reservation from 1926-1929. Photos from these surveys show Pennsylvania Avenue, SE was repaved with sheet asphalt in the early 20th century. All the triangle parks and squares remained enclosed with the cast-iron post-and-chain barriers. The streetcar route and original medians were lined with pin oaks (Quercus palustris) and documented in many contemporary photographs. The images are located in the National Park Service land files, at the National Capital Region office.

By the early 1920s, Washington's streets were filled with a variety of modes of transportation, including streetcars, buses, automobile jitney services, and increasing numbers of private automobiles. The Outmoded horse-drawn vehicles continued to travel the streets. Right-of-way rules were lax and the few traffic signals that existed were uncoordinated, causing major street congestion. Automobile pile-ups became commonplace as cars wove their way across lanes in order to avoid other stopped vehicles. Pedestrian safety was compromised, too, as streetcar riders tried to thread their way across the traffic to the streetcar stops located at the center of wide city streets. Peak usage, congestion, re-organization, and the gradual replacement of the street railway system by the more economical and flexible bus system marked the final chapter in the story of Washington's streetcars. A1933 merger between Washington DC's remaining transportation companies created the Capital Transit Company, which was quick to begin the systematic substitution of streetcar lines with all-bus routes. In 1962, the final streetcar ran down Pennsylvania Avenue SE. The line—the city's very first—was the last to be replaced (Trieschmann 2006: VIII.66-73).

The National Park Service, which assumed management responsibilities for land previously overseen by the OPB&P in 1933, planned to landscape the center strip, where the streetcar tracks had been, but was unable to get DC Transit to pay to infill the area between the original

medians. For two years, the former streetcar lane remained an open ditch. (Washington Post, January 28, 1964).

In 1964, in preparation for the installation of a new planting plan at Pennsylvania Avenue, SE, the National Park Service finally made arrangements to have the former lanes filled. As part of Phase I of Lady Bird Johnson's Beautification Program, two rows of Magnolia trees were planted down the center of Pennsylvania Avenue, SE. Planting began in 1965 and was described as "the first thrust in the long range program to make the Nation's Capital more beautiful, meaningful and livable" (NPS City Beautiful Files: 1965). The Program, which lasted from 1964 to 1968, was part of Lady Bird's larger advocacy on behalf of environmental protection. Lady Bird hoped to restore natural beauty to America's roadways, beginning with those in the nation's capital. Phase I involved the installation of massed flowering plants at monuments, tourist areas and entrance roads to the city. The new landscape plan for Pennsylvania Avenue, SE was designed to enhance views toward the Capitol. The National Park Service established a Beautification Task Force based at National Capital Parks, where staff landscape architects handled the work. In addition to Magnolias, approximately 1400 azaleas were planted in the medians between Seventh and Ninth Streets, SE (Earley 2005: 50; Plantings Plan 1965).

Additional changes to the Pennsylvania Avenue SE Corridor during this time included the closing of part of Fifth Street SE in 1963. The road bed within Seward Square, north of Pennsylvania Avenue SE and below Seward Square SE, was sodded over, partially restoring the space to L'Enfant's original design. The remainder of the landscape remained largely intact (Barthold 1993: 3-4).

The first half of the 20th century brought much change to Pennsylvania Avenue SE, as the streetcar that defined the corridor for nearly 100 years was first expanded, then abandoned. Wide, modern-day traffic medians were first constructed and planted during this period. By 1968, Pennsylvania Avenue SE looked much as it does today, with and alleé of flowering trees running down the center of the street and surrounding triangle parks and squares offering passive recreation for pedestrians.

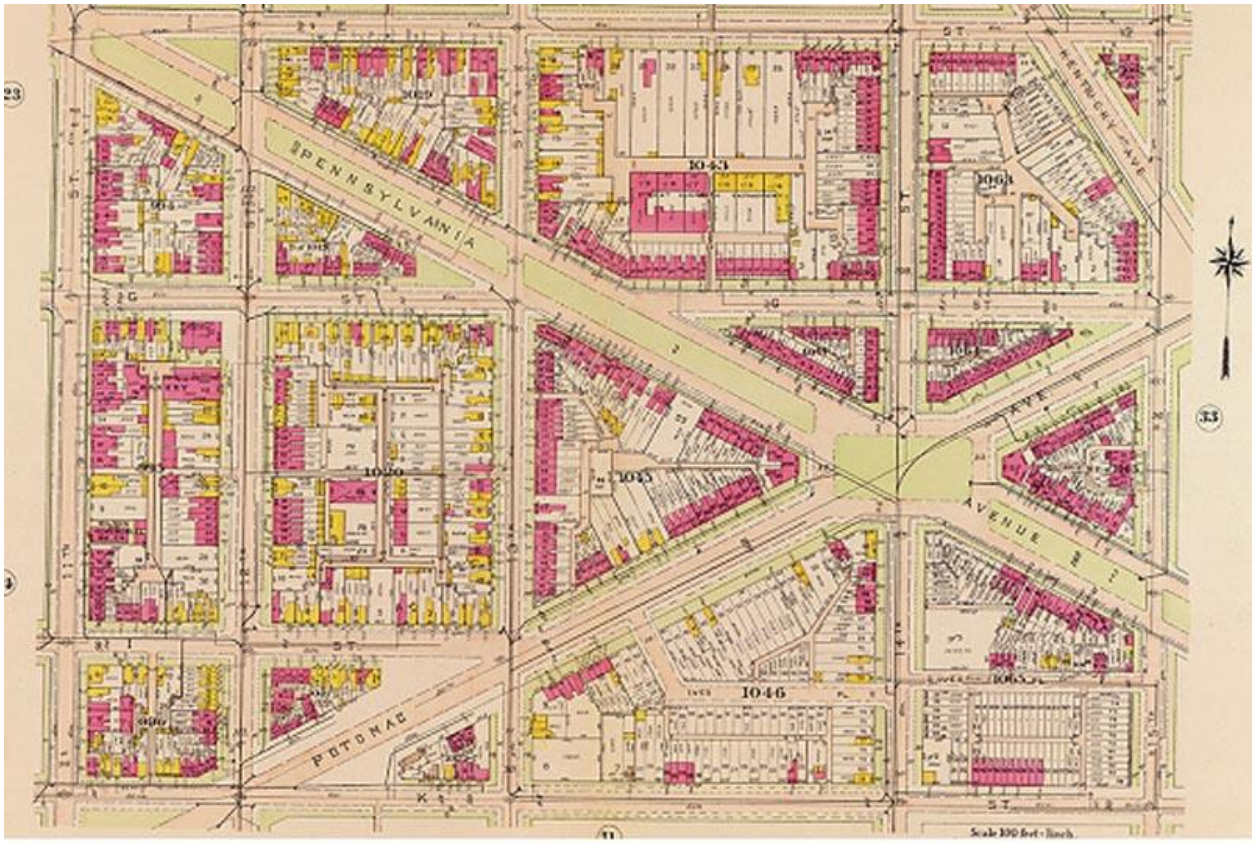


Figure 6: Plate 30 from Baist's 1913 Atlas. G. Wm., H.V. and Wm.E Baist, "Baist's real estate atlas of surveys of Washington, District of Columbia, Vol. II, 1913. Library of Congress Prints and Photographs Division.

Figure 7: Photos from 1927 survey of all NPS reservations showing center medians and streetcar between Third and Fourth Streets, SE. National Park Service Land Files

Figure 8: Photos from 1927 survey of all NPS reservations showing triangle park at Fourth Street, SE. National Park Service Land Files.

Figure 9: Photos from 1927 survey of all NPS reservations showing triangle parks at Potomac and Fourteenth Street, SE. National Park Service Land Files.

MODERN CAPITOL HILL, 1968 to PRESENT

The mid-twentieth century marked a transitional period for the Capitol Hill neighborhood. An initial post-war population boom saw the construction of new schools, post offices and other amenities, but also the beginning of an economic downturn that would define the character of the city in the last half of the twentieth century. As the Navy began to outsource manufacturing to private contractors, jobs at the Navy Yard dissipated. Middle class residents throughout the city, including members of the Capitol Hill neighborhood, began to leave en masse—lured by

the promise of a new kind of suburban life. In residential neighborhoods surrounding the Pennsylvania Avenue, SE Corridor, homeowners were replaced by renters, and many single family homes were divided up to meet the needs of an increasingly transient population (Williams 2003: 27).

Throughout the 1960s and 1970s, Washington, DC engaged in several massive urban renewal projects in an effort to modernize the city's building stock and infrastructure. Public housing and freeway projects transformed much of Southwest DC, particularly the area south of Pennsylvania Avenue SE. The Southeast-Southwest Freeway was built in the late 1960s, on top of the L'Enfant designed Virginia Avenue, and in 1969 construction began on a new subway system that would run directly underneath Pennsylvania Avenue SE (Williams 2003:27; Schrag https://chnm.gmu.edu/metro/).

Early phases of the Metrorail construction reinforced the L'Enfant Plan. Locating the rail line under established rights-of-way was one of the main tenants for subway planners. Of the twenty-one Metro stations within L'Enfant's boundaries, more than half were built under open spaces designated in the L'Enfant or McMillan plans. Past transportation networks were also considered in the planning of Metrorail lines, including the recently defunct streetcar line, which traversed Pennsylvania Avenue for 100 years. Three intersections between Second and Thirteenth Streets, SE were chosen for Metrorail stations, though only two were built: Eastern Market at Seventh St SE and Pennsylvania Avenue SE and Potomac Avenue at Fourteenth Street SE and Pennsylvania Avenue SE. During the construction of the Metro's orange/blue line, many of the reservations located along the avenue were excavated. Some were reconfigured after construction was finished, including reservation 54, which was rounded on both ends, creating an ovoid shape (Leach 1997: VIII.43; NPS Reservation 54 Brief:1). All of Eastern Market Square and half of Reservation 54, at the Potomac Avenue stop, were bricked over at this time. Seward Square was also altered after it was excavated for construction needs in 1975. When the line was completed, the park was redesigned, with formal hedges and a circular seating area erected and surrounded by holly trees (Barthold 1993:4). Along the center medians, many of the magnolia trees were planted as part of Lady Bird Johnson's Beautification program were temporarily removed, cared for offsite, and replanted upon completion of the project (Greenberg 1997).

Construction of the Metro was an effort to alleviate the city's massive traffic problems and revitalize Washington's central core, which had been declining since the 1940s. Many areas of DC were redeveloped in the decades immediately following WWII, though Capitol Hill was largely bypassed by the commercial high-rises that overran much of the city's Northwest quadrant in the 1950s and 1960s. The Pennsylvania Avenue SE Corridor escaped the large urban renewal projects that reshaped Southwest Washington, around the Navy Yard, during this time. Most of the buildings along the avenue are less than five stories high and many retain high integrity to their original period of construction. The survival of Capitol Hill's historic character was the result of a growing movement within the community to protect and preserve the neighborhood's historic structures. Fearing the potential for large scale redevelopment after the 1950 Comprehensive Plan for the National Capital identified much of Capitol Hill as "obsolete or blighted," residents began to organize (DC Office of Planning 2007:Vol.11,15-4).

In 1955, the Capitol Hill Restoration Society (CHRS) was founded and began identifying and documenting the neighborhood's historic resources. In response to criticism from local African American groups, especially the Capitol East Community Organization, the CHRS made an effort to emphasize the area's history of racial and economic diversity and the modesty of its buildings and structures (Logan 2012:57-78). The group's initial efforts culminated with the 1964 identification of the neighborhood as a local Landmark of the National Capital and the 1976 approval as part of Capitol Hill to the National Register, as a Historic District. The original boundaries of the historic district included Pennsylvania Avenue, SE, between Second and Thirteenth Streets, SE (Williams 2003:28).

