

STAFF RECOMMENDATION

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NCPC File No. 6910



NATIONAL MALL AND MEMORIAL PARKS WAYFINDING AND SIGN PROGRAM - PEDESTRIAN GUIDES AND MAP KIOSKS

National Mall and East Potomac Park
Washington, DC

Submitted by the National Park Service

July 2, 2009

Abstract

The National Park Service has submitted final site development plans for pedestrian guide wayfinding pylons and for map kiosks, part of a comprehensive sign program for National Park Service-managed land on the National Mall and in East Potomac Park. The Commission approved preliminary plans for the pylons and the map kiosks at the June 4, 2009 meeting. The final submission incorporates guidance from the Commission. The overall program includes several categories of signs, including National Park Service (NPS) operational signs, the orientation (map) and wayfinding (pylon) signs, and monument identification signs. The Commission approved preliminary and final site development plans for the installation of operational signs at its May 7, 2009 meeting. The third component of the sign program, monument identification signs, has not been submitted for review. The signs are funded through NPS's Centennial Fund with a match from the Trust for the National Mall. All alternatives in the National Mall Plan, now in progress, include a new wayfinding and sign program.

Commission Action Requested by Applicant

Approval of final site development plans, pursuant to § 8722(b)(1) and (d).

Executive Director's Recommendation

The Commission:

Commends the National Park Service for proposing a comprehensive sign program that includes wayfinding, a sign function that has not heretofore been implemented on the National Mall.

Approves final site development plans for the fabrication and installation of pedestrian guide wayfinding pylons and map kiosks, as shown on NCPC Map File No. 1.41(78.00)42810, as a

coordinated system of providing information to visitors to the National Mall and East Potomac Park, and to the Monumental Core and adjacent areas.

Defers final approval of the pylon panel colors, pending further consultation by NPS with staff and CFA.

Recommends that the DC Circulator's National Mall routes be included in the sign program.

Notes:

- That the Commission of Fine Arts approved a monochromatic gray scheme for the pylons and destination panels at its June 18, 2009 meeting and disapproved the National Park Service's preferred four-color pylon panel scheme.
- That transportation planning and analysis will be a component of the National Mall Plan.
- That the specific content of the pylon panels and map remains in discussion and will be finalized by the National Park Service in consultation with Commission staff, the District of Columbia Office of Planning, and other interested entities.
- That the Commission has previously approved the installation of operational signs on the National Mall, and that NPS has not submitted monument identification signs.

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PROJECT DESCRIPTION

Site

The National Park Service (NPS) proposes the installation of pedestrian guide wayfinding pylons and the replacement of map kiosks on the National Mall and in East Potomac Park, indicated below.



Background

NPS proposes a comprehensive wayfinding and orientation system for visitor attractions on the National Mall and in East Potomac Park, as well as for institutions and services near the National Mall. National Mall and Memorial Parks was successful in being awarded NPS Centennial Funds, which have been matched by funds from the Trust for the National Mall. The National Park Service has received comments from many visitors about the need for clearer and better coordinated signage on the National Mall. An improved sign program is included in all alternatives for the National Mall Plan, currently in development.

Although there are map kiosks, bulletin boards, and directional signs on the Mall, there is no comprehensive wayfinding sign program for the Mall and East Potomac Park, an area visited by some 25 million visitors annually. There are currently 102 map and directional signs on the Mall serving those purposes. NPS would remove them and install approximately 113 new pedestrian guide pylons and map kiosks. The final number would be determined after further consultation in the field with Commission staff and the D.C. State Historic Preservation Office staff.

NPS would provide a wayfinding and orientation system throughout the National Mall and East Potomac Park, for all destinations on the Mall and some destinations beyond the Mall. The site plans in this report indicate the general, proposed locations of the pedestrian guide wayfinding pylons and map kiosks, prior to additional field checking with staff and others before installation.

NPS's sign program has been designed to augment and complement the existing sign programs in place on and near the National Mall, and will be used in conjunction with information conveyed by other sources, including websites.