Capitol Hill remained a racially mixed, economically diverse neighborhood throughout the final decades of the 20th Century. Individual homeowners continued to carefully restore the area's 19th century building stock, following a pattern of gentrification that began in the 1950s, with the blocks directly behind the Capitol building, and radiated further east through the 1960s and 1970s (DC Office of Planning 2007:Vol.11,15-4; Allen 1994). As in many areas of DC, three decades of economic stagnation and a growing crack epidemic lead to a period of increased violence and decline in parts of Capitol Hill in the 1980s and 1990s. During these decades, the neighborhood continued to be defined by its community engagement and activism. A sustained opposition campaign by Capitol Hill residents and environmentalists effectively blocked the expansion of the Southeast Freeway through Barney Circle in 1997 (Loeb 1997). That same year residents rallied to stop the removal of the magnolia trees along Pennsylvania Avenue, SE's medians. 450 trees were removed beginning in March of 1997, as they had failed to tolerate the ice and salt along the Pennsylvania Avenue, SE Corridor. Residents of the district and local business owners flooded the National Park Service with calls to halt the removal. A letter to The Washington Post praised the singular view: "No other street or avenue converging at the Capitol affords a gateway view like this one…" Despite protests, the National Park Service replaced the trees with a hardier, flowering crabapple. (Wheeler 1997).

Today, Pennsylvania Avenue, SE Corridor functions much as it has over the past 150 years. It remains a busy commercial street. The 1970s installation of the Metrorail, below Gilbert Vanderwerken's original omnibus line, ensured that the avenue continues to serve as an important transportation route. The flowering crabapple trees, planted in 1997, frame the views toward the Capitol building, while the wide medians provide pedestrians a buffer from oncoming traffic. Seward Square and the triangle parks along the avenue are in continual use throughout the course of the day. Commuters, shoppers and dog-walkers take advantage of benches, shade and open space in what is an otherwise densely developed part of the city.

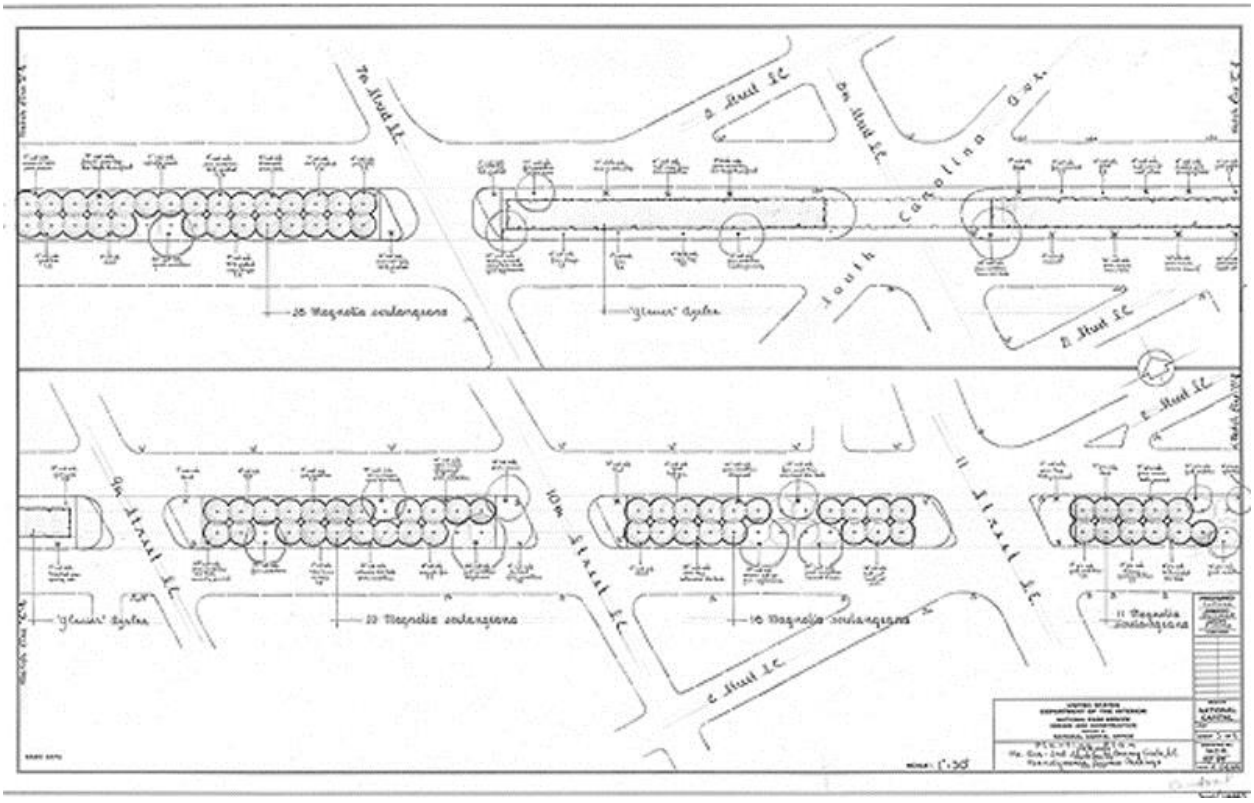


Figure 10: National Park Service Planting designs for Pennsylvania Avenue, SE Corridor, part of Lady Bird Johnson's Beautification Program. National Park Service, "Planting Plan: PA. Ave. 2nd St. SE to Barney Circle SE," NPS E-Tic.

Figure 11: HABS photo of Pennsylvania Avenue, SE Corridor showing 1960s wide medians with Beautification Program plantings. HABS Photos, Library of Congress Prints and Photographs Division

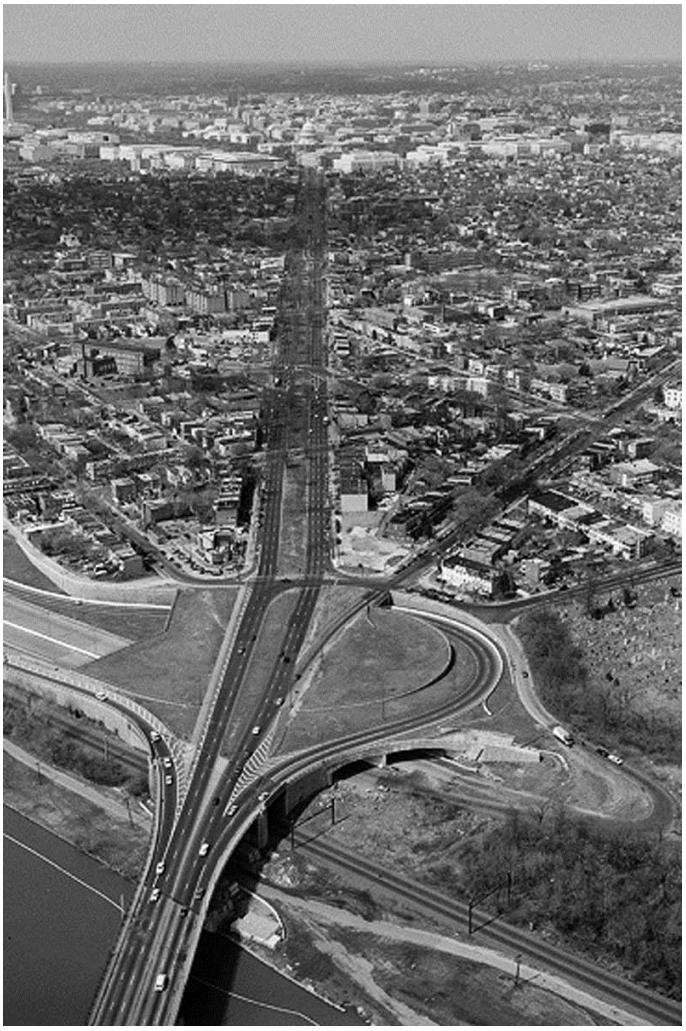


Figure 12: HABS photo of Pennsylvania Avenue, SE Corridor showing 1960s wide medians with Beautification Program plantings. HABS Photos, Library of Congress Prints and Photographs Division

Figure 13: HABS photo of Pennsylvania Avenue, SE Corridor showing 1960s wide medians with Beautification Program plantings. HABS Photos, Library of Congress Prints and Photographs Division

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Analysis and Evaluation Summary
This section provides an evaluation of the physical integrity of the Pennsylvania Avenue, SE Corridor cultural landscape characteristics and features present during the periods of significance (1791-1792, 1862-1962, and 1964-1968) with existing conditions. Landscape characteristics are the tangible and intangible aspects of a landscape that allow visitors to understand its cultural value. Collectively, they express the historic character and integrity of a landscape. Landscape characteristics give a property cultural importance and comprise the property's uniqueness. Each characteristic or feature is classified as contributing or non-contributing to the site's overall historic significance.

Landscape characteristics are comprised of landscape features. Landscape features are classified as contributing if they were present during the property's period of significance. Non-contributing features (those that were not present during the historical period) may be considered "compatible" when they fit within the physical context of the historic period and attempt to match the character of contributing elements in a way that is sensitive to the construction techniques, organizational methods or design strategies of the historic period. Incompatible features are those that are not harmonious with the quality of the cultural landscape and, through their existence, can lessen the historic character of a property. For those features that are listed as undetermined, further primary research, which is outside the scope of this CLI, is necessary to determine the feature's origination date. Landscape characteristics and features, individually and as a whole, express the integrity and historic character of the landscape and contribute to the property's historic significance.

Landscape characteristics identified for Pennsylvania Avenue, SE Corridor are spatial organization, land use, circulation, small-scale features, vegetation, views and vistas, and potential archeological sites.

This section also includes an evaluation of the property's integrity in accordance with National Register criteria. Historic integrity, as defined by the National Register, is the authenticity of a property's identity, evidenced by the survival of physical characteristics that existed during the site's historic period. The National Register recognizes seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association. Several or all of these aspects must be present for a site to retain historic integrity. To be listed in the National Register, a property not only must be shown to have significance under one or more criteria, but must also retain integrity.

LANDSCAPE CHARACTERISTICS AND FEATURES
Contributing landscape characteristics identified for Pennsylvania Avenue SE Corridor are spatial organization, land use, circulation, small-scale features, vegetation, views and vistas and archeology.

Spatial Organization:
The current spatial organization of Pennsylvania Avenue, SE Corridor is similar to that envisioned by Pierre Charles L'Enfant during the first period of significance. The primary organizing element from

this period is the diagonal axis of the street, radiating from the Capitol southeast towards Barney Circle. The diagonal has been maintained since it was first laid out by Andrew Ellicot and Benjamin Banneker in 1792. Subsequent modifications to the street have maintained the original diagonal design, with streetcar tracks and modern paving installed in the 1860s and 1870s. These two circulation features divided two of L'Enfant's original squares into smaller triangle parks. Neither L'Enfant nor Ellicott delineated the small triangle parks along Pennsylvania Avenue, though their creation is a result of L'Enfant's design and its combination of orthogonal streets with diagonal avenues. Their delineation during the second period of significance is in keeping with the original spatial organization, and the Pennsylvania Avenue, SE Corridor landscape retains a high level of integrity to the first and second periods of significance.

Land Use:
The Pennsylvania Avenue, SE Corridor has consistently maintained its original land use, as a route of transportation, since it was laid out circa in 1792. During the first period of significance, pedestrians, horsemen, and horse drawn carts shared the entire width of the road. During the second period of significance, the city's first streetcar line ran down the center of the avenue. Even after the streetcar tracks were sodded over, during the third period of significance, the new traffic medians served an important transportation function, by separating oncoming traffic on a busy downtown street. These Pennsylvania Avenue, SE medians retain high integrity to their use during the first, second and third periods of significance. The triangle parks along the avenue were first developed and designed as small, green "breathing spaces" during the second period of significance and continue to serve that function. These reservations retain a high degree of integrity of use to the second period of significance.

Circulation:
The principal circulation course of the Pennsylvania Avenue, SE Corridor is the avenue proper. The street has been a functioning thoroughfare since the first period of significance. Small medians were first installed along the avenue during the second period of significance to separate the streetcar from other vehicles. Since the streetcar tracks were sodded over during the third period of significance, circulation in the medians is limited to social trails running between the trees and across the avenue—still the medians retain partial integrity of circulation to the second periods of significance, when the medians were first installed, and high degree of integrity to the third period of significance. Squares and triangle parks along the avenues were not developed until the second period of significance, during which time pedestrian circulation was designed for some of these spaces. These circulation patterns were generally maintained during the beatification projects of the 1960s, though some were redesigned in the 1970s during the construction of the Metrorail. As a result, the triangle parks retain partial integrity to the second period of significance.

Small Scale Features:
Nearly all small scale features within the Pennsylvania Avenue, SE Corridor post-date the periods of significance except for some curbing installed in the 1870s and early 1900s. The site retains a minimal integrity of small scale features to the second period of significance.

Vegetation:
There is no record of the type of vegetation that existed along the Pennsylvania Avenue, SE Corridor during the first period of significance. During the second period of significance rows of trees were planted along the narrow medians separating the streetcar from the street. Some of these trees were maintained when the medians were sodded and replanted with turf and double rows of magnolia trees, during the third period of significance. The original magnolias were replaced with flowering crabapples in the late 1990s. The overall characteristic of the 1965 planting plan was retained. Turf grass continues to serve as the main ground cover for all medians. Many of the triangle parks still contain trees dating to the second period of significance. The Pennsylvania Avenue, SE Corridor cultural landscape retains some integrity of vegetation to the second and third periods of significance.

Views and Vistas:
Pennsylvania Avenue, SE Corridor's view of the Capitol building, designed by L'Enfant, was partially obstructed by the Library of Congress with the buildings completion in 1897. Despite the compromised nature of the main vista, many of L'Enfant's secondary designed vistas along the orthogonal streets are retained. No significant views or vistas were designed during the other periods of significance and the avenue retains integrity to the original L'Enfant plan.

Archeology:
No significant archeological investigations have been conducted within the Pennsylvania Avenue, SE Corridor though sections of the street and surrounding parks have been excavated, most recently in the 1970s, for the installation of the Metrorail. Archeological studies in the surrounding areas, including the excavation of Barney Circle in 1989 and Virginia Avenue in 1994, have uncovered original cobblestone streets and artifacts dating to various period of inhabitation, including pre-Columbian. Past use indicates that the Pennsylvania Avenue, SE Corridor may contain archeological material related to the history of transportation in Washington, DC. Archeological evidence of early Colonial and Native American settlements may also be present.

THE SEVEN ASPECTS OF INTEGRITY

1. Location: The location aspect of integrity involves the place where the landscape was constructed. The location of Pennsylvania Avenue SE Corridor remains unaltered since its construction and retains a high degree of integrity to the first, second and third periods of significance.

2. Design: Design is the combination of elements that create the form, plan, space, structure and style of a cultural landscape or historic property. Although changes have been made to accommodate trends in transportation, many of the essential aspects of L'Enfant's design for Pennsylvania Avenue, SE Corridor remain intact, including the axial relationship to the Capitol. Design changes during the second period of significance included the addition of streetcar tracks down the center of the avenue, small medians with rows of trees on either side of the tracks and the delineation and design of surrounding triangle parks. During the third period of significance the streetcar tracks were sodded over and redesigned as traffic medians with landscaped vegetation. While most of the original plant matter has

since been replaced, the overall design character from 1965 remains intact. The Pennsylvania Avenue, SE Corridor cultural landscape retains a high degree of integrity to the first period of significance, some integrity to the second period of significance and a high degree of integrity to the third period of significance.

3. Setting: Setting is the physical environment of a cultural landscape or historic property. When the Pennsylvania Avenue, SE Corridor was first laid out, the area surrounding the street was undeveloped, rural and occupied by a few local landowners. During the early 19th century, commercial establishments were opened along the avenue between First and Third Streets SE. The installation of the streetcar spurred commercial development east along the avenue during the second period of significance. Residential brick row houses were built along the triangle parks during the 19th century. East of Eleventh street, development was a mix of industrial and residential and mostly dates to the early 20th century when the streetcar tracks were extended past Eighth Street. This combination of commercial, residential and industrial building types located along a busy city street remains intact and the Pennsylvania Avenue, SE Corridor cultural landscape retains a high degree of integrity to the second and third periods of significance.

4. Material: Materials are the physical elements of a particular period, including construction materials, paving, plants and other landscape features. Most of the original materials along Pennsylvania Avenue have been replaced. Some curbing from the second and third periods of significance is intact and a few trees and shrubs dating to the second period of significance remain along the medians and in the triangle parks. However, as the majority of plant material postdates the three periods of significance and there is little left of the original curbing. As such the site retains no integrity from any periods of significance.

5. Workmanship: Workmanship includes the physical evidence of the crafts of a particular period. Original workmanship from the three periods of significance was lost with the replacement of original materials and sodding over of streetcar tracks and the installation of the Metro. Thus, the Pennsylvania Avenue, SE Corridor landscape retains no integrity to workmanship from any of the periods of significance.

6. Feeling: Feeling is a property's expression of the aesthetic or historic sense of a particular period. As the essentials of the L'Enfant plans layout and design are extant today, historic feeling from the eighteenth century period of significance is preserved. Elements of the site introduced during the second period of significance, including the development of the triangle parks and the emergence of the avenue as an important commercial and transportation corridor are also intact. As is the feeling introduced during the third period of significance, when a new landscape, designed for the center medians, was planted, emphasizing the avenue's importance as a primary approach to the city's monumental core. Integrity of feeling to all three periods of significance remains intact at the site.

7. Association: Association is the direct link between an important historic event or person and a historic property. Pennsylvania Avenue, SE Corridor is associated with Pierre L'Enfant and the planning of Washington, DC in the 18th century. Links to the first period of significance are evident in

the width of the street and its strong diagonal position among a series of orthogonal streets. L'Enfant's design has not been substantially altered since it was first developed and the avenue retains a high degree of integrity of association to the first period of significance.

Aspects of Integrity: Location

Design

Setting

Setting

Feeling

Association

Landscape Characteristic:

Spatial Organization

HISTORIC
Among the primary organizing elements of L'Enfant's plan for Washington, DC were a series of diagonal avenues, including Pennsylvania Avenue, superimposed on a grid of orthogonal streets. The avenues radiated from the two most significant buildings in the city, the president's house and the seat of congress. The importance of Pennsylvania Avenue is immediately apparent, as it is the only avenue that passes both of these buildings.

L'Enfant allocated space for fifteen squares throughout the capital, to provide open space for reflection and contemplation. Seward Square and Reservation 051 were among the squares identified by L'Enfant as No. 14 and No. 1, respectively. These numbered squares were intended for use by individual states, "for each of them to improve" (Leach 1997: VIII.8).

Additional open spaces were created at the meeting of diagonal and orthogonal thoroughfares in L'Enfant's plan. While L'Enfant provided no specific direction regarding these spaces, some, including Reservations 038, 040, 042 and 043 are identifiable as part of the original plan.

Modifications to Pennsylvania Avenue, SE made during the second and third periods of significance, were superficial and maintained the avenue's diagonal axis and open spaces. Streetcar tracks and modern paving, installed in the 1860s, 1870s and 1900s, divided one of L'Enfant's original squares – the modern Seward Square – into a series of smaller triangles. Reservation 051 was never developed as a square. Instead it was delineated as one of the triangular spaces along the avenue in the 1880s (NPS Land files). Landscaped traffic medians, installed over the streetcar tracks during the third period were planted with and alleé of magnolia trees, from Second Street, SE to Barney Circle in the 1960s. The plantings were designed to emphasize the continuity of the diagonal line of the avenue.

EXISTING
No significant alterations to Pennsylvania Avenue, SE Corridor's spatial organization have been made since it was planned by L'Enfant and Ellicott, and first laid out in the late 18th century. The original right-of-way from the first period of significance has been retained and the original design of the avenue, its surrounding streets and open spaces are still intact and clearly legible. Though some reservations were bisected by streetcar tracks during the second period of significance, the purpose of the avenue as a wide boulevard, organized around a variety of uses, has been maintained.

EVALUATION
The spatial organization of the Pennsylvania Avenue, SE Corridor cultural landscape retains a high degree of integrity to L'Enfant's original design, and the first period of significance. No significant changes were made to the site's spatial orientation during the other periods of significance.

Character-defining Features:

Feature: Diagonal Axis of Pennsylvania Ave SE

Feature Identification Number: 177203

Type of Feature Contribution: Contributing

Feature: Triangle Parks

Feature Identification Number: 177205

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Seward Square

Feature Identification Number: 177207

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Medians

Feature Identification Number: 177209

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Arrangement of Vegetation

Feature Identification Number: 177211

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Land Use

HISTORIC
The Pennsylvania Avenue, SE Corridor has consistently maintained its original use, as a transportation route, since it was first designed circa 1791-1792. During the first period of significance, pedestrians, horsemen, and horse drawn carts shared the entire width of the road, which was unpaved and exceptionally wide, per L'Enfant's original design. The city's first omnibus line traversed the street beginning in the 1850s (Bryan 1914: 361-362). In 1862, streetcar tracks were installed down the center of the road between Georgetown and Eighth Avenue, SE (Trieschmann 2006:VIII.15). The tracks were electrified in 1898 and were active until 1962, when they were replaced with bus service (Trieschmann 2006:VIII. 49-52, 66-73). Track infrastructure was removed and sodded over during the third period of significance, creating new wider traffic medians (Washington Post, January 28, 1964). These medians continue to serve an important transportation function by separating oncoming traffic on a busy downtown street. During this period, the medians acquired an additional use, as aesthetically pleasing green spaces intended to enhance the main southeastern approach to the Capitol. As part of Lady Bird Johnson's Beautification project, the medians were planted with double rows of magnolia trees and azaleas in 1965 (NPS City Beautiful Files: 1965).

The triangle parks along the avenue were first developed and designed as small, green breathing spaces during the second period of significance. Considered too small for extensive recreational use, they were minimally landscaped with grass and shade trees to proved visual relief from the busy city street (Leach 1997: VIII: 28). Some of the reservations were re-designed during the 1960s and 70s but continued to function as green spaces with small areas designed for passive recreation (Barthold 1993:4).

EXISTING
Pennsylvania Avenue, SE Corridor continues to function as a city street. The wide center medians serve as a necessary component of pedestrian infrastructure and continue to emphasize views toward the Capitol building. The triangle parks along the avenue have changed little from when they were first sodded and landscaped by the Office of Public Buildings & Grounds (OPB&G) between 1880 and 1913. They remain places designed for passive recreation and are important green spaces in the heart of Capitol Hill's commercial corridor.

EVALUATION
The land use of the Pennsylvania Avenue, SE Corridor cultural landscape retains a high degree

of integrity to all three periods of significance due to the continued use as a transportation thoroughfare and a designed public landscape. The medians retain significance to the first, second and third periods of significance for their continued transportation use: first, as a part of the original avenue, then, during the second period, as the site of the city's first streetcar line and finally, as part of the larger system of transportation safety along the avenue as traffic medians. The medians also retain a high degree of integrity to the third period of significance, when an additional use, as a designed landscape, was introduced. The surrounding triangle parks and squares retain a high degree of integrity to the second period of significance, when they were first delineated and designed as public landscapes.

Landscape Characteristic Graphics:

Figure 15: Traffic and pedestrians along Pennsylvania Avenue, SE. The photograph was taken by the University of Pennsylvania during the site visit.