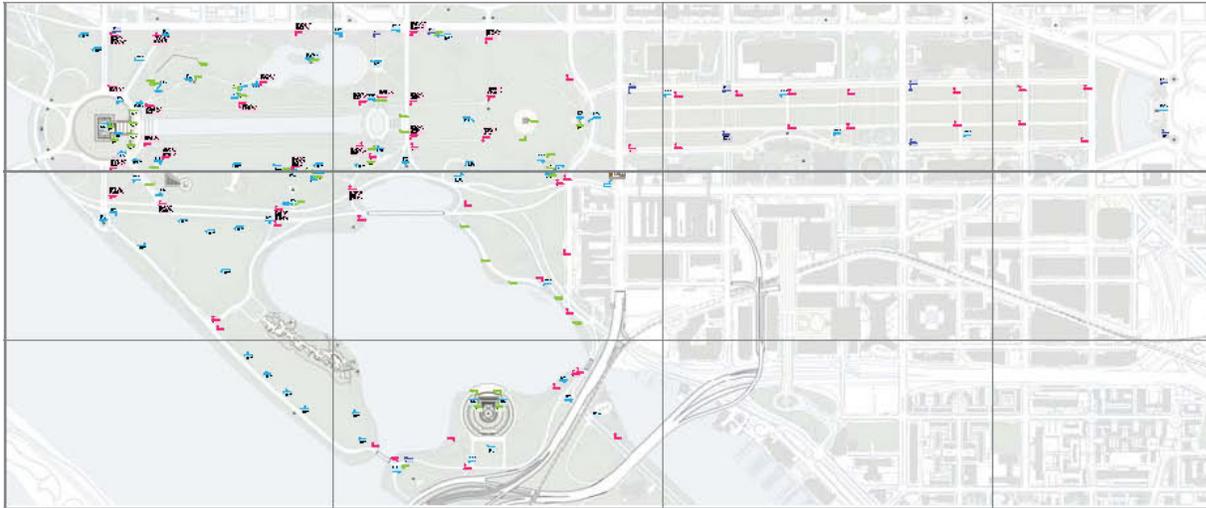
The content of the NPS signs has been coordinated with the signs erected by other entities on and near the National Mall so that the visitor's experience is enhanced by knowing the location of Smithsonian museums or buildings in the U.S. Capitol Complex, for example, as well as public and private-sector visitor attractions, services, and institutions on and off the Mall. The District's blue DDOT signs already appear along the north-south streets of the National Mall and along Constitution and Independence Avenues.

NPS continues to meet with the District of Columbia Office of Planning, the business improvement districts, Destination DC, Cultural Tourism DC, NCPC staff, and others in developing and refining the content of the signs and maps, particularly the destinations. Future meetings and a test of a mock-up on site are anticipated.

At the last meeting on June 4, 2009, the Commission approved preliminary site development plans for pedestrian guide wayfinding pylons and for map kiosks. Commissioners provided guidance on improving the readability and usefulness of some of the signs, to include an increase in size. Commissioners also questioned the absence of the DC Circulator route in the sign program.

Previously, at the May 7, 2009 meeting, the Commission approved the replacement of 327 operational signs on the Mall and in East Potomac Park with approximately 305 new signs in the Park Service's UniGuide sign system, with the condition that NPS consult with staff and the

D.C. State Historic Preservation Officer in determining the final placement and number of signs proposed in the vicinity of the memorials.



Above and below: Site plan showing proposed locations (prior to additional field checking with staff and others before installation) of the pedestrian guide wayfinding pylons in two heights and the map kiosks, also in two heights. Pylons are indicated in red; map kiosks are indicated in blue.



Project Proposal

In this element of the sign program, NPS proposes removing the existing maps and directional signs on the National Mall and installing a coordinated system consisting of approximately 113 wayfinding pedestrian guide pylons and map kiosks.

Pedestrian Guide Wayfinding Pylons

The pylons would be fabricated in two heights, the taller at 9'2" and the shorter at 5'6" feet. The taller pylon (measuring 14 inches in width and depth) will be installed at major path and road intersections. The shorter pylon (measuring 10 inches in width and depth) would be installed at minor path intersections where additional wayfinding is deemed necessary, well as in open areas near memorials. The pylon would be fabricated of dark metal with the lower portion clad in dark granite. Each face of the pylon would have a forward-facing arrow at the top, with porcelain enamel panels for the names and pictograms of destinations.

Map Kiosks

The maps, which provide information and orientation, are elements of NPS's national UniGuide sign system. The maps kiosks would be fabricated primarily in two sizes: a two-sided freestanding vertical map kiosk approximately 7'8" in height, with the map on one side and "Plan your Visit" information about destinations on the National Mall and nearby on the other side. A wall-mounted map of similar size would be placed on the exterior wall of an information booth near the Korean War Veterans Memorial. In addition, a double map kiosk would be installed near the Smithsonian Metrorail station, where many visitors congregate to consult a map. The maps are oriented to the visitor's north- or south-facing view.

The map illustrates the National Mall and surrounding areas, including city blocks to the north, east, and south. Non-NPS institutions and visitor attractions, some of them also represented on the pylons, are indicated and labeled. Ranger and emergency information is provided. The map also contains an inset map with destinations shown in average walking times. NPS states that the maps will be replaced about every five years or more frequently as necessary. The lower-height "wayside" kiosk is intended for use along the paths and near intersections, sometimes in conjunction with pylons. The wayside kiosk and the map itself have been increased in size in the final submission.

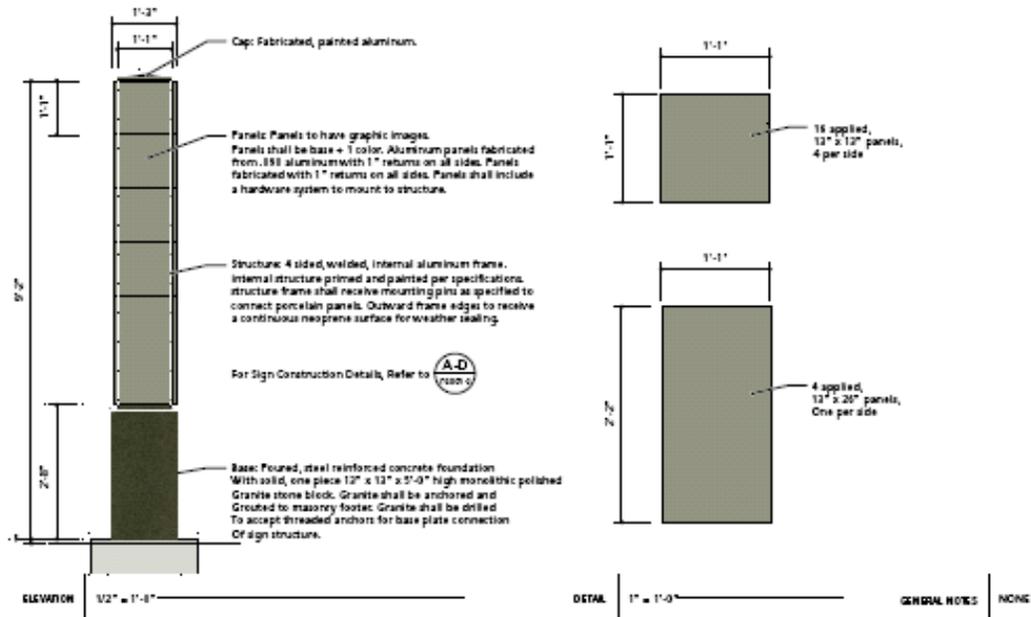
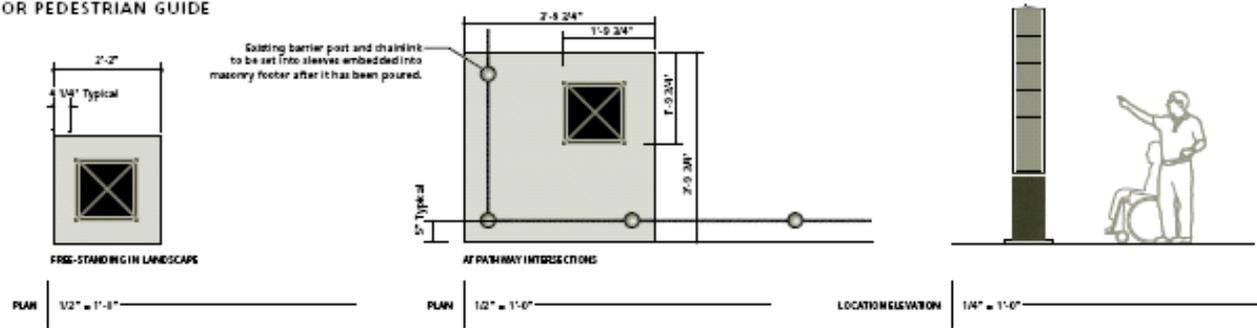
NPS Response to June 4, 2009 preliminary plan Commission Action and guidance