Figure 16: A large expanse of green space at Seward Square, facing 5th Street, SE. Benches provide a place for pedestrians to rest. The photograph was taken by the University ofPennsylvania.

Vegetation

HISTORIC

More research is needed to determine the character of the vegetation along Pennsylvania Avenue during the first period of significance. Pennsylvania Avenue, NE was not cleared of naturally growing vegetation until around 1800, and as Pennsylvania Avenue, SE Corridor developed much later, it can reasonably be assumed that trees and brush covered parts of the road through the mid-19th century (Bishop 2015). The first efforts to formally landscape parts of the avenue date to the territorial government's improvement plans of the 1870s. Sometime between 1871 and 1880, a single row of trees was planted along the two center medians that separated the streetcar tracks from the rest of the avenue. More research is needed to

determine the exact type of trees that were planted at this time, though surveys from the 1920s indicate they were probably Red oaks (Quercus rubra). A collection of Army Corps of Engineers maps published in 1881 show that plantings were installed between Second and Eleventh Streets, SE. Single rows of maples (Acer) lined the sidewalks on either side of the avenue, including the land associated with the various triangle parks of Pennsylvania Avenue. The crossing of North Carolina Ave at Seward Square was demarcated by a row of elms (Ulmus) (Greene, "City of Washington, statistical maps," 1880). Turf grass ground cover and unknown varieties of trees, shrubs and some flowerbeds were also planted in the triangle parks during this period (Leach 1997: VIII: 28). Medians and parks east of Eleventh Street were planted sometime between 1900 and 1913. Medians east of Eleventh Street were planted with pin oaks (Quercus palustris) (Schoenfeld 2014:121; NPS undated material:1; Darwina Neal Files). OPB&G survey photos from 1926-1929 show mature trees on all traffic medians (with shrubs planted in between), and mature trees in many triangle parks, possibly capturing the original plantings. The survey identified a variety of species planted in the triangle parks, including oaks, Japanese pagodas (Styphnolobium japonicum), catalpas (Caltalpa), hawthorns (Crataegus), Japanese raisin trees (Hovenea dulcis) and elms (Ulmus). Some of the reservations also featured circular flowerbeds in the center of the park. Shrubs are visible along many of the parks' perimeters, but the types were not identified in the survey (NPS Land files, Reservations 37-54).

Hundreds of thousands of trees, shrubs, and flowers were added to Washington DC's parks as part of Lady Bird Johnson's Beautification efforts between 1965 and 1968. The National Park Service established a Beautification Task Force based at National Capital Parks where work was handled by staff landscape architects. As part of phase one of the project, the medians along Pennsylvania Avenue, SE, which were expanded to cover the original streetcar tracks in 1964, were planted with new turf grass ground cover and an alleé of magnolia trees. A National Park Service plantings plan from 1965 details the specifics of the planting between Second Street, SE and Barney Circle. Along this stretch, 93 of the original oak trees were to be retained. 151 oaks were to be removed. 386 Saucer magnolias (Magnolia soulangeana) were planted between Second and Seventh Streets, SE and Ninth Street, SE and Barney Circle. 1400 Glacier azaleas (Rhododendron 'Glacier') were planted on the two medians between Seventh and Ninth Streets, SE Shrubs, visible along medians in the OPB&G survey photos, were pulled up and the entire median area planted with turf grass. The planting plan proposed a double allee of magnolias evenly spaced approximately twenty feet apart along the width of the medians. Additional beautification projects were planned for surrounding triangle parks but were never implemented (Darwina Neal Files).

EXISTING

The rows of magnolia trees planted during the third period of significance were removed in 1997 and replaced with flowering Sugar Tyme crabapple trees (Malus 'Sutyzaam') (Wheeler, 1997). The original planting plan from 1965 was followed during the replacement, retaining the character of the original design, despite a change in the species.

Some of the mature oaks, initially retained as part of the 1965 plan have been removed. However, 24 of these trees remain along the edge of the central medians. The azaleas planted on the medians between Seventh and Ninth Streets, SE were replaced with Meidiland shrub roses (Rosa Meicoublan) probably around the same time as the replacement of the Magnolia trees, though more research is needed to confirm this. National Park Service landscape architect Darwina Neal's files indicate that roses had replaced the azaleas by the mid-1990s. Turf grass ground cover remains at all medians, and most triangle parks. In 1975, Seward Square south of Pennsylvania Avenue, SE Corridor was completely redesigned after it was excavated as part of the construction of the Metro line underneath the street. Holly trees and holly shrubs of different varieties were planted around the perimeter of the park and along a central seating plaza. A circular turf grass panel was installed at the paved plaza, and turf grass covers the areas around the parks perimeter.

The following is a list of current vegetation at each of the National Park Service Pennsylvania Avenue, SE Corridor reservations:

Reservation 037 – Turf grass groundcover, glossy abelia (Abeliea grandiflora) hedges, turf grass groundcover
Reservation 037A (east) – Turf grass groundcover, 11 Sugar Tyme crabapple trees (Malus 'Sutyzaam'), 1 northern red oak (Quercus rubra) planted during second period of significance
Reservation 037A (west) – Turf grass groundcover, 16 Sugar Tyme crabapple trees (Malus 'Sutyzaam'), 1 northern red oak (Quercus rubra) dating to second period of significance
Reservation 037B – Turf grass groundcover, 40 Sugar Tyme crabapple trees (Malus Sutyzaam'), 2 northern red oaks (Quercus rubra) planted during the second period of significance
037B (check this res #) – Turf grass groundcover, 70 Sugar Tyme crabapples (Malus 'Sutyzaam')
Reservation 038 – Turf grass groundcover, glossy Abelia (Abeliea grandiflora) hedges, 2 mature Japanese pagoda (Styphnolobium japonicum) trees planted during the second period of significance
Reservation 038A – Turf grass groundcover, 22 Sugar Tyme crabapples (Malus 'Sutyzaam'), 1 northern red oak (Quercus rubra), 1 scarlet oak (Quercus coccinea), both planted during the second period of significance
Reservation 039 – Turf grass groundcover, various holly (Ilex) hedges, 5 holly (Ilex) trees, all planted in late 1970s, 1 magnolia (Magnolia) tree
Reservation 040 – Turf grass groundcover, glossy Abelia (Abeliea grandiflora) hedge, 1 mature tree, unidentified, probably planted during the second period of significance
Reservation 041 – Turf grass groundcover, Holly (Ilex) hedges
Reservation 041A – Turf grass groundcover, 23 Sugar Tyme crabapples (Malus 'Sutyzaam')
Reservation 042 – Turf grass groundcover, glossy Abelia (Abeliea grandiflora) hedges, 1 mature tree, unidentified, probably planted during the second period of significance
Reservation 043 – Turf grass groundcover, glossy Abelia (Abeliea grandiflora) hedges, 2

Japanese pagodas (Styphnolobium japonicum) dating to second period of significance
Reservation 044A – Turf grass groundcover, shrub bed of Meidiland roses (Rosa 'Meicoublan')
Reservation 047A – Turf grass groundcover, shrub bed of Meidiland roses (Rosa 'Meicoublan')
Reservation 047 B – Turf grass groundcover, 49 Sugar Tyme crabapples (Malus 'Sutyzaam')
Reservation 050 – Turf grass groundcover, Pyracantha (Pyracantha) hedges
Reservation 050A – Turf grass groundcover, 25 Sugar Tyme crabapples (Malus 'Sutyzaam')
Reservation 051 – Turf grass groundcover, no trees or shrubs
Reservation 051A – Turf grass groundcover, 25 Sugar Tyme crabapple trees (Malus 'Sutyzaam')
Reservation 052 – Turf grass groundcover, 1 unidentified dead tree, 1 cherry (Prunus) tree, Pyracantha (Pyracantha) and other perimeter hedges, planted in 2005 according to Darwina Neal files.
Reservation 052A – Turf grass groundcover, 48 Sugar Tyme crabapples (Malus 'Sutyzaam'), 2 oaks (Quercus) dating to the second period of significance
Reservation 53 – Turf grass groundcover, 2 recently planted birch (Betula) trees
Reservation 053A – Turf grass groundcover, 34 Sugar Tyme crabapples (Malus 'Sutyzaam'), 5 oaks (Quercus) dating to second period of significance
Reservation 054 – 3 young oaks (Quercus), 4 young carmine crabapples (Malus astrosanguinea), 2 young beech (fagus) trees, Pyracantha (Pyracantha) hedges, no grass, all vegetation planted c. 2007, (need citation)
Reservation 054A – Turf grass groundcover, 34 Sugar Tyme crabapples (Malus 'Sutyzaam'), 5 oaks (Quecus) from second period of significance
Reservation 054B – Turf grass groundcover, 48 Sugar Tyme crabapples (Malus 'Sutyzaam'), 2 oaks (Quercus) from second period of significance
Reservation 054C – Turf grass groundcover, 1 young tree, unidentified, recently planted
Reservation 054D – Turf grass groundcover, 20 Sugar Tyme crabapples (Malus 'Sutyzaam')

EVALUATION
The vegetation planted along Pennsylvania Avenue, SE Corridor retains integrity to the third period of significance. Though most of the original plant material was replaced in 1997, the essential 1965 design and character was maintained and trees and shrubs were replaced with species of similar character and form. Due to the survival of a handful of oaks along the central median, and some older trees in the triangle parks, the vegetation also retains partial integrity to the second period of significance, when these sites was first landscaped.

Character-defining Features:

Feature: Overall Planting Plan for medians

Feature Identification Number: 177213

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Overall Planting Plan for medians

Feature Identification Number: 177225

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Mature Oak Trees

Feature Identification Number: 177215

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Mature Oak Trees

Feature Identification Number: 177229

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Japanese Pagoda Trees

Feature Identification Number: 177217

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Japanese Pagoda Trees

Feature Identification Number: 177233

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Holly Trees and Shrubs in Seward Square

Feature Identification Number: 177219

Latitude Longitude

0.0000000000

Feature: Holly Trees and Shrubs in Seward Square

Feature Identification Number: 177235

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Crabapple Alles

Feature Identification Number: 177221

Latitude Longitude

0.0000000000

Feature: Crabapple Alles

Feature Identification Number: 177237

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Shrub Roses at medians between 7th and 9th Streets SE

Feature Identification Number: 177223

Latitude Longitude

0.0000000000

Feature: Shrub Roses at medians between 7th and 9th Streets SE

Feature Identification Number: 177239

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Miscellaneous Trees in Triangle Parks

Feature Identification Number: 177227

Latitude Longitude

0.0000000000

Feature: Miscellaneous Trees in Triangle Parks

Feature Identification Number: 177241

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Miscellaneous Shrubs in Triangle Parks

Feature Identification Number: 177231

Latitude Longitude

0.0000000000

Feature: Miscellaneous Shrubs in Triangle Parks

Feature Identification Number: 177243

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Landscape Characteristic Graphics:

Figure 17: Shrub roses at Pennsylvania Avenue, SE Corridor medians. Photograph was taken by the University of Pennsylvania

Figure 18: Crabapples at Pennsylvania Avenue, SE Corridor medians. The photograph was taken by the University of Pennsylvania research team.

Figure 19: Holly trees at Seward Square. The photograph was taken by the University of Pennsylvania research team.

Circulation

HISTORIC

The key historic circulation feature of the Pennsylvania Avenue, SE Corridor cultural landscape is the avenue. The street has been a functioning thoroughfare since the first period of significance. During this time the land for the future site of Pennsylvania Avenue, SE was acquired and the width of the street itself laid out (Leach 1997:VIII:8-9). For much of the early 19th century, it remained a dirt road cutting through vast tracts of rural farmland. There were few structures along the Pennsylvania Avenue, SE Corridor, as most of the population was centered around the government buildings located on the northwest end of the avenue. The street was exceptionally wide; in keeping with L'Enfant's design it was laid out at a width of 130 feet. Residents complained that the width made it difficult to cross, and as it was unpaved, it was often impassable in wet weather. In addition to horses, carriages and pedestrians,

domestic animals such as chickens, cows and pigs often wandered freely from private landscaped areas into the avenue and its surrounding open spaces (Bishop 2015:23-24; Leach 1997:VIII.13-14).

In 1850, northern businessman Gilbert Vanderwerken introduced the city's first omnibus line, which ran along Pennsylvania Avenue from Georgetown to Eighth Street, SE, where it turned south and terminated at the Navy Yard. The horse drawn cars seated twelve passengers, with a one-way fare of 12 ½ cents each. New technology soon replaced the omnibus, but Vanderwerken's original route through the city remained essentially unchanged over the next 100 years (Bryan 1914: 361-362).

The blocks immediately east of the Capitol were graveled in 1858 but the majority of the avenue was still dirt road in 1862 when the city's first streetcar tracks were laid near the Capitol building. The Washington and Georgetown Railroad Company (W&GRC) was established on May 17, 1862. The associated streetcar line followed the route of Vanderwerken's omnibus line and tracks were laid down the center of Pennsylvania Avenue, SE that same year. Congress dictated that the gauge of the tracks corresponded to that of the Baltimore and Ohio Railroad so that railway and freight cars might use the tracks to move supplies around the capital during the Civil War (Trieschmann 2006:VIII.15).

In 1871, the local government began an ambitious program of improvements to the city's infrastructure, focusing particularly on roads. Major damage had been done to streets during the Civil War. The transportation of soldiers and supplies left the capital's streets, avenues and footways in a ruined state. Wood blocks were laid along Pennsylvania Avenue, SE Corridor to 8th Street, SE in February of 1871. These were replaced with asphalt and concrete paving in 1874 (Leach 1997:VIII.22; Barthold 1993:3). Cobblestones, first installed between the streetcar tracks in 1862, were left in place, as W&G preferred these for their horses' footing (Bishop 2015). A new system of "parkings" called for landscaped medians to be installed to separate the streetcars from other traffic (Leach 1997:VIII.22). More research is need to determine exactly when these medians were constructed, but sometime between 1871 and 1880, these circulation features were installed between Second and Eleventh Streets, SE. Medians were not constructed east of Eleventh Street, SE until 1913, when the streetcar line was extended past Eighth Street to Barney Circle (Schoenfeld 2014:121; NPS undated material:1). Indeed, engineering maps show this segment of Pennsylvania Avenue was still unpaved, dirt road in 1881, even though most of the city's streets had been graveled, macadamized or paved by this time (Greene, "City of Washington, statistical maps," 1880).

Medians constructed along Pennsylvania Avenue, SE Corridor during the second period of significance varied in length but were uniformly 43.8 feet wide, including the center streetcar tracks, between Second and Eleventh Streets, SE. OPB&G photos from the 1920s show two thin, landscaped strips on either side of two sets of metal tracks. Tracks were laid 5.1 feet apart with 5.5 feet separating east and westbound lines. The medians themselves were approximately 14 feet wide with sod and curbed along the street facing side. At either end of

the medians, concrete sidewalks, at grade with the cobblestone or asphalt streetcar lane, provided a safe space for pedestrians to wait and board cars. Smaller concrete sidewalks were spaced the length of the medians allowing for additional pedestrian crossing. Photos show cobblestone was retained between earlier medians despite the switch from horse drawn streetcars to cable in 1890, and underground electric traction in 1898. The pavement between medians from Eighth Street, SE to Barney Circle was asphalt. Between Eleventh St, SE and Barney Circle, center medians are slightly wider, between 54 and 56 feet wide (NPS Land files, Reservation 37-54).

Washington DC's streetcar era ended in 1962. The city's first operational streetcar line, traveling from Georgetown down Pennsylvania Avenue SE, was also its last in use. Tracks were pulled up sometime in 1962, and in 1964, the center streetcar lane was sodded over and curbed, creating a series of single large medians down the center of Pennsylvania Avenue SE Corridor (The Washington Post, January 28, 1964). These new, wider medians continued to affect circulation along the busy street throughout the third period of significance, controlling automobile traffic between Second Street SE and Barney Circle.

Formal circulation, in and around the Pennsylvania Avenue, SE Corridor triangle parks, was not established until the second period of significance. As roads were paved and improved, the surrounding triangle parks were delineated with curbs and sidewalks. Prior to this time, many of these reservations were used by adjacent landowners as gardens, refuse heaps or pasture for animals. Under the Office of Public Buildings and Grounds, improvements to the small triangle parks between the Capitol Building and Barney Circle officially began in 1871 and continued through 1913 (Leach 1997: VIII: 28). Period photos from the OPB&G survey of 1926-29 show the only circulation designed for these reservations appears to be the sidewalks constructed around their perimeter. Formal circulation through some of the larger reservations like Seward Square may have existed during the second period of significance, but no documentation was found during the course of this CLI (NPS Land files, Reservations 37-54). In 1963, the portions of 5th Street, SE, which had previously cut through Seward Square, were closed to traffic and the street between reservations 039/041 and 040/042 was sodded over, connecting these segments into a single space. Formal pathways and seating areas were designed for Seward Square, south of Pennsylvania Ave, in 1975, after the area was excavated for work on the new Metrorail. The new design featured paved walkways and a circular seating area (HABS No. DC. 634).

EXISTING

The circulation patterns within Pennsylvania Avenue, SE medians remain consistent with the automobile focused design dating to the third period of significance. Small adjustments have been made to some of the medians, including the addition of brick and concrete sidewalks where crosswalks cross the medians. More research is needed to determine when theses were first installed, but it may date to the reconstruction of many areas of Pennsylvania Avenue, SE after the construction of the Metro line. In some instances, such as reservations 054, 054C and 054E, entire triangles were been bricked over after construction related to the Potomac Avenue

Metro stop was completed. This resulted in open plazas for additional pedestrian use.

Many social trails exist both across the medians themselves, and along their length, between and beside the rows of crabapple trees. One particularly well used social trail crosses the center of reservation 054, creating a “desire line” through the median in the direction of the Potomac Avenue Metro stop. Social trails through triangle parks are present, most notably, along reservations without sidewalks installed along their perimeters, such as reservation 037. Social trails exist through parts of the large reservations that make up Seward Square.

EVALUATION
Pennsylvania Avenue, SE Corridor retains some degree of integrity of circulation to the first and second periods of significance. Methods of transportation have changed throughout the history of the avenue, and existing infrastructure from the earlier periods of significance no longer exists. Still, the current circulation patterns in and around the NPS owned reservations closely matches historic traffic patterns along the avenue. The width of the roadway has fluctuated over time, but the original right-of-way remains unchanged since it was first established in 1791. Although streetcar traffic no longer runs down the center of the street as it did during the second period of significance, the wide center medians preserve some sense of the 19th and early 20th century circulation pattern along the avenue. Their current width matches that of the earlier streetcar medians dating to the second period of significance. During the third period of significance, circulation patterns were designed to accommodate increased vehicular traffic along the avenue. This same circulation pattern is intact today, and the site retains a high degree of integrity to the third period of significance.

The main form of pedestrian circulation along squares and triangle parks continues to be sidewalks that were installed during the second period of significance, and are outside current NPS reservation boundaries. More research is needed to determine whether any social trails match pedestrian circulation patterns during any of the periods of significance. Formal circulation designed for Seward Square in 1975 is non-contributing, but compatible with the overall historical circulation design for the landscape.

Character-defining Features:

Feature: Pennsylvania Avenue SE

Feature Identification Number: 177245

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Interior Triangle Park Paths

Feature Identification Number: 177247

Type of Feature Contribution: Non contributing – compatible

Latitude	Longitude
0.0000000000	

Feature: Seward Square Interior Paths

Feature Identification Number: 177249

Type of Feature Contribution: Non contributing – compatible

Latitude	Longitude
0.0000000000	

Feature: Social Trails

Feature Identification Number: 177251

Type of Feature Contribution: Non contributing

Latitude	Longitude
0.0000000000	

Landscape Characteristic Graphics:

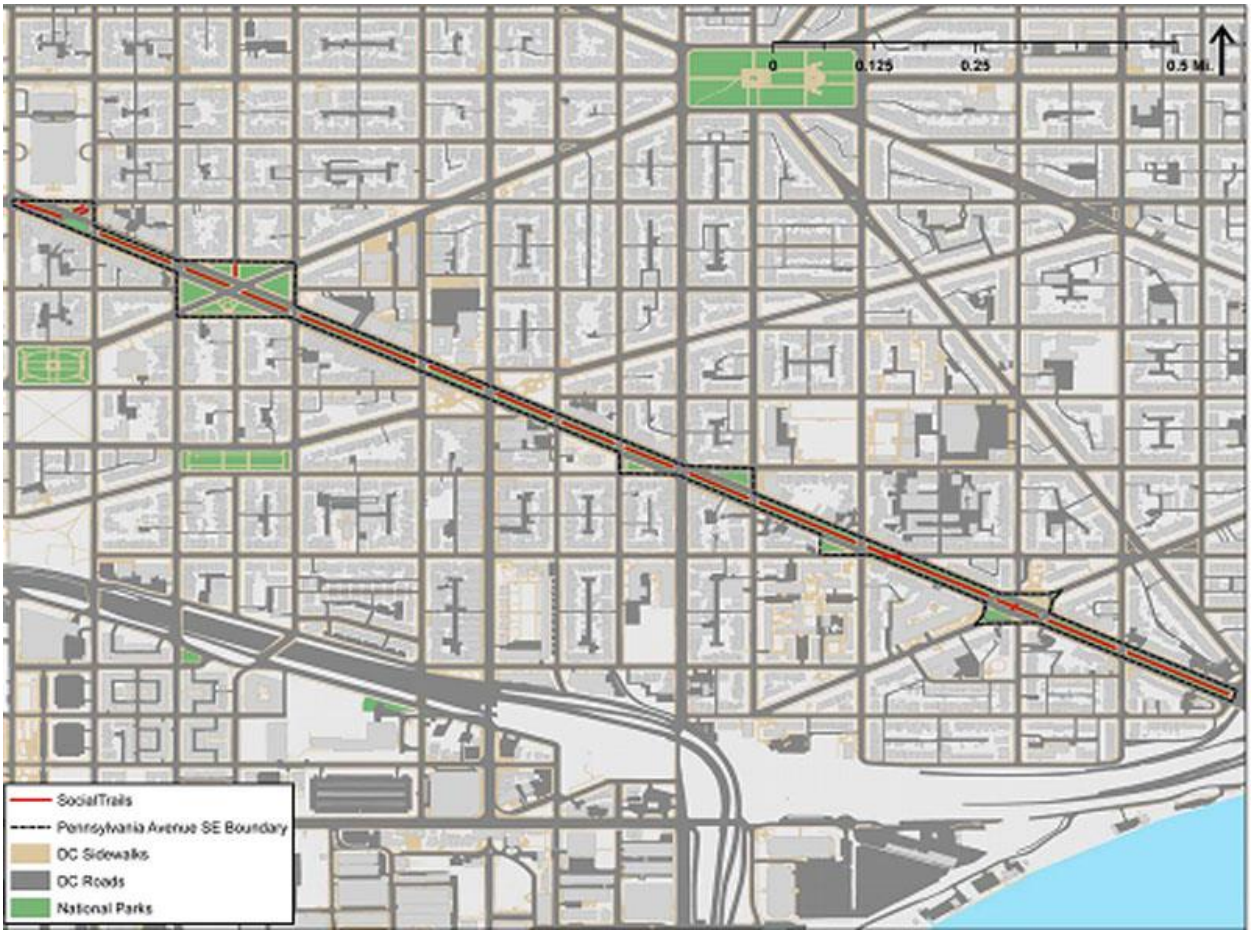


Figure 20: Circulation map.