In the preparation of final site development plans, NPS has taken into account the Commission action on the Executive Director's Recommendation and further guidance from Commissioners at the June 4, 2009 meeting. The final submission includes the following responses from NPS:

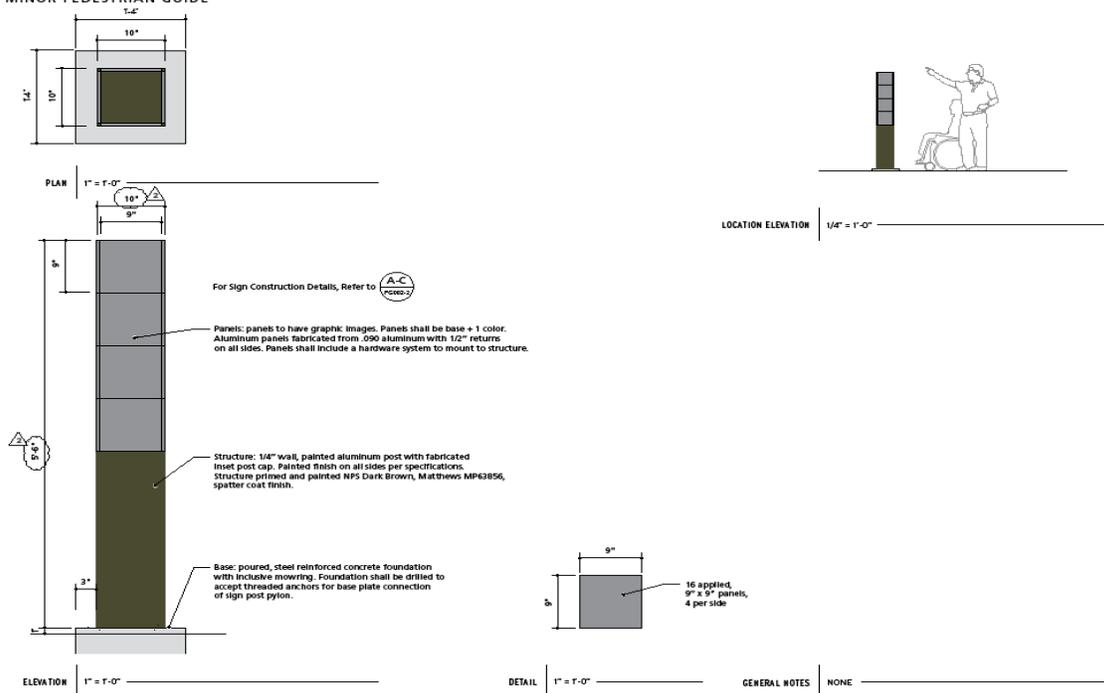
1. The taller wayfinding pylon, to be installed at major path and road intersections, will be 9'2" and will have straight sides (as recommended and acted on in the June Executive Director's Recommendation). The shorter wayfinding pylon, previously 5 feet in height, has been enlarged to 5'6" in height.

2. The regulatory pylon (with rules and directions to visitor services) was reviewed by Commissioners as a mock-up at the Lincoln Memorial. Commissioners thought the mock-up pylon too short to see comfortably. NPS has increased its height from 4'6" to 5 feet.
3. The "wayside" map kiosk has been enlarged in response to Commission guidance. The overall width of the wayside kiosk has been enlarged 12 inches in order to accommodate a larger map. The map kiosk, four feet in width when seen in the mock-up on site, has been enlarged to five feet in width. The map itself now measures approximately 17 ½ inches by 48 inches, an enlargement of approximately 30%.
4. NPS has considered the suggestion to create for each map kiosk a unique small corner inset map indicating walking distance measured from the specific map location. NPS prefers retaining the uniform inset map indicating walking distance on all the map kiosks, rather than creating a unique map for each kiosk. The submission, therefore, retains the uniform inset map indicating walking distance across the National Mall. The "You Are Here" arrow is the only unique feature proposed for the map, although the arrow itself will be of uniform design.
5. Coordination and consultation with the District of Columbia Office of Planning (DCOP) and its partners continues. NPS's sign consultant is now developing the specific content for each face of each wayfinding pylon for consideration by DCOP's consulting group. The map's layout and content are being reviewed in concert with the destinations on the pylons and will be finalized this summer.
6. Commissioners strongly recommended that the route or routes of the DC Circulator be included on the map. The proposed map contains the Tourmobile route and the location of the nearby Metrorail stations only. NPS has submitted a written response, which appears later in this report.