Figure 21: Seward Square, north of Pennsylvania Avenue, SE Corridor, showing original cut of 5th Street SE, sodded over in 1963. The photograph is from the University of Pennsylvania research team.

Figure 22: Social trail at Reservation 037. The photograph was captured by the University of Pennsylvania research team

Views and Vistas

HISTORIC
Vistas were one of the most important features of L'Enfant's plan for Washington, DC. They were designed to provide physical and symbolic links along the avenues and streets. The most important vista designed for Pennsylvania Avenue, SE Corridor was an unencumbered view of the Capitol building along the length of the avenue. This was intended to provide visitors approaching the city from the southeast an inspiring introduction to the nation's main seat of power. Other vistas along the avenue were designed to provide oblique views of important monuments and parks.

Views include:
Southwest along South Carolina Avenue, SE

North from Seward Square towards Stanton Square
West along C Street, SE from Seward Square to Stanton Square
Along Pennsylvania Ave, SE between Seward Square and reservation 051
South along Eighth Street, SE toward the Navy Yard
South along Eleventh Street, SE from reservation 051 towards Virginia Avenue Park
North along Twelfth Street, SE towards Massachusetts Avenue

The southwest view along South Carolina Avenue, SE was intended to connect Pennsylvania Ave, SE with a monumental fountain that was never constructed. In his notes, L'Enfant indicated that these squares were to be "divided among the several States in the Union, for each of them to improve, or subscribe a sum additional to the value of the land for that purpose." The squares, named for the states, would be separate unto themselves, yet "most advantageously and reciprocally seen from each other;" separate, but bound together by streets, avenues and sightlines (Bedner 2006:12-13).

The main vista along Pennsylvania Avenue, SE Corridor was altered in 1897 with the completion of the Library of Congress building between First and Second Streets, SE. Twentieth century development has also affected many of the other vistas, though in general, the area around Pennsylvania Avenue, SE Corridor was spared the high-rise construction boom that destroyed historic vistas in other parts of the city. No significant vistas were designed during the second or third periods of significance.

EXISTING
The Library of Congress building remains as a visual obstruction to the L'Enfant designed view of the Capitol from Pennsylvania Avenue, SE Corridor. However, the Capitol dome is still visible despite the building being obscured. Secondary, vistas have been compromised by the development of city blocks in the 19th and 20th centuries. In some cases direct sightlines along streets have been maintained.

EVALUATION
Despite obstructions, the view along Pennsylvania Avenue, SE Corridor, toward the Capitol building, has not lost its symbolic power. The openness along the rest of the diagonal vista retains integrity. Many of the sightlines along orthogonal streets between squares have been maintained, though in many cases buildings, vegetation and highways obstruct the intended views of each square. Some of the designed vistas connected squares that were so far from one another that clear axial views in the direction of corresponding squares or monuments is more likely what L'Enfant intended. As such, the Pennsylvania Avenue, SE Corridor cultural landscape retains partial integrity of views and vistas to the first period of significance.

Character-defining Features:

Feature: Axial vista along Pennsylvania Avenue, SE towards Capitol Building

Feature Identification Number: 177253

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Oblique view southwest along South Carolina Avenue SE

Feature Identification Number: 177255

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Oblique view north from Seward Square towards Stanton Square

Feature Identification Number: 177257

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Oblique view west along C Street SE from Seward Square to Stanton Square

Feature Identification Number: 177259

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Oblique view along Pennsylvania Ave SE between Seward Square and reservation 051

Feature Identification Number: 177261

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Oblique view south along Eighth Street SE toward the Navy Yard

Feature Identification Number: 177263

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Oblique view south along Eleventh Street SE from reservation 051 towards Virginia Avenue Park

Feature Identification Number: 177265

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: Oblique view north along Twelfth Street SE towards Massachusetts Avenue

Feature Identification Number: 177267

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Landscape Characteristic Graphics:

Figure 23: Vista along Pennsylvania Avenue, SE facing the Capitol building. This photograph was captured by the research team during their site visit.

Small Scale Features

HISTORIC

The first installation of small scale landscape features along Pennsylvania Avenue, SE Corridor dates to the second period of significance. As improvements were made to the street between 1871 and1880, curbing was built along medians and triangle parks and streetlamps installed along the avenue. Original curbing was stone and likely installed sometime between 1871 and 1880 when the medians and triangle parks were first constructed and delineated. By 1884, all twenty-five reservations on Pennsylvania Avenue west of Ninth Street, SE, were enclosed by either wrought-iron or post-and-chain fences, and many featured fountains, flowerbeds or ornamental vases (HABS No. DC-706, 7). Medians and triangle parks east of Ninth Street, SE were developed during the early 20th century, around 1913, when the streetcar line was

extended to Barney circle. Stone curbing at these reservations was installed around this date. Between the sidewalks and grassed area at some of the triangle parks, additional concrete quarter-round curbing was added. More research is need to determine when this occurred – they were first documented in OPB&G survey photos from 1926 to 1929 and are only present in reservations where cast iron fencing had been removed – such as reservations 037 and 053. Street lamps were generally installed on sidewalks and on medians. The only other small scale features visible in these survey photos is instructional street signage, usually located on sidewalks at the corners of triangle parks. The HABS report for Seward Square mentions a decorative vase had been placed somewhere in the park circa 1900. No documentation of small scale features from the third period of significance was discovered during the course of research for this CLI.

EXISTING

Besides quarter-round curbing dating to the second period of significance, no small scale features dating to any of the three periods of significance remain along Pennsylvania Avenue, SE Corridor. More research is needed to determine when cast iron fencing was removed from triangle parks. This modification may date from 1930 and or the 1970s when many parks were excavated during construction of the Metro. In the case of some reservations, it may have been recently removed – the L'Enfant National Register nomination from 1997 mentions still extant fencing in the Capitol Hill neighborhood at that time, though it does not say where. 19th century street lamps still exist at points along the avenue, but these are all located along sidewalks or on portions of medians which have been transferred to Washington DC. Existing small scale features within CLI boundaries include wooden benches, trashcans, modern iron fencing and interpretive and instructional signage. The location of these features is documented in the map below.

EVALUATION

Pennsylvania Avenue, SE Corridor retains no integrity of small scale features. The majority of the features dating to the second period of significance were removed sometime in the twentieth century. The exception is the concrete curbing along the grass perimeter of some triangle parks, including reservations 037 and 053. All other small scale features were installed post 1968 and are therefore non-contributing. Most of these are considered compatible, with the exception of a bench at reservation 051, which is not in keeping with the other Park Service installed benches along the avenue. It seems to have been added by a local resident for use by those waiting for the bus.

Character-defining Features:

Feature: Quarter Round Concrete Curbstones

Feature Identification Number: 177269

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Benches

Feature Identification Number: 177271

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Fences

Feature Identification Number: 177273

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Trash cans

Feature Identification Number: 177275

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Signs

Feature Identification Number: 177277

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Landscape Characteristic Graphics:

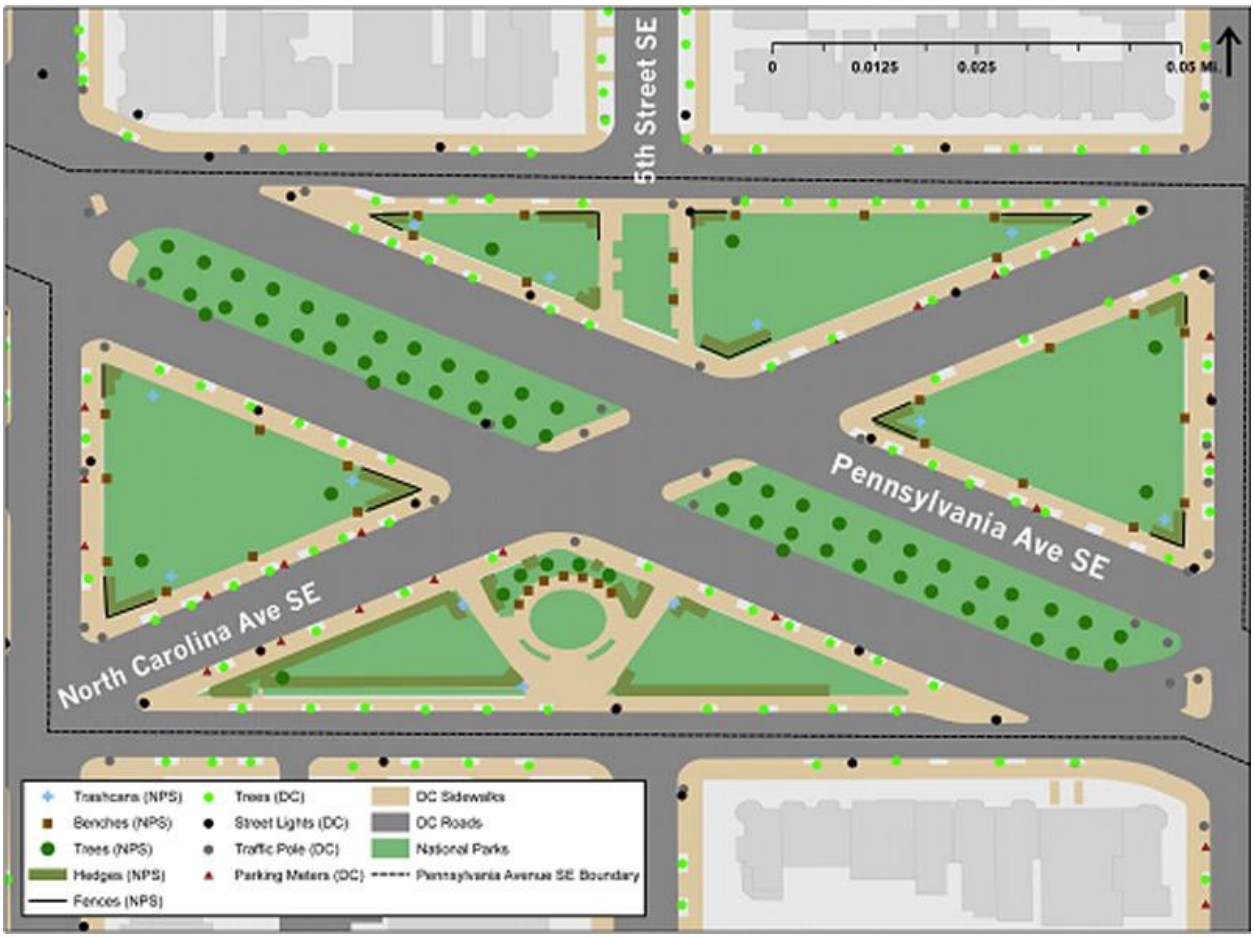


Figure 26: Small Scale Features at Seward Square

Figure 25: Interpretive signage at Reservation 037.

Figure 26: Semi-circular bench at Seward Square.

Figure 27: Quarter-round curbing at Reservation 052

Archeological Sites

HISTORIC

No significant archeological investigations have been conducted within the Pennsylvania Avenue SE Corridor though sections of the street and surrounding parks have been excavated, most recently in the 1970s, for the installation of the Metrorail. Archeological studies in the surrounding areas, including the excavation of Barney Circle in 1989 and Virginia Avenue in 1994, have uncovered original cobblestone streets and artifacts dating to various period of inhabitation, including pre-Columbian.

EXISTING

Currently no archeological investigations of the avenue are in progress or planned.

EVALUATION

The unearthing of artifacts at nearby Barney Circle and Virginia Avenue indicates that the potential to discover archeological artifacts along the Pennsylvania Avenue, SE Corridor exists. Archeological evidence of early Colonial and Native American settlements may be present. Past use indicates that the site may contain archeological material related to the history of transportation in Washington, DC.

Condition

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 06/13/2017

Condition Assessment Explanatory Narrative:

The cultural landscape has received a rating of "Fair." This ranking indicates that the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Pennsylvania Avenue SE Corridor cultural landscape has a number of impacts that affect its overall condition. The most pressing impact is the health of vegetation along the avenue. Many hedges along the avenue are dead or in poor health and should be removed or replaced. Tree stumps should also be removed. While most of the dead or unhealthy crabapple trees at medians have been recently replaced, the continued loss of trees at the site is an issue that should be addressed. Other potential impacts at Pennsylvania Avenue SE Corridor include soil compaction and impending development.

The following actions should be implemented in order to improve the condition of the cultural landscape:
-Dead or unhealthy specimens should be removed
-Tree stumps should be removed
-Missing planting should be replanted
-A healthier alternative that maintains the character of the cultural landscape should be considered to replace the crabapples if problems persists
-Efforts should be made to minimize the presence and impacts of social trails
-Routine maintenance should be conducted on contributing cultural resources
-Routine monitoring should be conducted on the cultural landscape

Impacts

Type of Impact: Deferred Maintenance

External or Internal: Internal

Impact Description: Unhealthy or dead trees and hedges in need of replacement

Type of Impact: Impending Development

External or Internal: External

Impact Description: In 2015, an unofficial proposal to reinstall a streetcar along Pennsylvania Avenue, SE Corridor threatened the historic character of the traffic medians dating to the third period of significance. However, the installation of a streetcar line would be in keeping with the historic land use and character of the cultural landscape of the second period of significance.

Type of Impact: Soil Compaction

External or Internal: Internal

Impact Description: Deeply worn social trails exit throughout the landscape, across medians and through triangle parks.

Treatment

Treatment

Approved Treatment: Undetermined

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Year of Publication: 2003

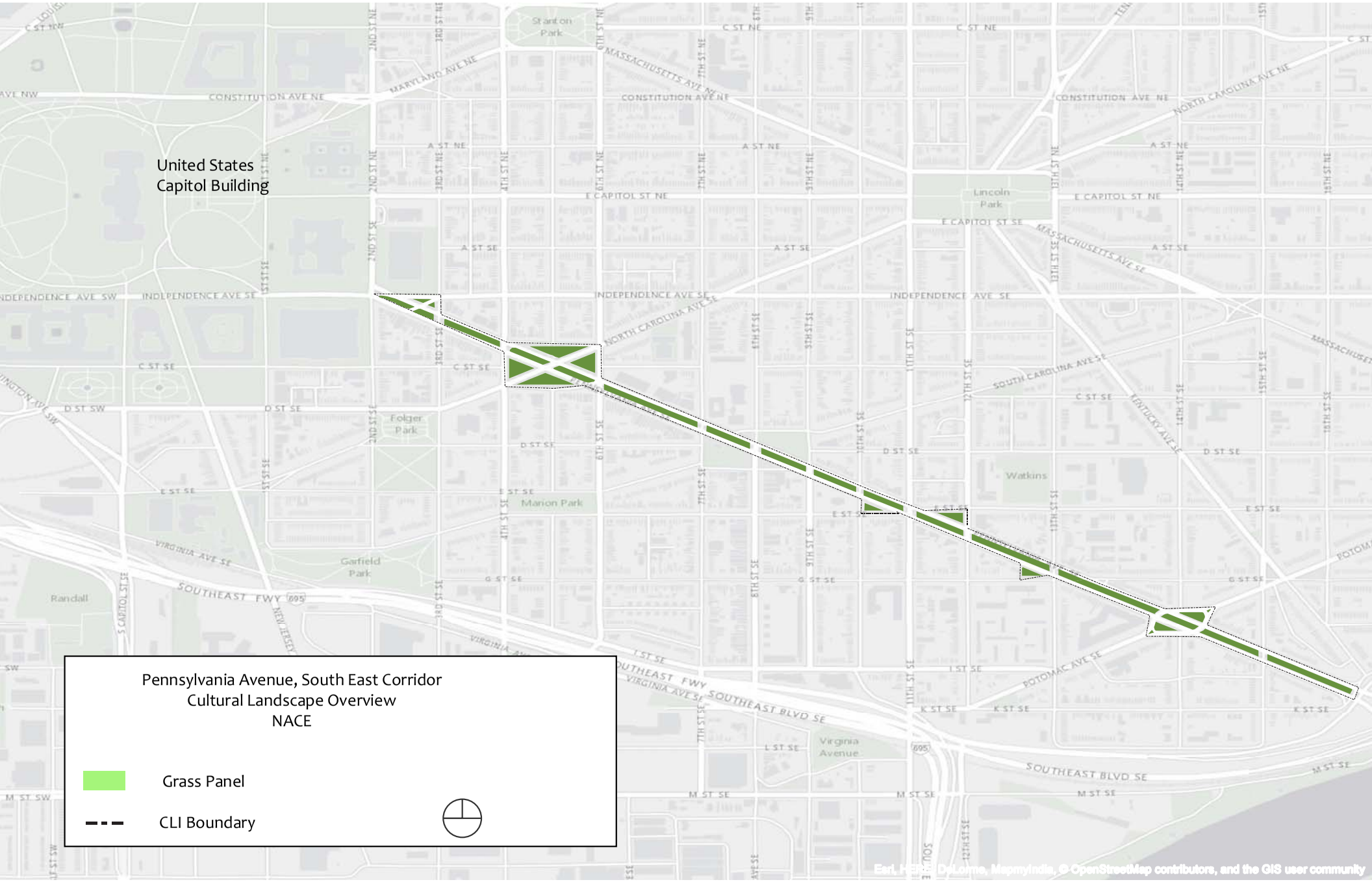
Citation Publisher: Capitol Hill Restoration Society and DC Preservation League, Washington, DC

Supplemental Information

Title: Pennsylvania Avenue, SE Corridor GIS maps

Title: Reservation Appendix

Appendix A
Existing Conditions Maps


United States
Capitol Building
Pennsylvania Avenue, South East Corridor
Cultural Landscape Overview
NACE
Grass Panel
CLI Boundary
Stanton Park
Lincoln Park
Folger Park
Marion Park
Garfield Park
Watkins
Virginia Avenue
Randall
CONSTITUTION AVE NE
INDEPENDENCE AVE SE
INDEPENDENCE AVE SW
E CAPITOL ST NE
E CAPITOL ST SE
MASSACHUSETTS AVE SE
NORTH CAROLINA AVE SE
SOUTH CAROLINA AVE SE
KENTUCKY AVE SE
POTOMAC AVE SE
VIRGINIA AVE SE
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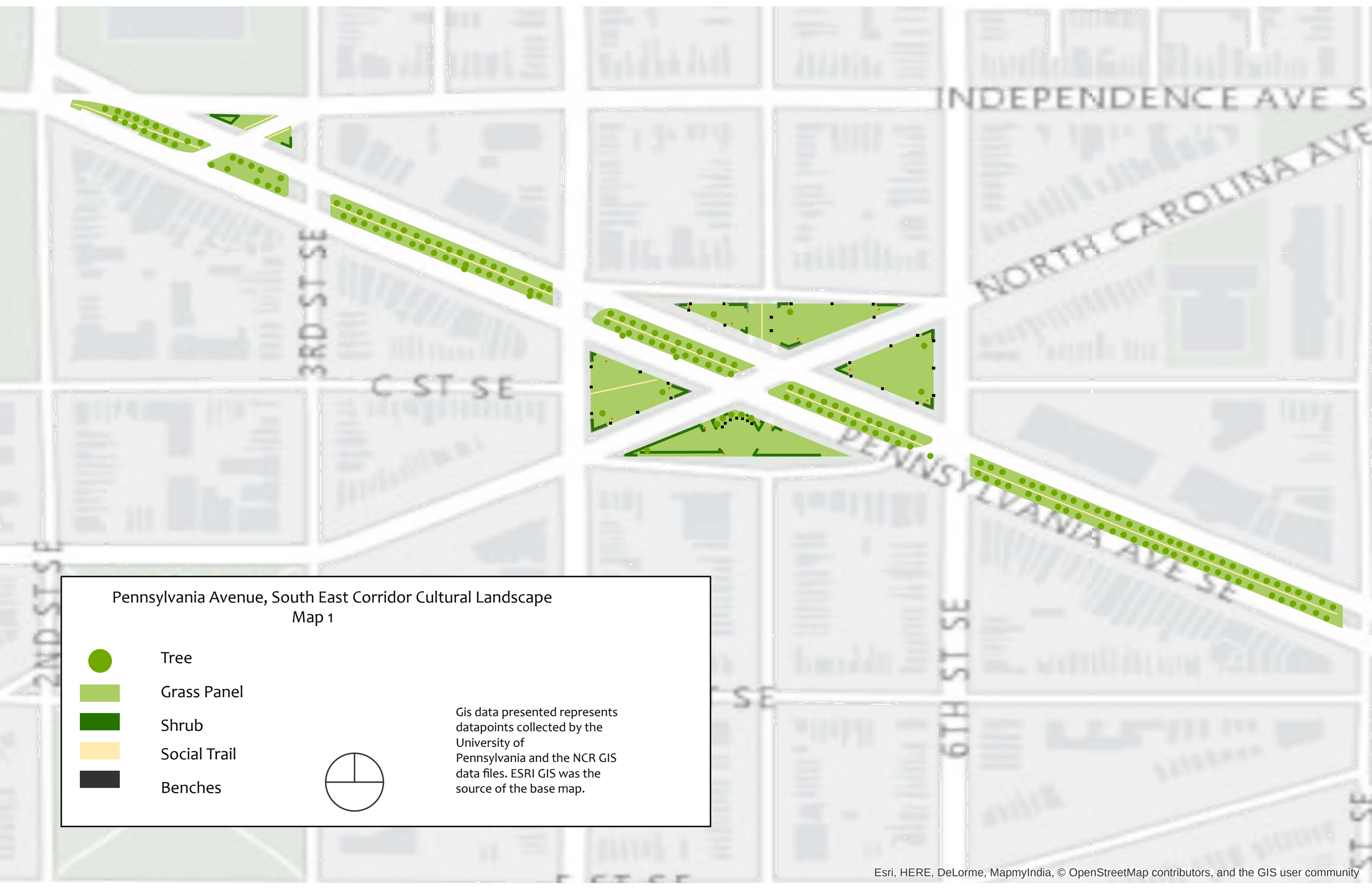
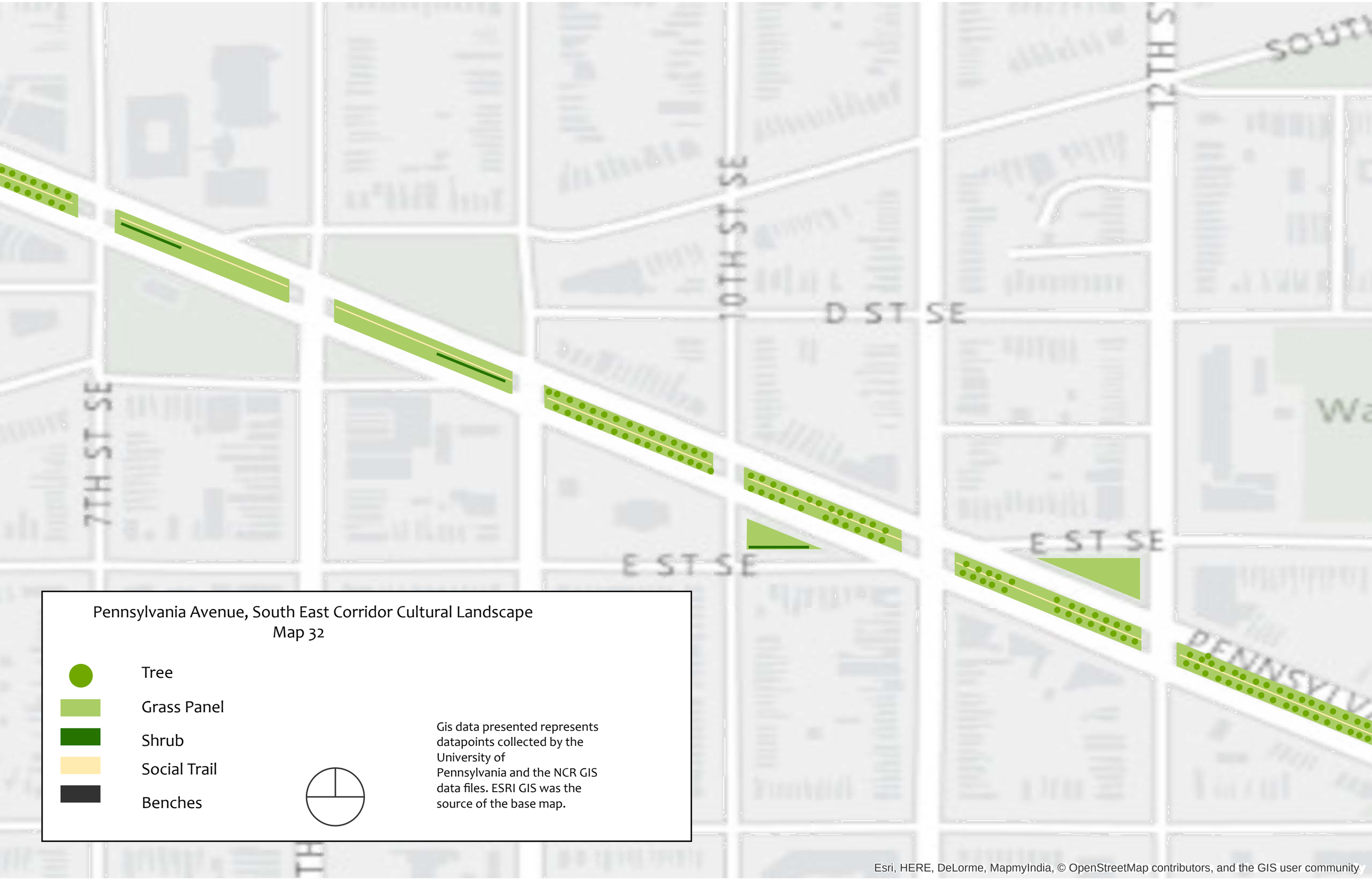
MARYLAND AVE NE
Earl, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community