PG001 MAJOR PEDESTRIAN GUIDE



PG002 MINOR PEDESTRIAN GUIDE





Above, the two maps used most frequently in the National Mall sign program. The “wayside” map kiosk on the left has been enlarged from 4 feet in width to 5 feet in width. The map itself has been enlarged in both dimension and scale for improved readability. The vertical map on the right contains a “Plan Your Visit” panel with information for visitors on the reverse side.

PROJECT ANALYSIS

The installation of a new sign and wayfinding program is a high priority for the National Park Service and is included in all alternatives of the National Mall Plan, which will be made public in draft later this year. Staff commends the National Park Service for proposing a comprehensive sign program for the National Mall.

The proposed sign locations were selected to avoid the prominent viewsheds on the center of the National Mall and are scaled appropriately for their purpose and placement. The sizes of some of the signs have been increased in response to previous guidance from the Commission after viewing mock-ups of signs in context on the National Mall.

Staff recommends that the Commission approve final site development plans for the fabrication and installation of pedestrian guide wayfinding pylons and map kiosks as a coordinated system of providing information to visitors to the National Mall and East Potomac Park, and to the Monumental Core and adjacent areas.

Staff recommends final approval of the physical structures of the sign program so that fabrication can begin, with the understanding that the specific content of the pylon panels and map remains in discussion and will be finalized by NPS in consultation with staff, the District of Columbia Office of Planning (DCOP), and interested entities.

However, in light of the Commission of Fine Arts' recent deliberation and vote in favor of a monochromatic gray pylon scheme and against NPS's preferred option of a 4-color panel scheme, staff recommends that the Commission defer final approval of the pylon panel colors pending further consultation and field testing by NPS with both NCPC and CFA.

Pylon Panel Color

At its June 18, 2009 meeting, the Commission of Fine Arts voted to approve a monochromatic color scheme for the pylons: gray destination panels on a gray granite pylon base. During a lengthy and deliberative discussion, CFA commissioners reviewed several options presented by NPS to "sort" destinations by color, but did not support any of the options that introduced multiple panel colors or colors other than gray. In addition to its aesthetic and symbolic arguments, CFA did not accept the concept of sorting by color, stating that the identifying pictograms were "visually strong" and sufficient for wayfinding.

CFA felt that a gray monochromatic design was "dignified, elegant, and timeless" and most appropriate for the "National Mall as a whole", and that the colored panels were commercial in character and not suitable. CFA expressed concern for the symbolic message of what they deemed to be the unnecessary division by color into NPS and other entities' attractions (on and off the Mall) as also being irrelevant for visitors.

NCPC staff values CFA's judgment that a monochromatic pylon would be the most dignified, elegant, and timeless for the National Mall. NCPC staff has also questioned some of the rationale for color distinctions during review of this project. And NCPC Commission members questioned the meaning and coordination of the colors during the June 4, 2009 review of the map kiosk mock-up on the Mall when they noted that NPS memorials, NPS visitor services, and Smithsonian museums were depicted in three different colors on the pylon panels but in the same color on the map. Since NPS's consultant designer has subsequently reconfirmed a preference for using a single color (brown) for Mall destinations on the map in order to provide the greatest graphic contrast and clarity, staff believes that NCPC Commissioners were right in questioning the internal consistency of the proposed color scheme.

But the staff is also concerned that the potential for easier and more useful visitor wayfinding might be lost if all color distinctions on the pylon panels were removed. (NPS's system uses four colors to distinguish among: NPS memorials and destinations, Smithsonian museums, NPS visitor services, and off-Mall areas or destinations). While the DDOT wayfinding signs (for example) are a single color, they are placed in a kaleidoscopic urban context and are meant to be read close-up. The Mall pylons, on the other hand, would be placed in a more visually homogenous landscape context and would be spaced farther apart than the DDOT signs. The pylons are intended to be seen and understood from a greater distance, especially through the use of pictograms (one per panel) for major attractions. The pylons have been designed to be understood so that visitors don't need to stop to read each pylon at close range once they have a sense of the direction. In the Mall's spacious context, NPS asserts that differentiation by color is helpful.