INDEPENDENCE AVE S
NORTH CAROLINA AVE
3RD ST SE
C ST SE
PENNSYLVANIA AVE SE
6TH ST SE
2ND ST SE
Pennsylvania Avenue, South East Corridor Cultural Landscape
Map 1
Tree
Grass Panel
Shrub
Social Trail
Benches
Gis data presented represents datapoints collected by the University of Pennsylvania and the NCR GIS data files. ESRI GIS was the source of the base map.
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community


12TH ST
10TH ST SE
D ST SE
7TH ST SE
E ST SE
E ST SE
PENNSYLV
Pennsylvania Avenue, South East Corridor Cultural Landscape
Map 32
Tree
Grass Panel
Shrub
Social Trail
Benches
Gis data presented represents datapoints collected by the University of Pennsylvania and the NCR GIS data files. ESRI GIS was the source of the base map.
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13TH
ANIA AVE SE
G ST SE
POTO
K ST SE
Pennsylvania Avenue, South East Corridor Cultural Landscape
Map 3
Tree
Grass Panel
Shrub
Social Trail
Benches
Gis data presented represents datapoints collected by the University of Pennsylvania and the NCR GIS data files. ESRI GIS was the source of the base map.
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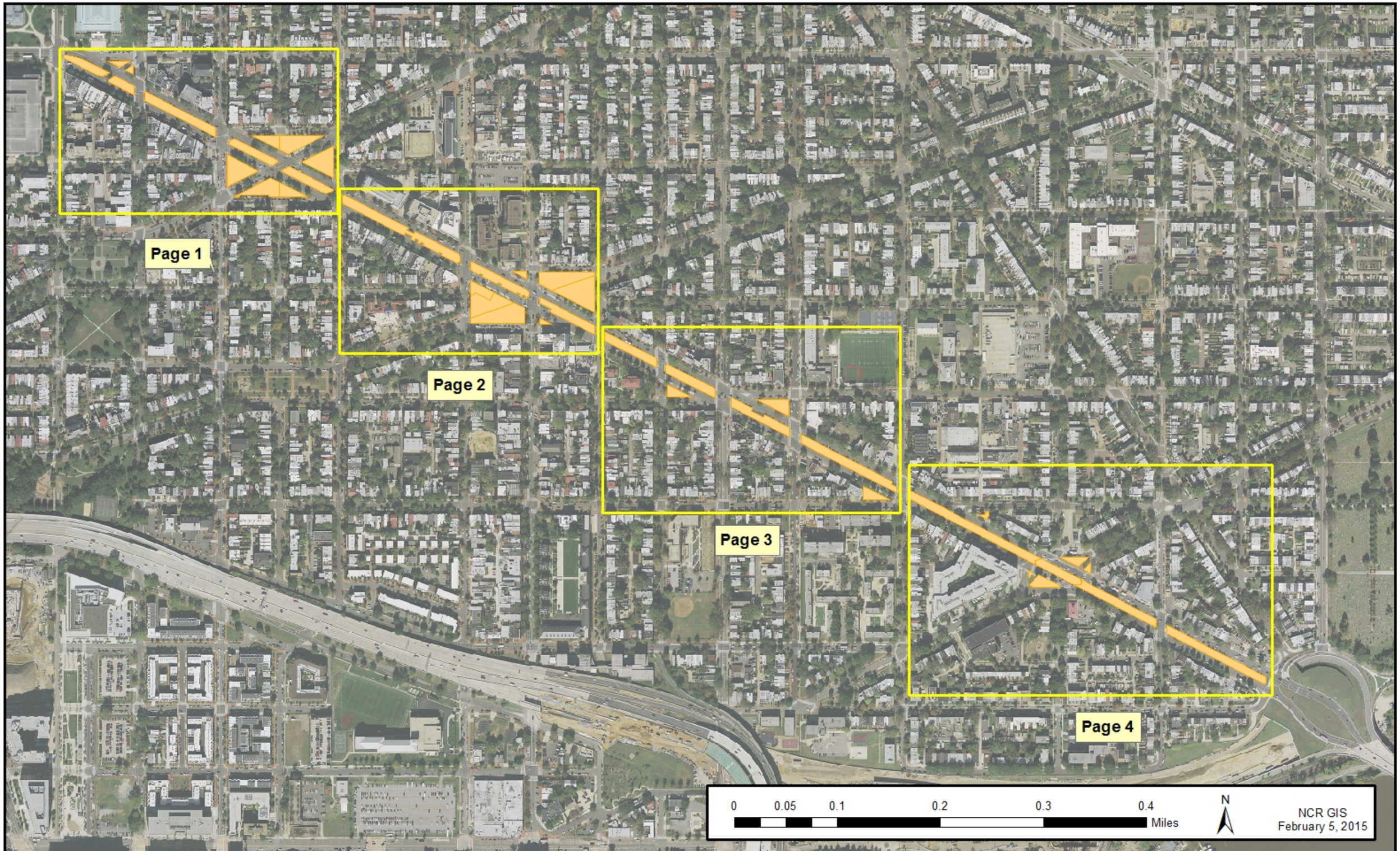
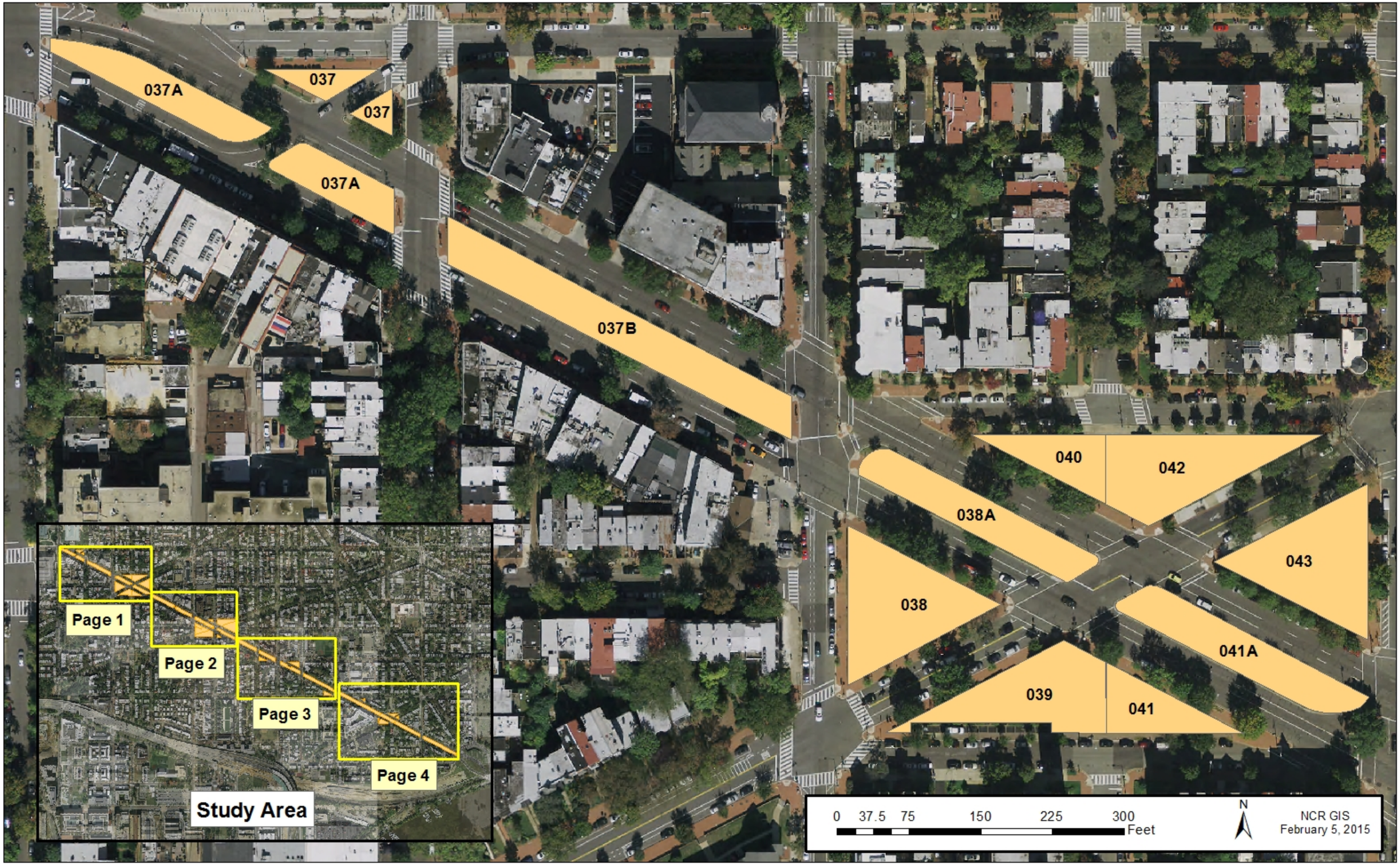
Appendix B
Reservation Map

Reservations along Pennsylvania Avenue Study Area: Overview



Reservations along Pennsylvania Avenue Study Area: Page 1



Reservations along Pennsylvania Avenue Study Area: Page 2

Reservations along Pennsylvania Avenue Study Area: Page3

Reservations along Pennsylvania Avenue Study Area: Page 4