Staff found NPS's response at the meeting to CFA's previously stated concern for a "patchwork" effect of multiple colors on each pylon face to partially (although not completely) address CFA's objections. NPS demonstrated that the (proposed blue) off-Mall destination panels would only appear on one of the four sides of the pylons—the side seen by visitors as they look outward from the National Mall to adjacent city blocks. The other three sides of the pylons would contain on-Mall destinations. These would most typically be in one or two colors (brown and/or gold), although sometimes in three colors (brown, gold, and green), in addition to the gray metal and granite.

In considering the two schemes—NPS's preferred 4-color option and CFA's approved monochrome gray option—NCPC staff has sought a balance among aesthetic, symbolic, and functional goals. The two schemes are quite different in approach. Staff believes that finding an appropriate balance of these goals is in the best interest of visitors to the National Mall and to the image of the Mall as a revered and unique place. In that spirit, staff believes that the decision is appropriately a planning decision as well as a design decision.

Staff commends NPS for thoughtful study and development of the project. Staff again notes that previous concerns about the size, form, number, and proposed placement of the pylons and maps have been addressed satisfactorily and recommends that the Commission approve final plans for the design of the pylons and map kiosks structures themselves so that their fabrication can be scheduled. The panels and the map faces are designed to be separate and removable components by definition, and the content of the pylon panels and maps has not been finalized in any event. NPS hopes to proceed with fabrication of the structures themselves, if all concerns relating to their size and design have been resolved.

Staff does not believe that NPS has yet convincingly responded to some of the concerns expressed by commissioners of both commissions on all three grounds: aesthetic, symbolic, and functional, or that the case for the 4-color scheme has been made compellingly enough for the staff to recommend approval at this time. *Given the recent date of the CFA vote, staff recommends that the approval of the pylon panels be deferred to allow NPS to work further with both staffs and commissions to seek a solution that will be acceptable to all.*



At left, NPS’s preferred 4-color scheme, which distinguishes among memorials (brown), Smithsonian museums (gold), visitor services such as refreshments and restrooms (green), and off-Mall destinations (blue) in order to aid in “sorting” the destinations for visitors.

At right, the monochromatic scheme approved by the Commission of Fine Arts, which described the identifying pictograms as “visually strong and legible enough to convey information without the use of color.”

DC Circulator Routes on the Map

The staff recommends that the Mall routes of the DC Circulator be included in the sign program, in addition to adjacent Metrorail stations and the Tourmobile.

NPS is proposing a wayfinding and orientation system for the National Mall as a whole, and not solely for NPS destinations on the Mall. In addition, the pylons and map include destinations beyond the Mall, which illustrates the intentionally broad scope and utility of the sign program,

as well as the centrality of the National Mall in the planning framework of Washington. The Monumental Core Framework Plan envisions greater integration of the National Mall with surrounding federal precincts and the city. The representation on the map of the DC Circulator's Mall routes would benefit visitors to the National Mall.

The staff regards the DC Circulator as the only premium transit service providing access to points on and near the National Mall. NCPC considers "premium transit" to be service that provides more frequent and regular stops, easily recognized vehicles with easy access, and a simplified loop route. NCPC first proposed a circulator for the Monumental Core in the *Legacy Plan* and continues to be an active participant in planning for DC Circulator service today. Tourmobile is the NPS concessioner responsible for interpretive visitor bus tour service on the National Mall and in the Monumental Core.

The National Park Service (Regional Office) submitted the following statement in response to comments from commissioners at the June 4, 2009 meeting regarding the inclusion of the DC Circulator routes on the map:

The DC Circulator is one of many public/quasi-public bus routes serving the National Mall and surrounding downtown area. While the Circulator does provide a "visitor" branded service, the National Park Service (NPS) has an exclusive contract to provide visitor transportation on the National Mall. Tourmobile is the NPS contract provider and information about visitor-oriented transit services through Tourmobile is shown on NPS maps of the National Mall. Information regarding other visitor-oriented transit services, such as Old Town Trolley, DC Ducks, and Double Decker Bus tour operations, is not shown on the map.

The NPS currently does not provide detailed public transit information for bus routes on its maps. The only public transit system information that we do provide on our maps is the locations of adjacent Metrorail system stations. The NPS does this to assist park visitors in locating this unique mass transit option, for which there is no other provider. Detailed public transit information is available at the Metro stations and from other sources.

CONFORMANCE

Comprehensive Plan for the National Capital

The following are applicable policies from the *Preservation and Historic Features Element* of the Comprehensive Plan:

National Capital Image

1. Express the dignity befitting the image of the federal government in the national capital.

5. Protect and enhance the vistas and views, both natural and designed, that are an integral part of the national capital's image.

Stewardship of Historic Properties

5. Identify and protect both the significant historic design integrity and the use of historic landscapes and open spaces.

The Historic Plan of Washington, DC

2. Promote continuity in the historic design framework of the nation's capital by protecting and enhancing the elements, views, and principles of the L'Enfant Plan.
5. Protect the reservations that contain historic landscapes and features from incompatible changes or incursions.

The following is an applicable policy from the *Transportation Element* of the Comprehensive Plan:

In order to create an integrated network of complementary transit services, the federal government should support:

5. The design and implementation of new, expanded, and innovative transit services that supplement existing transit and fill unmet needs (e.g., Downtown Circulator, Busway, Bus Rapid Transit projects, light rail, trolley).

Relevant Federal Facility Master Plan

Since 2006, NPS has been engaged in consultation and study leading to the development of the National Mall Plan, which will be released in draft later this year. All alternatives in the Plan include the removal of the existing signs on the National Mall and their replacement with a comprehensive wayfinding and sign program. NPS has received thousands of comments from the public since 2006 stating that the current sign confusion and visual clutter are concerns.

National Environmental Policy Act (NEPA)

NPS has undertaken its own internal analysis for its NEPA compliance and has determined that the installation of the proposed signs meets NPS' Categorical Exclusion C.5., as specified in NPS Director's Order 12, because it is NPS' view that the sign program replaces the existing signs on the National Mall and in East Potomac Park, does not disturb previously undisturbed soil, and will have minimal visual impact, as also determined by the D.C. State Historic Preservation Officer through the Section 106 consultation.

Under NCPC's Environmental and Historic Preservation Policies and Procedures, staff has determined that it is relying on categorical exclusion at Section 8(c)2. Staff has made this

determination in the context of Section 106 consultation with the District of Columbia State Historic Preservation Officer, the Advisory Council on Historic Preservation, other federal and District of Columbia agencies, and the consulting parties for the National Mall Plan.

National Historic Preservation Act (NHPA)

The D.C. State Historic Preservation Officer (DC SHPO) has determined that the undertaking will have *No Adverse Effect*, conditioned on field-checking final locations for pylons near memorials.

The DC SHPO concurred with NPS that the proposed UniGuide sign types (which includes the map kiosks in the current submission as well as the operational signs approved by the Commission in May 2009) used throughout the National Park System are covered by a nationwide Programmatic Agreement that requires an internal analysis of the proposed sign installation for appropriateness. The signs were reviewed by the DC SHPO, who found them consistent with the nationwide Programmatic Agreement.

The wayfinding pylon is a design developed specifically for the Mall and is not part of the palette of the UniGuide system. As such, it is not covered by the nationwide Programmatic Agreement and has been reviewed for design and location by the DC SHPO. In a letter dated March 9, 2009, the DC SHPO concurred that the signs would have *No Adverse Effect* on the National Mall or East Potomac Park. The DC SHPO found the wayfinding project:

. . . commendable because the standardization of inconsistent signage will greatly improve the mismatched conditions that currently exist. The total number of signs may ultimately increase, but the need for additional signage has long been recognized and the relatively modest size of most of the proposed signs will result in negligible visual effect when compared to the monumental scale of the National Mall. Locating the signage along the perimeter of the National Mall will help to minimize visual impacts by ensuring that primary views and vistas are not interrupted

The Advisory Council on Historic Preservation also wrote the National Park Service to concur that the installation of the UniGuide sign system was consistent with the nationwide Programmatic Agreement and request that the wayfinding pylons be discussed at a Mall Plan consultation meeting.

NPS provided program and design information to organizations and individuals participating in the National Mall Plan Section 106 consultation and posted information on its Planning, Environment and public Comment (PEPC) website. The sign program was discussed at Mall Plan Section 106 consultation meetings. Parties generally agreed with the sign program with the exception of the Coalition to Save Our Mall, which in letters to NPS dated March 3, 2009 and March 18, 2009 expressed its concern about three aspects of the sign program: the frequency and logic of the signs; the location and representation of the Mall boundaries; and the need to define the National Mall before a sign program is implemented. The letter of March 3rd was provided to Commissioners prior to NPS's Information Presentation on the sign program at the Commission's March 5, 2009 meeting. The letter of March 18th referred to the proposed design

of the pylons and was submitted following a consultation meeting on the subject the previous day, March 17th. The Coalition believed the “signs could adversely affect both the Mall’s historic character and visitors’ experience of it” and suggests, in lieu of the pylons, a different pedestrian wayfinding design of a “historic character consistent with the Mall’s landscape from the 1902 McMillan Commission Plan.”

The DC SHPO, in its letter of March 9th, determined that the signs would have *No Adverse Effect* on the historic properties of the Mall provided that NPS: 1) consult further with the DC SHPO during the CFA and NCPC review processes regarding the final type, location and number of pedestrian guide pylons near the major monuments and memorials (noting concern for use of the tall pylons near the Washington Monument); 2) provide additional opportunities for public review and comment such as the National Mall Plan meeting forum; and 3) assess the potential for archaeological impacts for signage located outside of East and West Potomac Parks where the soil is not entirely composed primarily of fill.

NPS acknowledged the Coalition’s correspondence and has presented the sign program for discussion during Mall Plan Section 106 consultation. NPS has considered and revised the sign and map content in response to the Commission and staff, the DC SHPO, the D.C. Office of Planning staff, the Downtown BID staff, the Commission of Fine Arts staff, and the Coalition.

NPS continues to believe that the pylons are an appropriate form for wayfinding signs on the National Mall. The DC SHPO concurred, finding their “streamlined” form appropriate. Commission staff also concurs, noting that the taller pylon is typically proposed for use near trees and that its slender vertical form is compatible in profile and height with tree trunks and is a significant improvement on broad, flat directional signs on posts. The use of a contemporary, or non-historicized, form is also the best design response, in the staff’s view, and is consistent with the Secretary of the Interior’s Standards for Rehabilitation. Staff recommends that the pylon be simplified further by eliminating the base. Staff also recommends that the revised 9’2” pylon be approved.

NPS has acknowledged the DC SHPO’s conditions in its March 9, 2009 letter and will continue to consult with the DC SHPO and others as design and installation proceed. NPS has also stated that it has assessed all areas where the signs are proposed for installation, that all are on previously disturbed soil, and that potential for archaeological discovery is unlikely.

NCPC staff believes that NPS has met or is in the process of meeting the terms of the DC SHPO’s conditions, that it has demonstrated to date the frequency and logic of the signs in its site plans, and that it has responded to comments by Commission staff and others (including the Coalition in its correspondence) about the location and representation of the Mall on the map.

NCPC’s Section 106 responsibilities incorporate the consultation with the DC SHPO (which will continue with review in the field), the Advisory Council on Historic Preservation, other federal and District agencies, and consulting parties. The comments have focused primarily on the design and placement of the taller pylons, the content of the signs, and on the overall number of signs.

CONSULTATION

Coordinating Committee

The Coordinating Committee reviewed the wayfinding and sign program at its meeting on February 11, 2009. All agencies present coordinated the project.

Commission of Fine Arts

NPS received revised concept approval from CFA for the pylons and maps on May 21, 2009. The Commission delegated final approval of the pylons and maps to the staff, with the exception of the proposed colors for the pictogram tiles on the pylons.

At CFA's June 19, 2009 meeting, CFA disapproved NPS's proposed range of colors on the pylon panels and voting to approve a monochromatic scheme of gray panels on a gray granite pylon. Commissioners confirmed their earlier May 21 preference for a monochromatic scheme, referring to an all-gray scheme as most suitable for the National Mall. See CFA's June 25, 2009 letter.

Referral to relevant local planning agencies

NPS continues to consult with the District of Columbia Office of Planning (DC OP) staff, business improvement districts, D.C. Visitor Center, and other entities on both the content of the information proposed for the wayfinding pylons and the coordinated placement of the pylons in relation to the blue DDOT wayfinding signs. DC OP staff, in consulting with its community partners, has compiled a list of destinations for discussion. Further meetings and a site visit will be scheduled soon.